



PUBLIC ENTERPRISE
ROADS OF SERBIA

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ENVIRONMENTAL MANAGEMENT PLAN

for

Urgent maintenance and remedy of damages on State
Road IB Class, No. 28
Mali Zvornik - Uzice

section: Mali Zvornik – Gracanica
from the border crossing "Karakaj" to Mali Zvornik
before "NIS" gas station
km 0 + 000 to km 1 + 800
L = 1.8 km

- Environmental Category B -

BELGRADE, Jun 2017,

Pre-final

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ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic
BDs	Bid Documents
BoQ	Bill of Quantity
CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
ESAP	Environmental and Social Action Plan
HSE	Health, Safety and Environment
IFIs	International Financing Institutions
INP	Institute for Nature Protection of the Republic of Serbia
IPCM	Institute for Protection of Cultural Monuments of the Republic of Serbia
MoAEP	Ministry of Agriculture and Environmental Protection
MoT	Ministry of Transport (fmr. Ministry of Infrastructure and Energy – MoIE)
OP	Operational Policy
PERS	Public Enterprise "Roads of Serbia"
PSC	Project Supervision Consultant
RE	Resident Engineer
RRSP	Road Rehabilitation and Safety Project
SE	Site Engineer
SLMP	Safety Labour Management Plan
SSIP	Site Specific Implementation Plan
ToR	Terms of Reference
WB	The World Bank Group
WMP	Waste Management Plan

INTRODUCTION

This EMP has been prepared for the proposed rehabilitation of the State Road of the IB class, No. 28 Mali Zvornik - Uzice, Section: Mali Zvornik - Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions which will finance Serbian Road Rehabilitation and Safety Project. This road section is 1.8 km long. The Project has been classified as Environmental Category B. i.e., a project requiring an EMP pursuant to WB, EBRD and EIB Safeguard Policies.

The Project Proponent is the Government of Serbia, acting through its MoT. Project implementing entity is PERS.

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

Project will comply with Serbian legislation, procedures and policies, international conventions and WB / EIB safeguard policies.

For the proposed section, EMP focuses on the urgent maintenance and remedy of damages phase and is part of the signed contract with the Contractor. The activities related to subsequent regular maintenance of this section are not the main focus of this EMP, but are presented herewith for the purpose of completeness.

The preparation of this EMP was undertaken through a desk study and field investigations, including consultations with regional level representatives and local stakeholders. The EMP is based primarily on field investigations performed during August 2016.

EXECUTIVE SUMMARY

Project description

This EMP has been prepared for urgent road maintenance of the State Road of the IB category no. 28, Mali Zvornik - Uzice, section: Mali Zvornik - Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station, to ensure application of the good environmental practice and document compliance with the requirements of the IFIs which will finance RRSP. This road section is 1.8 km long. The Project has been classified as Environmental Category B. i.e. a project requiring an EMP pursuant to WB / EIB Safeguard Policies.

The considered section is located on the edge of west Serbia, Macva district. It occupies the territory of the municipality Mali Zvornik.

The economic basis of the municipalities Loznica and Mali Zvornik consists of a smaller number of industrial capacities and it is based on the usage of local natural resources. The most promising economic branch in the municipalities is tourism.

The industry of this region is based on electricity production, processing of stone and wood. Installations which are located in the wider area of this road section are the working units of the Company for the production of building materials "Ravnaja" JSC Mali Zvornik and RJ lime factory and RJ quarry.

The TOR states the width of existing cross section of road is in limits 6.0 m to 6.5 m. It also defines the design solution of the pavement which must be within the limits of the existing pavement.

During the determination of the axis of the road, the designer has been forming the axis which as much as possible corresponds to the existing status. The existing status should not be changed. The geometric elements of the alignment of the road should be integrated with each other and comply with the regulations. Bearing in mind the width of the road, the geometrical elements are specific to the design speed of 40 km/h.

By the design, the resettlement of population and occupation of areas is not planned, as defined by OP 4.12, as well as the long-term disruption of the natural environment, housing projects and activities.

Policy, legal and administrative framework

MoAEP is the key institution in Serbia responsible for formulation and implementation of environmental policy matters.

The environmental legislation currently in force in Republic of Serbia is summarized in Appendix III.

In the Republic of Serbia, the EIA procedure is regulated by the Law on EIA, which is completely in line with European EIA Directive - 85/337/EEC. Therefore EIA is not required for road rehabilitation projects unless their alignment is placed within or in the vicinity of natural/cultural protected areas.

Based on decision of the INP of Serbia, section Mali Zvornik - Gracanica, from border crossing "Karakaj" towards M. Zvornik to 'NIS' petrol station (km 0 + 194.39

to km 1 + 994.42.00) is not located within protected area, for which the process of protection has been implemented or initiated, based on the Nature Protection Act ("Off. Gazette of RS "no. 36/09, 88/10, 91/10, 14/16.

By the decision of the IPCM "Valjevo", on the alignment of the state road IB category No.28, Section Mali Zvornik - Gracanica, from border crossing "Karakaj" towards M. Zvornik to 'NIS' petrol station (km 0 + 194.39 to km 1 + 994.42) there are no archaeological sites. From the standpoint of protection of immovable cultural property, it has been given the permission to execute the works of the mentioned design in compliance with the terms of conservation, maintenance and usage (Appendix V - Conditions from the competent institutions).

Therefore, EIA is not required for this project in accordance with the Serbian regulations.

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

1. OP 4.01 Environmental Assessment;
2. EBRD Environmental and Social Policy 2008;
3. EIB Statement of Environmental and Social Principles and Standards (2008).

EBRD and EIB will require that the project complies with the Republic of Serbia national laws and EU standards.

Baseline conditions assessed during route survey

The IPCM "Valjevo", based on the requirements of The Highway Institute JSC Belgrade, issued the Decision on the conditions of storage, maintenance and operation of the design for urgent maintenance and remedy of the damages on the state road IB category no. 28, Section Mali Zvornik - Gracanica, from km 0 + 194.39 to km 1 + 994.42.

In the above-mentioned conditions, (the number of decisions 441/1) archaeological sites, monuments and registered goods are outlined that were found in the vicinity, and regarding the protection of immovable cultural properties, performance of maintenance work is allowed as well as eliminating damages on the state road.

On the basis of the Terms and Conditions issued by the INP of Serbia (the number of decisions 020-1766/3), subject area i.e. subject section is not located within the protected area, for which the process of protection has been implemented or initiated.

During the project there will be no expropriation of land.

Existing traffic volume (AADT) on the section of Radalj - M. Zvornik (2.1 km) is 2877 vehicles/day while on the section Mali Zvornik - Border Crossing RS (Mali Zvornik) (0.2 km) 1752 vehicles/day, according to a PERS on the traffic counts in 2014.

The beginning and end of the section is in the settlement of Mali Zvornik. Parallel to the road, meanders the river Drina.

Drainage of the road is provided in both directions, transversely (to gutters, over the shoulders to drainage channels or along slopes of the embankment) and longitudinally (to gutters and drainage canals to culverts). Three box culverts and

three pipe culverts have been identified in this sector. Most of existing culverts are in good condition, only cleaning of deposits is necessary.

The existing sources of air pollution have been identified. These are existing roads as linear sources of air pollution (existing state road IB class No.28). Industrial facilities in this area are also certain air pollutants.

The dominant source of noise in the observed area is the current road as a linear source of noise.

Summary of Environmental Impacts

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

No relocation and resettlement issues as defined by OP 4.12 are anticipated.

When it comes to exploitation, it is not expected the increase of road traffic as a result of urgent maintenance and remedy of damage.

Sidewalk is on the right side in direction of chainage increase with its entire length. Bus stations on the right side of the carriageway are existing bus stations on chainages km 0 + 500 with extensions and km 1 + 400 on carriageway without extensions. On the left side of the carriageway, existing bus station has been retained on the carriageway without extensions (km 0 + 419.89) and newly designed bus station with extension on chainage km 1 + 355.67.

During works on urgent maintenance and remedy of damage of road, the local population in Mali Zvornik, will be exposed to the effects of air pollution and increased noise levels.

During the works execution on urgent maintenance and remedy of the damage of the road, as well as during the usage, different cases of water pollution are possible. Wastewater discharged during the works can jeopardize the quality of the surface and underground water. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on water ("Official Gazette of RS", 54/96, 101/05). As for the potential pollution during operation, these are limited to accidents only. In such a case, procedures for action in incidental situations, as defined by the Ministry of Interior and in the Water Law, will apply.

All gutters and channels are routed towards culverts. Referring to right side of the carriageway, there are curbs on driveways preventing water runoff to go infields. On the left side of the carriageway, aside from gutters and canals, there are cased longitudinal culverts under the driveways. Drained water is regulated and routed towards recipient.

However, due to projected traffic and the expected amount of drained water, the impact on water quality in rivers Voljevica and Drina river - class II (Hydrological yearbook for 2013 - RHMZ), which means that on the basis of the limit values of quality elements, provides the conditions for the functioning of ecosystems, life

and protection of fish and can be used to drink with pre-treatment filtration and disinfection as well as for swimming and recreation, irrigation and industry, is expected to be minimal to negligible.

The proper implementation of the EMP measures, as listed in Appendix I would offset or minimize any impact on local human and biotic environment that might be related with any long-term cumulative negative effects.

Environmental Management Plan

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, rehabilitation, and operation Phases, as summarized in the EMP as shown in Appendix I.

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

During the urgent maintenance and remedy of damages on the state road, the Contractor will work according to the requirements of the CEP (based on the EMP) will be prepared by the Contractor. Following the award of the contract and before commencing the work, the Contractor will prepare a CEP that addresses the conditions of the rehabilitation in the EMP that has been attached to the Bid and Contract Documents. The CEP will amplify how the Contractor will address the activities in the rehabilitation section of the EMP. The contractor will submit the CEP to the PERS for approval.

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

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

- the EMP conditions have been included in the bid price.
- the Contractor has a qualified and experienced person on the Contractor's team who will be responsible for the environmental compliance requirements of the EMP.
- and its sub-contractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

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

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

Stakeholder engagement - Information disclosure, consultations and public participation

Based on the safeguard measures of international financial institutions, in the preparation of an EMP there will be public discussions.

Summary of public inspection (public consultation)

EMP will be presented to the public.

1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing the costs of the Projects for urgent maintenance and repair of damages on state road IB Class by the WB, the EIB and the EBRD. A part of the funding is directed to urgent maintenance and repair of damage on the state road IB category No. 28, Mali Zvornik - Uzice, section: Mali Zvornik - Gracanica, from km 0 + 194.39 to km 1 + 994.42, length of 1.8 km. The stated design is a part of the urgent unforeseen works within the design of the road rehabilitation which is necessary for the purpose of rehabilitation and repair of damage caused by severe floods in May 2014.

Location Description

The proposed section extends through western Serbia, Macva district, on the border with Bosnia and Herzegovina. Pass through the municipality of M. Zvornik. The road alignment is along the whole length guided along the right bank of the Drina River. Topography has characteristics of gorge type of terrain with narrow, winding river Drina valley, with steep slopes intersected by numerous side ravines. The area of alluvial plains along the Drina has a width of several tens of meters to a few kilometers. In accordance with the character of the terrain, the road is mostly full side cut, with numerous supporting structures and drainage structures.

According to the old classification, this section belonged to the main road IB category no. 21 (M - 4), and according to the new classification, it belongs to the state road IB category no. 28. Home chainage is at km 0 + 194.39 (Karakaj), and the final chainage at km 1 + 994.42 (Mali Zvornik).

Picture 1. Location of Mali Zvornik - Gracanica road section



It should be noted that the very beginning of the construction intervention is located 194.39 m from the border crossing. On the location of the border crossing there is also interchange 0124 Mali Zvornik, which is designated to be zero chainage for this project.

The settlement located along this section is Mali Zvornik (municipality Mali Zvornik).

The railway that connects Ruma (which is located on Corridor X) across Sabac, Loznica and Zvornik overpasses Drina River, connects Serbia with Bosnia and Herzegovina. The railway has recently been used almost exclusively for the transport of goods and raw materials (for factory Zorka Sabac) and the transport of passengers is almost negligible.

Picture 2. Ortho photo image sections of Mali Zvornik - Gracanica, from the border crossing "Karakaj" towards Mali Zvornik to 'NIS' petrol station, from km 0 + 000 to km 1 + 800, on the state road IB Class no. 28 Mali Zvornik – Uzice



The end of the section is in the middle part of Drina river valley on the right bank of the river, in the village of Mali Zvornik, the smallest municipality in Macva district. Mali Zvornik municipality has 14,076 inhabitants, according to the 2002 census, according to preliminary results of the census 2011 Mali Zvornik municipality has 13,205 inhabitants.

The entire municipality of Mali Zvornik is located at 150 to 856 meters above sea level. The maximum altitude of the municipality is Crni vrh. The climate is temperate continental. On the western side of the municipality is bordered by the Drina River, and from the other sides by the mountain ranges.

Corridor of the observed section is passing through the alluvial valley of the Drina River, which is a large and important rivers of the wider region. In addition to the Drina River, there is a small Voljevica River and unnamed stream. All watercourses belonging to Drina watershed and their characteristics belong to the smaller watercourses of torrential type. The tributaries of the Drina River are suitable for the construction of small ponds for trout farming.

Picture 3. Border crossing "Karakaj"



Picture 4. On the section M.Zvornik - Gracanica, from border crossings "Karakaj" to "NIS" petrol station



Picture 5. End of the alignment of the project (pre connector 'NIS' gas station)



Industry sectors present in the wider area of road section are as follows: production of sawn timber, building material (stone, lime), cutting and shaping of stone manufacture of standard metal products and the manufacture of food products. In the area of this road section there are no industrial facilities.

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

Rehabilitation works description

The TOR stipulates the solution of pavement width which must be within the existing pavement. It is suggested that all interventions for urgent maintenance of the section should be in the right-of-way.

Sidewalk is on the right side in the direction of chainage increase with the entire length of section. Bus stations on the right side of the carriageway are existing bus stations on chainages km 0 + 500 with extensions and km 1 + 400 on carriageway without extensions. On the left side of the carriageway, existing bus station has been retained on the carriageway without extensions (km 0+419.89) and newly designed bus station with extension added on chainage km 1+355.67.

The rehabilitated existing road section from situational and longitudinal aspect is following the existing conditions. Major works include removal of the existing pavement, construction of new asphalt layers, cleaning of the existing culverts, improving the geometrical characteristics of bus stops as well as the existing connections to the categorized and uncategorized local roads and individual household connections. Regarding watercourses, the River Voljevica and the unnamed stream, it was not necessary to carry out the regulation of waterflow at the intersections with the present road section.

The project does not require the relocation of the local population, the new occupation of areas, as well as long - term disruption of the natural environment, settlements and activities of local residents.

The drainage of precipitation from carriageway is provided in both directions, from the uphill side longitudinally by gutters and drainage ditches and transversely by culverts under the pavement to the recipient .

2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

Relevant Institutions

The MoAEP is the key institution in Republic of Serbia responsible for formulation and implementation of environmental policy matters.

The other aspects of environmental management related to road rehabilitation projects are dealt with several other institutions, among which are the INP and the IPCM, and the PERS.

Existing Serbian legislation

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

EIA procedure in the Republic of Serbia

In the juridical system of the Republic of Serbia, the EIA procedure is regulated by the Law on EIA, which is completely in line with European EIA Directive - 85/337/EEC. Therefore, EIA is not required for road rehabilitation projects unless their alignment is placed within or in the vicinity of natural/cultural protected areas. In that case Project proponent is obliged to submit Request for Decision-making on the necessity of preparation of the EIA to the MoAEP. Depending on assessment of significance of potential environmental impacts of project it could be decided that it is necessary to implement full EIA procedure for that kind of projects.

Based on the above mentioned criteria, this project does not require elaboration of the assessment of environmental impact.

Relevant WB / EBRD / EIB Policies and Statements

As the road rehabilitation will be funded by WB / EIB / EBRD the following Lender requirements will need to be applied to the any works:

- WB: OP 4.01 Environmental Assessment, which require partial EIA and development of site specific EMPs for projects belonging to Category B.;
- EBRD: Environmental and Social Policy 2008;
- EIB: Statement of Environmental and Social Principles and Standards (2008).

EBRD and EIB require that the project complies with the Republic of Serbia national laws and EU standards. WB require that the projects comply with the Serbian legislation and the Bank's OP 4.01.

According regulations of the Republic of Serbia, the EIA is not required for projects of urgent maintenance and removal of damages on roads, while the EMP is necessary.

3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

Section M.Zvornik – Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station, with length of 1.8 km of national road IB category no. 28, Mali Zvornik - Gracanica, belongs to western Serbia, Macva district. Passing through the territory municipality of Mali Zvornik.

The Highway Institute JSC Belgrade made a detailed assessment of the situation on the section of Mali Zvornik – Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station, in August 2016.

Natural Resources and Cultural Heritage

Directly on the Section Mali Zvornik - Gracanica, from the border crossing "Karakaj" towards M.Zvornik to "NIS" petrol station, L=1.8 km, there are no protected natural and cultural resources that could be affected by the project for urgent maintenance and damage removal.

In reference to conditions published by the INP (the number of decision 020-1766/3), subject area, i.e. section is not located within a protected area for which the process of protection has been implemented or initiated.

In terms published by the IPCM "Valjevo" (the number of decisions 441/1) are listed archaeological sites, monuments and registered goods that are found in the vicinity, and regarding the protection of immovable cultural properties, performance of maintenance work is allowed as well as eliminating damages on the state road.

There will be no land acquisition during the project implementation.

Settlements

The start of the section is at the border crossing "Karakaj", and the end of the section is at the petrol station "NIS", at village of Mali Zvornik (municipality of Mali Zvornik).

Watercourses

On the corridor of the observed section, besides the river Drina, there is a Voljevica River and unnamed stream. The dense network of streams and rivers that belong to Drina make this area very disjointed. Drina river basin is the richest in water, and is characterized by strong flow extremes. Downstream from the Zvornik accumulation nature of Drina River is changing, it becomes a lowland

river, but with greater width and fast flow of water whose water level changes frequently to the rhythm of the HPP "Zvornik".

The section is completely parallel to the river Drina.

According to the national classification and categorization of watercourses, river Drina belongs to the second class quality (Hydrological yearbook for 2013 - RHMZ), which means that on the basis of the limit values of quality elements, provides the conditions for the functioning of ecosystems, life and protection of fish and can be used to drink with pre-treatment filtration and disinfection as well as for swimming and recreation, irrigation and industry.

Due to the nature of works on the rehabilitation of the road, the watercourses will not be adversely affected, with the use of good construction practice.

Picture 6. Fishing on the river Drina



The drainage of precipitation from carriageway is provided in both directions, from the uphill side longitudinally by gutters and drainage ditches and transversely by culverts under the pavement to the recipient.

All gutters and canals are routed towards culverts. Referring to right side of the carriageway, there are curbs on driveways preventing water runoff to go infields. On the left side of the carriageway, aside from gutters and canals, there are cased longitudinal culverts under the driveways. Waste water is routed towards recipient (Voljevica River and one unnamed stream, final recipient Drina River).

Potential water pollution during the exploitation phase is restricted to accidents. In this case, as defined by the Ministry of Internal Affairs and in the Water Act, it is subjected to procedures for the operation of emergency.

Air

In the section, from border crossing "Karakaj" to the gas station "NIS" there are no point sources of air pollution.

The Contractor, as a measure of mitigation i.e. avoidance/minimization of dust emissions at the site, shall necessarily undertake; Wetting of critical surfaces on the site, covering of stored material as well as limiting of the speed of the vehicles: Using temporary fences; Wetting of critical surfaces, accesses, materials and storages during loading and unloading, covering of vehicles carrying dusty materials; car wash, etc.

PERS will monitor all the works of the Contractor, including verification of possession of adequate work permission and licenses of the Subcontractors.

Based on past experience and the expected traffic load, during and after the planned rehabilitation works, the increase of the current level of pollutants in the air is not expected.

Noise

In the observed area, the dominant noise is due to the traffic on the section of Mali Zvornik - Gracanica.

Based on previous experiences, when it comes to planned works on rehabilitation of the state road IB, it is necessary to restrict the activities to daily work (not between 8 pm and 7 am or according to arrangement with public authorities); also operation of equipment with built-in noise-damping, licensed and approved in accordance with the standards of the EU; sound barriers at work that make noise and for more than one day at the same location. Noisy machinery shall be located as far away as possible from residential buildings and other sensitive receptors. On the other hand, given the expected traffic load, road operating hours after the rehabilitation of the section will not lead to noise increase.

4. SUMMARY OF ENVIRONMENTAL IMPACTS

The following table provides a summary of the Environmental Impacts that are predicted for the project.

impact	significance	comment
impacts on land use/settlements,	low	There will be no land acquisition as defined by OP 4.12 during the project implementation
ground and surface water,	low	Due to low amount of drainage water that can be drained into Recipient, the consequential impact is minimal to negligible

impact	significance	comment
air quality,	low	Temporary impact
flora and fauna (protected areas and species),	low	According to the recommendations laid down in the framework of the conditions obtained by the Institute for Nature Protection; No protected areas.
noise,	low	Temporary impact
access/crossing points of the main road and local roads,	low	The rehabilitation and widening works won't affect existing crossing points. No specific issues.
soil management,	low	With application of waste handling measures
waste,	low	Ensured through environmental management - <u>waste and wastewater management plan</u> will be prepared and implemented
cumulative impacts etc.	moderate/low	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

Road rehabilitation works on proposed Mali Zvornik - Gracanica section, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station, will have only minor impacts on the environment (environmental category B). Most of the impacts are of temporary character and they disappear after the road rehabilitation works are completed.

This section belongs to the local and regional roads network, on which significant increase of road traffic as a result of rehabilitation works is not expected. In respect to impact of the potential increase of the vehicle speed on rehabilitated roads, this issue will be addressed through the project's road safety component, which will include implementation of the active and passive measures to control the vehicle speed on rehabilitated road sections.

The possible temporary impacts as consequence of the construction activities will consist of among others: disruption of current traffic circulation; roadway safety;

damage to access roads; noise, waste and dust nuisance; and air emissions; potential impacts of soils and water resources; brief disturbance to biota, and momentary interference to neighbouring settlements through various construction and operation activities. Off-site activities include quarry, borrow pit and asphalt plant operations, which if not managed properly, may cause localized adverse impacts. The Contractor's yard and workers' camp can be potential sources of temporary adverse impacts.

The safety of pedestrians and the corresponding crossings shall be provided by the CEP, which will ensure safe and adequate pedestrian crossing with ramps and structures that enable the use of wheelchairs, handcarts, bicycles and baby strollers.

Summary of Key Impacts

This EMP is focusing more on the rehabilitation phase of the selected investment, as it will become part of the respective Contract for the implementation of civil works, and as such, the future contractor's obligation. The activities related to subsequent regular maintenance of this section are not the main focus of this EMP, but are presented herewith for the purpose of completeness.

Air and Noise Pollution within the Residential Areas

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

The noise induced by the execution of works is only temporary. However, when it comes to planned works on rehabilitation of the state road IB, it is necessary to limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities). Also, equipment operating with noise mufflers, sound barriers at work that make noise and longer than one day at the same location. The Contractor, as a measure of mitigation i.e. avoidance/minimization of dust emissions at the site, shall necessarily undertake wetting of critical surfaces on the site, periodically and depending on weather conditions.

Relatively low traffic load leads to the conclusion that noise barriers will not be implemented in this project.

Potential Water Contamination

Cases of water contamination may occur during the rehabilitation of the project road from site run off, spills and - water from the equipment maintenance areas and sanitary wastewater effluent from the work camps.

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

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

Should spills occur in any part of the road, especially where the river is closest to the road, to mitigate the problem the Contractor should use absorbing materials, such as absorbent mats/fabrics, or sand and scrape off the contaminated soils and dispose them in approved facility, in accordance with the Law on water ("Official Gazette of RS", 54/96, 101/05).

Potential Cumulative Impacts

During the exploratory field works and the preparation of the EMP, the particular attention was paid to the activities that can potentially lead to negative cumulative effects.

Since in the observed area, the only potential source of air pollution is the rehabilitated road section, there is no cumulative impact.

5. ENVIRONMENTAL MANAGEMENT PLAN (EMP)

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, rehabilitation, and operation Phases, as summarized in the EMP.

A basic assessment of the proposed road reconstruction and rehabilitation project concluded that the rehabilitation impacts will be minor, reversible and manageable if the mitigation measures as given in the EMP are properly implemented. The EMP (Appendix I and Appendix II) is based on the type, extent and duration of the identified environmental impacts. PERS (the Implementing Agency) will guide the design and supervision engineers and contractors on the implementation of the EMP.

A. MITIGATION PLAN

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

Contractor Management

Recommendations and proposed mitigation measures shown in Appendix I. Mitigation measures will be incorporated as part of the standard design and rehabilitation practices and as such their costs will be included in the rehabilitation cost. This will be refined during the detailed design stage.

Experience shows that inadequate application of the EMP by the Contractor may occur due to weak linkages of the EMP with the contract documents. The EMP is a

part of the work program and as such it must be addressed by the Contractor and carried out as required.

EMP is a forming part of the Bid and Contract document. The contractor will use this document to cost his compliance with the EMP. It is the Contractor's obligation to cost the implementation of environmental mitigation measures in his overall cost. The Contractor will be required to provide a short statement that confirms that:

- the EMP conditions have been costed into the bid price,
- the Contractor has a qualified and experienced person on the Contractor's team who will be responsible for the environmental compliance requirements of the EMP,
- the Contractor and its sub-contractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

Design Phase

Mitigation measures will be incorporated as part of the standard design and rehabilitation practices and as such their costs will be included in the rehabilitation cost.

Site Organization Plan

The production of the construction site organization plan is the responsibility of the Contractor who is obliged to comply with it and treat it.

The respective section is not located within a protected area which is conducted or initiated the process of protection for. On the other hand, the dominant natural resource and ecological corridor of international importance, such as Drina river, flows in this area. Consequently, the INP issued the requirements relating to the organization of the site (Appendix V) which must be taken into account when making the Site Organization Plan.

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

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

1. Temporary storage locations required for construction and other material and equipment is needed to locate outside of the areas with tall vegetation and flood plain areas of the river Drina and to limit only to the duration of the works execution;
2. The size of contractor's facilities are limited to absolute minimum to reduce unnecessary clearing of vegetation;
3. Facilities of the Contractor should be surrounded by the adequate protective fence;

4. While executing the works, strictly observe the planned alignment and corridor around it, as the earthworks and the usage of machines would not leave consequences on the environment. Also use the existing road network without building new roads, in order to prevent the fragmentation of the existing habitats;
5. The sites are properly drained. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to drain to an oil and water separator;
6. Sanitary waste and grey waters are treated before release into surface water systems, in accordance with the Law on water ("Official Gazette of RS", 101/05);
7. Fuel storage areas are not located within 20 m of a water course. The contractor's facilities are to be contained within an adequate security fence;
8. Where fuel in excess of 5 000 litres is stored on site, it will be stored in sealed tanks on a concrete base which can hold 110 % of the tank capacity;
9. All workshops would be provided with oil and water separators;
10. The Contractor must have trained personnel who are competent in fuel handling procedures and for cleaning up accidental spills;
11. Restrict servicing of machinery and vehicles along the alignment of the road. In case of accidental spills of fuel, oils / lubricants and other harmful substances must be repaired and restore the surface to its original state.
12. All waste oil, oil and fuel filters will be collected and disposed of in secure landfill areas. At the closure of the site, all contaminated soil will be excavated, removed and replaced with fresh topsoil;
13. Provide temporary or permanent location (existing regulated utility facilities / landfills) for storage and disposal of rubble and other waste material in any state, and municipal waste generated during the construction. Restrict storage / disposal in river banks areas, as well as other smaller temporary watercourses, as well as on agricultural land;
14. Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements;
15. Prevention of soil erosion on construction site: The contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods.
16. Apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site;
17. Avoid excavation and operating machinery in wet ground conditions;
18. In the construction phase it is necessary to take into account the populated places because of the potential impact of noise from construction equipment, allowed the works execution only during the day;
19. During the construction works execution along the whole alignment it should be maintained the maximum level of communal hygiene. Define the locations for installation of containers for temporary storage of waste;
20. Upon the completion of the works, it must be removed as soon as possible all the machinery, construction materials, containers, spare parts and other equipment;
21. Upon the completion of the works, it is required to cultivate the ground at all vulnerable areas using appropriate flora and the species which are biologically stable under the given climatic conditions, resistant to harmful effects (emissions) and compatible with the surrounding area and purpose; PERS is responsible for

checking that the EMP and SLMP requirements are incorporated into the site organization, via the engaged consultant for supervision.

Rehabilitation Phase Mobilisation - Contractor EMP

During the rehabilitation, the Contractor will work according to the requirements of the CEP (based on the EMP) which has been prepared by the Contractor and approved by PERS. Supervision and monitoring of the CEP activities will be undertaken as follows:

- The Contractor has the initial responsibility for preparing and implementing the CEP as per the works contract;
- The Resident Engineer (RE) will direct the Contractor with regard to compliance with the CEP;
- The PERS will carry out independent monitoring of the work and can issue Defect Notices to the RE who will transmit these to the Contractor;
- The Contractor will have his own representative on site – the SE who will be responsible for implementing the contract and complying with the CEP.

Contractor prepares CEP: following the award of the contract and before commencing the work, the Contractor will prepare a CEP that addresses the conditions of the rehabilitation in the EMP that has been attached to the Bid and Contract Documents including measures to comply with national legislation and Lender requirements. The CEP will detail how the Contractor will address the activities in the rehabilitation section of the EMP. The contractor will submit the CEP to the PERS for approval.

Following the approval of the CEP, the Contractor together with the person on the Contractor's staff who will be responsible for supervising the CEP will meet the PSC (Environment) on-site. If the plan is appropriate and implementable, the PSC will advise the PE that the Contractor can now commence work.

Works on Urgent Maintenance and Remedy of Damages

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

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

Environmental management during the work on urgent maintenance and remedy of damages

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

- Layout of the work camp and details of the proposed measures to address adverse environmental impacts resulting from its installation. Description and layout of equipment maintenance areas and lubricant and fuel storage facilities including distance from water sources/bodies;
- Sewage and wastewater Management Plan for provision of sanitary latrines and proper sewage collection and disposal system to prevent pollution of watercourses;
- A plan (mechanism and organizational structure) detailing the means by which local people and other project affected persons (PAP) can raise grievances arising from the rehabilitation process and how these will be addressed (e.g., through dialogues, consultations, etc.) (see Appendix 4 for the Project grievance mechanism);
- Soil Management Plan detailing measures to be undertaken to minimize effects of wind and water erosion on stockpiles, measures to minimize loss of fertility of topsoil, timeframes, haul routes and disposal site;
- Dust Management Plan which shall include schedule for water spraying on access road and in nearby settlements along the project road, as well as list of equipment to be used; This applies to all of construction sites and haul roads. During rehabilitation, when dust may be generated, the Contractor will monitor the worksite conditions and apply dust control measures, which include reducing construction traffic movements and spraying water on exposed areas;
- A plan indicating the location of the proposed material extraction site as well as rehabilitation measures to be implemented for the borrow areas and access roads upon project completion;
- Waste and Wastewater Management Plan. Disposal of waste materials: All construction waste materials including drums, lumber, sand and gravel, cement bags etc. are to be suitably disposed of. If these cannot be recovered for scrap value these materials should be taken to an approved landfill sites for safe disposal. Hazardous waste will be stored and removed from the construction site on demobilization, in accordance with the Law on Waste management ("Official Gazette of RS", 36/09) The Contractor's SSIP should cover all aspects of waste management, including implementation of practice standards such as reduce, re-use and recycle. It should specify final disposal alignments for all waste and demonstrate compliance to national legislation and best practice procedures on waste management. The WMP will, as a minimum, include details of temporary waste storage, waste transfer and pre-treatment prior to final disposal or recycling. Licensed/approved facilities for solid and liquid waste disposal must be used and a duty of care and chain of custody for all waste leaving the site will be followed. As part of the plan Contractors will be expected to produce waste handling forms for chain of custody, which will be used to control waste leaving site. Thus the waste controller will keep a copy of the form and the driver will always carry a copy and will ensure that the load is signed for at the final disposal site. All records will be kept by the Contractor for audit purposes and to demonstrate that the project is complying with best practice and applicable legislation;
- Oil and fuel storage Management Plan. The Contractor's SSIP should cover all procedures for storage, transportation and usage of oils and fuels,

refuelling of plant and machinery and procedures for minimizing the risk of ground and water contamination. All oils and fuels will be required to be stored within secondary containment of 110 % capacity and all spillages shall be cleaned up immediately. Re-fuelling vehicles will carry Spill Kits to enable spillages to be cleaned up as soon as possible. All categories of spillage will be reported in accordance with the Plan to be developed by The Contractor. Toolbox Talks would be expected to be delivered on an ongoing basis as „continued training" and following any significant incident;

- In-river works management plan. The Contractor's SSIP should cover procedures and plans for safeguarding aquatic habitats and fish during in-river work and will complement the Construction Method Statements;
- Camp management plan. The Contractor's SSIP should contain procedures for establishing and operating construction camps in order to safeguard nearby communities and environmental resources;
- Emergency response plan. The Contractor's SSIP should contain procedures for emergency response in the event of accidents or major incidents, in order to safeguard people, property and environmental resources. Details of the spill response equipment to be provided on site are to be specified;
- Noise – all equipment is licenced and approved in accordance with EU standards. This applies to all machinery, vehicles and construction sites where noise and vibration may affect susceptible receptors. The contractor will be responsible for ensuring that noise and vibration does not affect the adjacent communities, in accordance with the Law on noise protection ("Official Gazette of RS", 36/09). While it is unlikely that noise and vibration will be an issue due to the large distances between the activities and the communities the Contractor will confine all work to daylight hours (0700hrs - 1900hrs) should the community find that any night time operations become a nuisance;
- Rehabilitation Plan: Clearance and rehabilitation of construction sites and removal of contractor's facilities: It is the contractor the Contractor's responsibility to address site cleaning. This includes the removal of all waste materials, machinery and any contaminated soil. The contractor will develop a plan for handover, sale or removal of all plant, vehicles and machinery to ensure that no unserviceable items are left on the construction site, in accordance with the Law on Waste management ("Official Gazette of RS", 36/09). All construction sites and work areas will be rehabilitated so that these can be returned as close as possible to their previous uses. This includes the stabilization and landscaping of all of the construction sites. No waste will be left on site after the work is completed, in accordance with the Law on environmental protection ("Official Gazette of RS", 135/04, 36/09, 72/09). Should the Contractor fail to remove the waste, the PERS is entitled to withhold payment and arrange the clean-up and deduct the cost of the clean-up and administrative charges from the final payment.

Safety

Safety and Hazard Assessment: Before commencing work, the Contractor will be required to identify potential hazards. Provisions for emergency responses are to

be included in the Contractor's site safety plan which is to include nomination of a person who will be immediately contacted should an accident occur. The site safety plan will be submitted to the PSC for approval one week prior to starting work.

- The Contractor will be required to keep the site free of drugs and alcohol;
- The contractor's site safety plan will include provision for a safe work environment and provide safety measures and protective equipment to all workers including; hand, head, eye and ear protection and safety footwear;
- The site safety plan will include provision for first aid facilities on-site and employ a trained first aid person, in accordance with the Law on Safety and Health at work ("Official Gazette of RS", 101/05);
- The contractor will provide supplies of potable water, toilets and wash water to the workers;
- Safety and Labour Management Plan (SLMP), prepared by the PERS, will be consisting part of bidding documentation, in order to ensure H&S provisions during rehabilitation works;
- Contractor is obliged to perform all project activities by respecting SMP recommendations and all Serbian laws and sub-laws which are covering H&S issues.

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

Community safety under increased vehicle movements: Plan for safe and adequate pedestrian crossing with ramps and structures that enable the use of wheelchairs, handcarts, bicycles and baby strollers. (This applies to all vehicles and particularly to haul trucks that pass through villages). The contractor will ensure that all vehicles which pass through villages are operated safely without endangering these communities. The contractor is to ensure that:

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

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

Following the completion of works a Site restoration will take place. It is Contractor's obligation to restore location of the project as it was at beginning of the project.

Operational Phase

People Safety: During operation, according to the assessment performed within the design phase, road safety features will include (1) measures to slow the traffic;

e.g. decreasing of speed at selected places (e.g. settlements, schools, markets, etc.), (2) dust suppression sealing, (3) improvements in road signage and pavement markings, and (4) attention to road accident black spots.

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

B. MONITORING PLAN

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

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

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

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

C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS

Project Implementation

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

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

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

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

- Clearly set out in the tender and contract documents the Contractor's obligation to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan in Appendix I (to be appended to Contract specifications);
- No compensation for the costs of the required environmental mitigation measures and monitoring activities in the form of the particular item in the BoQ shall be given to the Contractor, except for the water quality analysis and noise measurement. It shall be regarded as if the Contractor has included these costs in the other items of the BoQ. Real expenditures of water quality analysis and noise measurement in scope defined by the BDs and the Contract shall be compensated to the Contractor in the form of the particular item in the BoQ.

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

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

Number of received demerit points has cumulative effect. If during the Contract the Contractor receives more than certain number of demerit points specified in the BDs and the Contract, the Contractor will for a period of 2 years not be allowed to compete for any other PERS works contract. Also, if the Contractor is awarded over a specified number of demerit points, the Employer has a right to terminate the Contract. Monetary value of each demerit points as well as limits for other possible actions by the Employer shall be clearly specified in the BDs and the Contract.

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

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

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

The PERS is also responsible for:

- Implementation of requests for environmental protection given by:

- Government environmental authorities and EIA document (if it exists),
- WB / EIB and other institutions,
- Law on environmental protection ("Official Gazette of RS", 135/04, 36/09, 72/09, 43/11, 14/16),
- Implementation of requests for environmental protection through contractors specifications,
- Supervision of the project through the PSC and implementation of the project,
- Supervision of environmental monitoring through the consulting services for environmental monitoring,
- Preparation of the final environmental reports.

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

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

MoAEP will have the authority for immediate suspension of works if performance is not in accordance with environmental standards and regulations. Inspection will then inform the PERS about suspension and order to proceed according to its directive.

During the implementation of this Project, the public has the right to participate either directly or indirectly, which introduces the possibility to present its interests and opinion in the process of decision making. In order to reach the best option during this process, PERS will disclose this EMP document to stakeholders such as interested public, including local municipalities and NGOs. Draft EMP document will be placed in PERS web site too (www.putevi-srbije.rs). During process of public consultations interested public will collect all project information, including all environmental issues related to this project. Opinions and suggestions will be incorporated within the final version of EMP document which will be an integral part of project bidding documentation. A grievance mechanism will be maintained by PERS via their website.

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

Reporting Arrangements

- A) Contractor to PERS

The Contractor will prepare his compliance reports in respect to this EMP and his SSIP as a Quarterly Progress Reports and submit them to PERS, in both Serbian and English language, in hard copy and electronic versions.

The Contractor will provide quarterly reports to the PERS which document the environmental mitigation and protection measures, together with prescribed monitoring activities carried out during that quarter's reporting period. Construction Contractor will take care on environment quality according to the mitigation and monitoring plan which are a consisting part of EMP (Appendix I and Appendix II) through those phases and will report quarterly to PERS.

If any kind of accident or endangerment of environment happens, reporting will be immediate. Contractor is obliged to inform the Project Manager and local authorities about accidents immediately after it happened. In case that project manager is not responding on a call, the Contractor is obliged to inform PERS about accident (phone number +381113040701 or via E-mail on following address: office@putevi-srbije.rs).

The PSC, to be contracted under the loan, includes the services of environmental monitoring as well. Within the Services in question, The Contractor will monitor quality of environmental conditions according to the monitoring plan which is a consisting part of EMP (Annex II) through those phases and will report quarterly to the PERS. These reports will encompass a list and explanation of all undertaken activities at the site and results of the field research, as well as recommendations for future field activities and protection measures.

B) PSC to PERS

The findings of the regular monitoring activities, including activities specified in the Monitoring Plan (Appendix II) carried by the Contractor will be included in the quarterly PSC progress reports.

If some kind of accident or endangerment of environment happens, reporting will be immediate.

C) PERS to MoT, WB, EBRD and EIB

Annual Environmental Health and Safety (EHS) reports, including monitoring indicators and reporting on the implementation of the requirements set forth in the EMP will be prepared by PERS and submitted for WB / EIB review. WB / EIB will review the reports and verify their contents through periodic site visits. The PERS shall provide Annual reports to MoT and WB / EIB regarding the status of implementation of mitigation measures by the Contractors, additional mitigation measures that may need to be implemented, incidents of non-compliance with applicable environmental permits, complaints received from local residents, NGOs, etc. and how these were addressed.

In case of fatalities or major incidents on site the PERS will immediately report to the Bank which is financing the road section.

6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATIONS AND PARTICIPATION

As required by the WB Safeguards Policies, public consultations will be undertaken during the preparation of EMP.

7. REFERENCE

- 1 Environmental Assessment Sourcebook No 25, EMPs, The World Bank Environment Department, January 1999
- 2 Roads and the environment: A Handbook, The World Bank Environment Department
- 3 EIB ENVIRONMENTAL AND SOCIAL PRACTICES HANDBOOK, Environment and Social Office Projects Directorate Version 2 of 24/02/2010
- 4 EBRD Environmental and Social Policy 2008
- 5 EIB Statement of Environmental and Social Principles and Standards (2008).
- 6 EMP for rehabilitation of roads, bridges and tunnels under the World Bank road management and safety project, Republic of Ruska Road Directorate, Banja Luka, 2001
- 7 Environmental Assessment REPORT & EMP for Serbian Transport Rehabilitation Project, report No: E866, project name/ID: YF-Transport Rehabilitation Project – P075207, document date 2003/11/30

Appendix I

MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
PRE-CONSTRUCTION	Detailed Design				
	Respect of the procedures related to the protection of the environment	The Highway Institute JSC Belgrade, based on the authorization issued by PERS, obtained Requirements of the INP and the IPCM, in order to avoid risks to the environment in the course of urgent maintenance and elimination of damage on the state road Ib category No.28.	PERS, Highway Institute, Belgrade	PERS	
	The location and development of the contractors' facilities will be approved by the PE. Locations will be selected so that:	<ul style="list-style-type: none"> - they do not interfere with the environment and social well-being of the surrounding communities re noise, dust, vibration, etc., - the size of contractor's facilities are limited to absolute minimum to reduce unnecessary clearing of vegetation, sanitary waste and grey waters are treated before release into surface water systems, in accordance with the Law on water ("Official Gazette of RS", 101/05). - the sites are properly drained. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to drain to an oil and water separator, and fuel storage areas. Clearing of sites and removal and disposal of vegetation:	PERS, Construction Contractor	PERS	

State Road of the IB Class, No. 28, Section: M. Zvornik-Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station
Environmental Management Plan - EMP, Pre-final

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		<p>Wherever possible limit area to be cleared and avoid excessive machine disturbance of the topsoil.</p> <p>Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements.</p> <p>Prevention of soil erosion on construction site:</p> <p>The contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods. The contractor will:</p> <p>Limit the extent of excavation to reduce soil erosion potential.</p> <p>Apply soil conservation protection methodology to susceptible areas to prevent/minimize storm water runoff carrying eroded materials off - site.</p> <p>Avoid excavation and operating machinery in wet ground conditions.</p>			
	Site selection for construction camps, near or within existing settlements. Impact on public health and sociological setting	Proper site selection, observing criteria which primarily protect the public general. Observe a minimum distance (buffer zone) between camp site and nearest residential area. Observe local wind conditions to reduce nuisances. Work safety and environmental protection measures to be specified by the Contractor in his Site Management Plan. Planning for independent water and electric supply network and a medical service station at the site.	Detailed Design Consultant and RC	Technical Control of Detailed Design PERS	
	Road safety issues	Plan for safe and adequate pedestrian crossing	Detailed	Technical	

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	associated with pedestrian crossing	facilities that can be in most cases over passages equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Design Consultant and RC	Control of Detailed Design PERS	
	Stakeholder engagement	Details of the proposed road alignment, access points and safety features will be disclosed in the locality of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered in the final design will be recorded.	PERS Detailed Design Consultant and RC	Technical Control of Detailed Design PERS	
Construction	Management Plans				
	<p>Contractor to prepare implement the following plans as described in the EMP to ensure compliance with legislative and Lender requirements.</p> <ul style="list-style-type: none"> • Site organisation plan • <u>Sewage and waste water management</u> • Project grievance mechanism). • <u>Soil Management Plan</u> • <u>Dust management plan</u> • <u>A plan indicating the location of the proposed material extraction site</u> as well as rehabilitation measures to be implemented for the borrow areas and access roads upon project completion; • <u>Waste and wastewater management plan</u> in accordance with the Law on Waste management ("Official Gazette of RS", 36/09). • <u>Oil and fuel storage management plan.</u> 				

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	<ul style="list-style-type: none"> • <u>In-river works management plan.</u> • <u>Camp management plan.</u> • <u>Emergency response plan.</u> • <u>Rehabilitation Plan</u> • Safety and Hazard Assessment • SLMP, 				
CONSTRUCTION	Site Induction				
	All workers and visitors to site shall be given a Health, Safety and Environment Induction and instructed in the need and use of PPE.				
CONSTRUCTION	Material supply				
	Asphalt plant dust, fumes, worker's health and safety, ecosystem disturbance	use existing asphalt plants; requirement for official approval or valid operating license	Asphalt plant	Asphalt plant	
	Stone quarry dust, worker's health and safety, ecosystem disturbance	use existing stone quarries, requirement for official approval or valid operating license	Stone quarry	Stone quarry	
	Sand and gravel borrow pit, disturbance of river bed, water quality, ecosystem disturbance	use existing borrow pits or buy material at licensed separations; requirement for official approval or valid operating license	Sand and gravel Contractor or Separation	Sand and gravel Contractor or Separation	

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
CONSTRUCTION	Material transport				
	Asphalt dust, fumes	All trucks are to be covered. (this is a problem area throughout the region and this will not be achieved unless the selection of contractor's operating trucks is managed).	Truck operator	Truck operator	
	Stone Dust	wet or cover truck load	Truck operator	Truck operator	
	Sand and gravel Dust	wet or cover truck load	Truck operator	Truck operator	
	Traffic management noise, vehicle exhaust, road congestion	haul material at off peak traffic hours (preferably 9 - 14 h); use alternative routes to minimize major traffic sites Need to ensure that adequate signs to work fronts to minimise 'wrong turn' chances causing even more congestion	Transport manager; Truck operator	Transport manager; Truck operator	
	Archaeological chance finds	In case of chance finds Contractor is obliged to stop the works immediately and in form IPCM and PERS about it.	Contractor	Supervision Contractor	
CONSTRUCTION	Construction site				
	Noise disturbance to human and animal	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with	Construction Contractor	Construction Contractor	

State Road of the IB Class, No. 28, Section: M. Zvornik-Gracanica, from the border crossing "Karakaj" to Mali Zvornik before "NIS" gas station
Environmental Management Plan - EMP, Pre-final

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	population and workers	public and authorities); equipment operating with noise mufflers; sound barriers at work that make noise and longer than one day at the same location; Noisy equipment will be located as far as possible from residential or other sensitive receptors.			
	Dust	Wetting of problem areas on the site, covering the stored material and to limit vehicle speed. Implement a Dust Management Plan: measures to avoid/minimize dust emissions, including use of hoardings; wetting down/spraying of construction areas, accesses, materials stockpiles and during loading/unloading activities; covering of vehicles carrying dusty materials; wheel washing/spraying of vehicles; and management of spoil, etc.	Construction Contractor	Construction Contractor	
	Vibrations	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities) If any material damage proved to have been caused to local houses, buildings and other infrastructure (including access roads) by the works will be compensated for and subject to repair on a timely basis. Earthmoving equipment will be located as far away as possible from vibration-sensitive receptors.	Construction Contractor	Construction Contractor	
	Traffic disruption during	traffic management plan with measures to redirect	Construction	Construction	

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Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	construction activity	traffic that are easily seen or easy to follow; include traffic police assistance if needed Construction Traffic Management Plan will establish speed limits for construction vehicles and organize traffic to avoid as much as possible populated areas. Local residents will be kept informed of planned works	Contractor	Contractor	
	Reduced access to roadside activities	provide alternative access to roadside activities at all times	Construction Contractor	Construction Contractor	
	Vehicle and pedestrian safety when there is no construction activity	appropriate lighting and well defined safety signs and protection measures.	Construction Contractor	Construction Contractor	
	Water and soil pollution from improper material storage, management and usage	organize and cover material storage areas; isolate concrete, asphalt and other works from watercourse by using sealed formwork or covers; isolate wash down areas of concrete and asphalt trucks and other equipment from watercourse by selecting areas for washing that are not free draining directly into watercourse. Operate construction site in a way to reduce the risk of generating sediments and wastewater that may pollute local soils or receiving water bodies (considering situations such as including stormwater runoff, wastewater generated from facilities on site such as wheel washing facility). Soil Management Plan shall be prepared for the controlled removal of top soil, storage and reuse.	Construction Contractor	Construction Contractor	

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		<p>Prevent sediments flowing into surface waters and drainage channels by localised control measures (e.g. sediment fences, check dams, mulch barriers, rock groynes, or geofabric barriers, sediment basins), contouring to optimise slope angle and steepness,</p> <p>In order to prevent leaching of sediments is also necessary to take into account the slope of the terrain and protection from wind erosion by fencing, covers installation, etc.</p> <p>After the completion of all works, all excesses of soil, stones and other waste materials should be removed and the full rehabilitation of degraded areas all over the degraded surfaces should be executed.</p>			
	Water and soil pollution from improper disposal of waste materials	Storage of wastes according to international best practice (IFC EHS General Guideline). Apply additional measures for storage of hazardous wastes (such as use of secondary containment, access restriction, provision of PPE etc.) as necessary to prevent harm to construction staff, environment and public. Use and labelling of designated waste collection containers and storage areas for different kinds of wastes (hazardous and non-hazardous).	Construction Contractor	Construction Contractor	
	Potential contamination of soil and water from improper maintenance and fuelling of equipment	apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and	Construction Contractor	Construction Contractor	

Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		dispose to permitted waste recovery facility			
	Water and soil pollution from improper disposal of waste materials	Transport of waste in marked vehicles designed to the type of waste to minimise the risk of release of materials (hazardous and non-hazardous materials) and windblown debris. Training of drivers in handling and disposal of their cargo and the documentation of the transport describing the nature of the waste and its degree of hazard.	Construction Contractor	Construction Contractor	
	Workers safety	provide workers with safety instructions and protective equipment; safe organization of bypassing traffic.	Construction Contractor	Construction Contractor	
	Temporarily occupied area	Undertaking of re-vegetation progressively with cover crop and native endemic species and monitor its effectiveness. Where initial plantings were not successful, replacement plantings will be carried out.	Construction Contractor	Construction Contractor	
OPERATION	Maintenance				
	Noise disturbance to human and animal population and workers	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public); equipment operating with noise mufflers	Maintenance Contractor	Maintenance Contractor	
	Possible air, water and soil pollution dust, vehicle exhaust, fuel and lubricants spills	apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose in line with the Law on waste	Maintenance Contractor	Maintenance Contractor	

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Phase	Issue	Mitigating measure	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		management; organize and cover material storage areas; isolate asphalt from watercourse by using sealed formwork; selecting areas for washing that are not free draining directly or indirectly into watercourse (Drina and other waterflows); dispose waste material at location protected from washing out			
	Vibrations	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities)	Maintenance Contractor	Maintenance Contractor	
	Workers safety	provide workers with safety instructions and protective equipment; safe organization of bypassing traffic	Maintenance Contractor	Maintenance Contractor	
	Increased vehicle speed	install traffic signs for speed limit	Maintenance Contractor	Maintenance Contractor	
	Erosion, rockfall, hazardous conditions	install warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow moving vehicles, merge), reflective markers to indicate steep edge or convex mirrors to see oncoming traffic at blind curves; locate warnings at points considered necessary by good engineering practice, or as agreed in writing with public and authorities	Maintenance Contractor	Maintenance Contractor	

Appendix II

MONITORING PLAN

MONITORING PLAN

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
CONSTRUCTION	Material supply					
Asphalt plant	possession of official approval or valid operating license	asphalt plant	Inspection / supervising engineer	before work begins	assure compliance with environment, health and safety requirements	Plant Operator
Stone quarry	possession of official approval or valid operating license	stone quarry	Inspection / supervising engineer	before work begins	assure compliance with environment, health and safety requirements	Quarry Operator
Sand and gravel borrow pit	possession of official approval or valid operating license	sand and gravel borrow pit or separation	Inspection / supervising engineer	before work begins	assure compliance with environment, health and safety requirements	Borrow pit or Separation Operator

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
CONSTRUCTION	Material transport					
Asphalt	truck covered load	job site	supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health	Supervision Contractor
Stone	truck covered wetted load or	job site	supervision	unannounced inspections during work, at least once per week	and requirements safety and enable as	Supervision Contractor
Sand and gravel	truck covered wetted load or	job site	supervision	unannounced inspections during work, at least once per week	little disruption to traffic as it is possible	Supervision Contractor

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Traffic management	hours and routes selected	job site	supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health and safety requirements and enable as little disruption to traffic as it is possible	Supervision Contractor
CONSTRUCTION	Construction Site					
Noise disturbance to workers and neighbouring population	noise levels	job site; nearest homes at settlements Mali Zvornik	equipment – hand-held analyser with application software	once at the beginning of the project and later on quarterly basis, and on complaint. If the results of monitoring are not satisfactory, monitoring should be conducted on monthly basis	assure compliance of performance with environment	Construction Contractor

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Dust	air pollution (solid particles)	at and near job site	inspection and visual observation	unannounced inspections during material delivery and construction	health and safety requirements and enable as little disruption to traffic as it is possible	Supervision Contractor
Vibrations	limited time of activities	job site	supervision	unannounced inspections during work and on complaint	assure compliance of performance with environment	Supervision Contractor
Traffic disruption during construction activity	existence of traffic management plan; traffic patterns	at and near job site	inspection; observation	before works start; once per week at peak and non-peak periods	health and safety requirements	Supervision Contractor

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Reduced access to roadside activities	provided alternative access	job site	supervision	random checks at least once per week during construction activities	and enable as little disruption to traffic as it is possible	Supervision Contractor
Vehicle and pedestrian safety when there is no construction activity	visibility and appropriateness	at and near job site	observation	random checks at least once per week in the evening	assure compliance of performance with environment	Supervision Contractor
Water and soil pollution from improper material storage, management and usage	water and soil quality (suspended solids, oils, pH value, conductivity)	watercourses in the vicinity of storage of (unnamed stream, river Voljevica)	unannounced sampling; analysis at accredited laboratory with necessary equipment	At least 3 times during project period. Monitoring should be done prior construction (or on a referent point upstream of construction site) and during and after rehabilitation works	health and safety requirements	Construction Contractor

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Workers safety	protective equipment; organization of bypassing traffic Methods of work?	job site	inspection	Unannounced inspections during work. It is recommended to use proposed template for this purpose (next table)	and enable as little disruption to traffic as it is possible	Supervision Contractor
OPERATION	Maintenance					
Noise disturbance to human population and workers	noise levels	job site; nearest homes	equipment – hand-held analyser with application software	unannounced inspections during maintenance activities and on complaint	assure compliance of performance with environment,	PERS
Vibrations	limited time of activities	job site	supervision	unannounced inspections during maintenance activities and on complaint	health and safety requirements	PERS

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Workers safety	protective equipment; organization of bypassing traffic	job site	inspection	unannounced inspections during maintenance activities and on complaint	and enable as little disruption to traffic as it is possible	PERS
OPERATION	Road Safety					
Increased vehicle speed	condition of traffic signs; vehicle speed	road section included in project	visual observation; speed detectors	during maintenance activities; unannounced	enable safe and economical traffic flow	Maintenance Contractor; Traffic Police
Erosion, rockfall, hazardous conditions	condition of hazard signs	road section included in project	visual observation	during maintenance activities	enable safe and economical traffic flow	Maintenance Contractor

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

1. General		
Is the project materially compliant with all relevant Performance Requirements (taking account of agreed action plans, exemptions or derogations)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If No, please provide details of any material non-compliances:
Is the project materially compliant with all applicable environmental and social laws and regulations?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If No, please provide details of any material non-compliances:
Have there been any accidents or incidents that have caused damage to the environment, brought about injuries or fatalities, affected project labour or local communities, affected cultural property, or created liabilities for the company?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including details of actions to repair and prevent reoccurrence:
Have there been any changes to environment, social, labour or health and safety laws or regulations that have materially affected the company?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:
How many inspections did you receive from the environmental authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any violations found
How many inspections did you receive from the health and safety authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any violations found
How many inspections did you receive from the labour authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any violations found:
Have these visits resulted in any penalties, fines and/or corrective action plans?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including status of implementing corrective actions to address any violations found:
Has the Company engaged any contractors for project-related	Yes <input type="checkbox"/>	If yes, please state for which types of work, and how the company has monitored the

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

2. Status of the Environmental and Social Action Plan

Please provide information on the status of each item in the ESAP. If the ESAP has been updated during the reporting period, please attach a copy of the new plan.

3. Environmental Monitoring Data¹

Please provide the name and contact details for your environmental manager:				
Parameter ²	Value ³	Unit	Compliance Status ⁴	Comments ⁵
Waste Water				
Total waste water generated				
BOD				

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

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

³ Please ensure that the units of measurement are clearly stated

⁴ Please report on compliance against the standards for this project (typically local, EU and/or World Bank Group)

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

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Please provide the name and contact details for your environmental manager:				
Parameter ²	Value ³	Unit	Compliance Status ⁴	Comments ⁵
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
Air Emissions				
SO ₂				
NO _x				
Particulates				
CO ₂				
CH ₄				
N ₂ O				
HFCs				
PFCs				
SF ₆				

Please provide the name and contact details for your environmental manager:				
Parameter²	Value³	Unit	Compliance Status⁴	Comments⁵
[Other]				
Other Parameters				
Noise				
[Other]				
Solid Waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments⁶
Fuels used			
Oil			
Gas			
Coal			
Lignite			
Grid Electricity			

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

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments ⁶
Heat Purchased			
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

5. Human Resources Management			
Please provide the name and contact details for your Human Resources manager:			
	Total	Recruited in this reporting period	Dismissed in this reporting period
Number of direct employees:			
Number of contracted workers:			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:	
Are there any planned redundancies	Yes <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and	

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to the workforce in the next year?	No <input type="checkbox"/>	selection and consultation process:
Were there any changes in trade union representation at Company facilities during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions during reporting period:
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details and summarise engagement with them during reporting period:
Were there any changes in the status of Collective Agreements?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details:
Have employees raised any grievances with the project during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised in grievances by male and female staff and explain how the Company has addressed them:
Have employees raised any complaints about harassment or bullying during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised by male and female staff and explain how the Company has addressed them:
Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise nature of, and reasons for, disputes and explain how they were resolved
Have there been any court cases related to labour issues during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise the issues contested and outcome:
Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas: <ul style="list-style-type: none"> • Union recognition • Collective Agreement • Non-discrimination and equal 	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please give details, including of any new initiatives:

opportunity <ul style="list-style-type: none"> • Equal pay for equal work • Gender Equality • Bullying and harassment, including sexual harassment • Employment of young persons under age 18 • Wages (wage level, normal and overtime) • Overtime • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety 		
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6. Occupational Health and Safety Data

Please provide the name and contact details for your Health and Safety manager:					
	Direct employees	Contracted workers		Direct employees	Contracted workers
Number of man-hours worked this reporting period:			Number of Fatalities ⁷ :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) ⁸ :		

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

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

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Number of lost workdays ⁹ resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					
Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):					
Please provide details of any fatalities or major accidents that have not previously been reported to Banks, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarise any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarise any emergency response exercises or drills that have been carried out during the report period:					

7. Stakeholder Engagement

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

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

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

Please describe any changes to the Stakeholder Engagement Plan:

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

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

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

Existing Land Acquisitions

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

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

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

New Land Acquisitions

If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.

Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Have any persons been economically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Was it a government assisted resettlement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	

9. Community Interaction and Development

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

Appendix III

LEGISLATION

MAIN SERBIAN LEGISLATION:

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

1. Law on planning and construction ("Official Gazette of RS" No. 72/2009, 81/2009, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14);
2. Law on nature protection ("Official Gazette of RS", 36/09, 88/10 и 91/10, 14/16);
3. Law on Cultural Property ("Official Gazette of RS", 71/94);
4. Law on environmental protection ("Official Gazette of RS" No. 135/04, 36/09, 72/09, 43/11, 14/16);
5. Law on EIA ("Official Gazette of RS" No. 135/2004, 36/2009);
6. Law on Strategic EIA ("Official Gazette of RS" No. 135/2004, 88/10);
7. Law on waste management ("Official Gazette of RS", 36/09, 88/10, 14/16);
8. Law on noise protection ("Official Gazette of RS", 36/09, 88/10);
9. Law on water ("Official Gazette of RS", 46/91, 53/93, 67/93, 48/94, 54/96, 101/05);
10. Law on forest ("Official Gazette of RS", 30/10, 93/12, 89/15);
11. Law on air protection ("Official Gazette of RS", 36/09, 10/13);
12. Law on Safety and Health at Work ("Official Gazette of RS", 101/05, 91/15).

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

13. Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of projects for which the EIA can be requested ("Official Gazette of RS" No. 114/08);
14. Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study ("Official Gazette of RS" No. 69/05);
15. Rulebook on the contents of the EIA Study ("Official Gazette of RS" No. 69/05);
16. Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study ("Official Gazette of RS" No. 69/05);
17. Rulebook on the work of the Technical Committee for the EIA Study ("Official Gazette of RS" No. 69/05);
18. Regulations on permitted noise level in the environment ("Official Gazette of RS" No. 54/92);
19. Decree on establishing class of water bodies ("Official Gazette of SRS" No. 5/68);
20. Decree on categorization of watercourses (Official Gazette of RS, no. 5/68, 33/75, 31/82);
21. Regulations on dangers pollutants in waters ("Official Gazette of SRS" No. 31/82).

Other relevant Serbian legislation

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

Appendix IV

STAKEHOLDER ENGAGEMENT AND REPORT ON PUBLIC CONSULTATION

Identified Stakeholders

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

Potential affected parties:

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

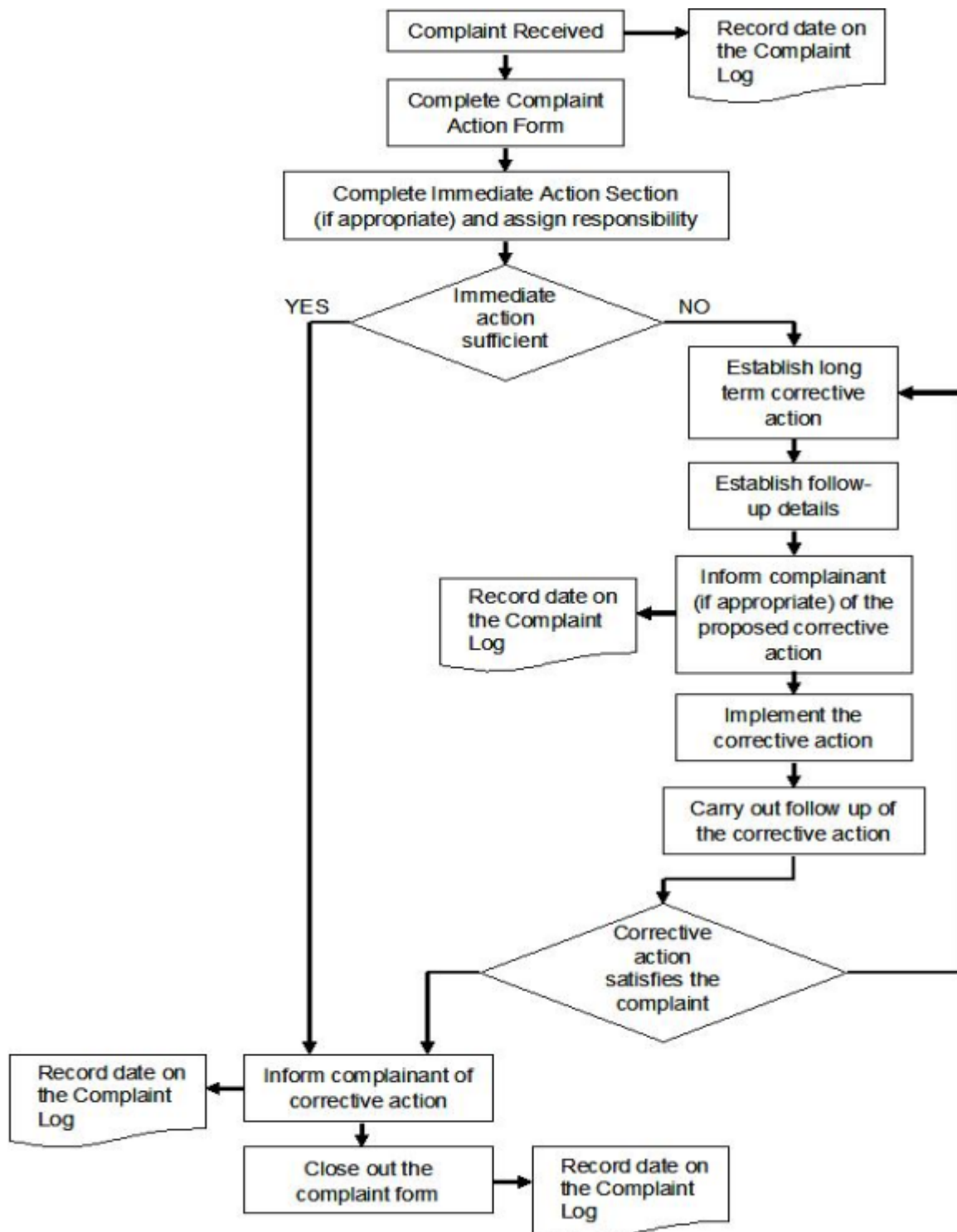
Interested parties:

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

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

Grievance mechanism and form

Flowchart of Complaints/Grievance Procedure



Grievances to be resolved within 15 working days.

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

The results of public discussion about the EMP
Feedback from public consultation on EMP

This part of EMP document will be completed after Public Consultations.

Appendix V

PRECONDITIONS, APPROVALS AND NECESSARY DOCUMENTATIONS OBTAINED FROM THE RELAVANT PUBLIC INSTITUTIONS

БАЗИС ЗА ЗАШТИТУ НА КУЛТУРНИМ СПОМЕНИКАМА
"ВАЛЕВО"
ОД СТАНОВА КУЛТУРЕ СЕ НАХОДИ НА ОВОЈ ПУТУ

бр. 441/1
15.09.2016

У складу са члана 107, став 1 и 2 Закона о културним споменицима (Службени гласник Републике Србије бр.71/94), Закон за заштиту споменика културе "Валево" даје:

ИНСТИТУТ ЗА ПУТЕВЕ АД
БЕОГРАД
ПРИЈЕМАНО: 16.09.2016
СР: 24 500 1
7591/3

УСЛОВЕ ЧУВАЊА, ОДРЖАВАЊА И КОРИШЋЕЊА ЗА УРГЕНТНО ОДРЖАВАЊЕ И ОТКЛАЊАЊЕ ОШТЕЋЕЊА НА ДРЖАВНОМ ПУТУ ИБ РЕДА БР. 28 ОД ГРАНИЧНОГ ПРЕЛАЗА КАРАКАЈ ДО "НИС" БЕНЗИНСКЕ СТАНИЦЕ ДЕОНИЦА: ЗВОРНИК-ГРАЧАНИЦА (0+000-КМ 2+000 КМ)

реда бр. 28 од граничног прелаза Каракaj до "НИС" бензинске станице деоница: Звornик-Грaчаница (0+000-км 2+000 км)

1. Непосредно на траси пута ИБ реда бр. 28 од граничног прелаза Каракaj до "НИС" бензинске станице деоница: Звornик-Грaчаница (0+000-км 2+000) км нема регистрованих археолошких налазишта и споменика културе:

У блиској околини налазе се следећа археолошка налазишта, споменици културе и евидентирана добра:

Ид. број 242

назив	Пешина- Римско гробље	класа	фортификација
место	Радаљ	врста	насеље, спекулум,
некропола			
општина	Мали Звornик	максимална ширина	50
катастарска	00	максимална	50
х координата	7,352837E+09	површина	0,3
у координата	4,920938E+08	датовање	ни
тип земљишта	Планосол, Лувисоле	културна	српска
геолошка подлога	пб	период	средњи век, бронзано
доба, антика			
тип рељефа	врх брда	вишеслојни локалитет	
надморска висина	280	поузданост информације	3
напомена	изменит у Београд, Каменематан		
број споменика:	4	орнамент натписе:	1
усадник:	0	стењак:	0
аморфни:	0	крст:	0
плоча:	0	сандук:	1

napomena Rimsko groblje na Pešini nalazi se ispred sela pri ulazu u potok Modjotova u Drinu. Situivano je na visu kome je pristupa sa svih strana otezan. Površinski materijal, keramika, kremen i kameni alat ukazuju da je ovde bilo utvrđeno naselje iz bronzanog doba – vatinске културе. U zapadnom delu lokaliteta – gradine vidljivi su temelji neke građevine kružnog oblika. Najverovatnije da je ovde u srednjem veku bilo neko manje utvrđenje – strajara koja je imala za cilj kontrolisanje drinskog puta. Na lokalitetu se nalazi i nekoliko velikih nadrobniх каменова. Početkom ovog veka sa ovog groblja preneto je čuvena ploča sa natpisom Boguša, a koja se danas čuva u etnografskom muzeju Beograd.

Ид. број 405

назив	Копалуша	класа	фортификација
место	Радљ	врста	градина
општина	Мали Зворник	максимална ширина	50
катастарска	00	максимална површина	50
x координата	7.353265E+09		0,3
y координата	4.920189E+09	датовање	1000 ншв
тип земљишта	Планосол, Лувисол	културна	Босутска култура
геолошка подлога		нб	период СГД
тип рељефа	друга речна тераса	вишеслојни	
надморска висина	300	поузданост информације	4

napomena све три фазе

Ид. број 525

назив	Пруга	класа	рурална насеобина
место	Мали Зворник	врста	неопређен
општина	Мали Зворник	максимална ширина	100
катастарска	22	максимална површина	200
x координата	0		0
y координата	0	датовање	нп
тип земљишта	Планосол, Лувисол	културна	неопређен
геолошка подлога		нб	период позна антика
тип рељефа	друга речна тераса	вишеслојни	
надморска висина	140	поузданост информације	4

napomena

Ид. број 520

назив	Селиште	класа	гробље
место	Радаљ	врста	некропола под
општина	Мали Зворник	максимална ширина	100
катастарска	22	максимална	200
x координата	7,35412E+09	површина	0
y координата	4,919251E+08	датовање	ни
тип земљишта	Планосол, Луvisols	културни	неопредељен
геолошка подлога		об	период бронзано доба
средњи век			
тип рељефа	друга речна тераса	вишестојни	
надморска висина	190	поузданост информације	4

напомена Непосредно у селу, 1 км. западно од цркве, налази се локалитет Селиште. Ситуирано је на нижој речној обали Радаљске реке. У једном крају локалитета ближе путу, уздиже се мањи тумул чији је пречник 10м, а висина 2м. На површини тумула је мање гробље са усађеним мањим каменим плочама. Сличне плоче налазе се 100 м узводно код куће Милана Николића, а друга група сличних каменова налази се више тумула у селу Николића Милорада.

2.

УСЛОВИ ЧУВАЊА, ОДРЖАВАЊА И КОРИШЋЕЊА АРХЕОЛОШКИХ НАЛАЗИШТА

- Уколико се накнадно открију археолошки локалитет, исти се не смеју уништавати и на њима вршити неовлашћена ископавања, ископавања и дубока преоравања.
- Инвеститор објекта је дужан да обезбеди средства за истраживања, заштиту, чување, публиковање и излагање добра које ужива предходну заштиту које се открије приликом изградње инвестиционог објекта- до предаје добра на чување овлашћеној установи заштите.
- (члан 110. Закона о културним добрима)
- У непосредној близини археолошких локалитета инвестициони радници спроводе се у) повећане мере опреза и присуство и контролу надлежних служби заштите.(Завода за заштиту споменика културе "Ваљено")

- Археолошки локалитети се не смеју уништавати и на њима изводити неоплаћено ископавања, ископавања и дубока заоравања (дубоко 30 cm).
- Уколико би се током радова наишло на археолошке предмете извођач радова је дужан да одмах, без одлагања прекине радове и обавести надлежни Завод за заштиту споменика културе и да предузме мере да се налаз не уништи и не оштети, те да се сачува на месту и у положају у коме је отишао (члан 109. ст.1 Закона о културним добрима).
- У случају трајног уништавања или нарушавања археолошког локалитета због инвестиционих радова, спроводи се заштитно ископавање о трошку инвеститора.
- (члан 110. Закона о културним добрима)
- У непосредној близини археолошких локалитета инвестициони радови спроводе се уз повећане мере опреза и присуство и контролу надлежних служби заштите.(Завод за заштиту споменика културе "Ваљevo")
- Забрањује се привремено или трајно депонувањ земље, камена, смећа и јаловине у, на и у близини археолошких локалитета.
- Дозвољена се инфраструктурно опремање простора археолошких локалитета и његово уређење према посебним условима и стручним мишљењима које доноси Завод за заштиту споменика културе "Ваљevo".
- Забрањено је вађење и одвожење камена и земље са археолошких локалитета.
- Остаци старих рударских радова, овна и шљакшиста не смеју се уништавати пре документовања, истраживања и узимања узорка плинае од стране надлежне институције заштите (Завод за заштиту споменика културе Ваљevo).

Образложење:

Предузеће "Институт за путеве АД Београд" из Београда обратило се 12.08. 2016. године Заводу за заштиту споменика Културе "Ваљevo", са захтевом за израду Услови чувања, одржавања и коришћења За ургентно одржавање и отклањање

општења на државном путу II бр. 28 од граничног прелаза Каракај до "NIS" безбедне станице деоница: Звоник-Грачаница (0+000-км 2+000) km
У прилогу је достављена пратећа документација, пројекат и топографска карта у размери 1:25 000 са назначеним зонама истраживог простора.
По обављеном увиду у службену евиденцију Завода, проучавањем литературе обиласком терена утврђено је да на простору деонице: Крст-Западна 2 (0+000-км 20+279 km) са статусом заштите непокретних културних добара Дозвољено извођење радова на одржавању и отклањању општења на државном путу.

Такође 2 диспозитива овог решења указује на обавезу која произилази из самог Закона о културним добрима (члан 109 и 110).

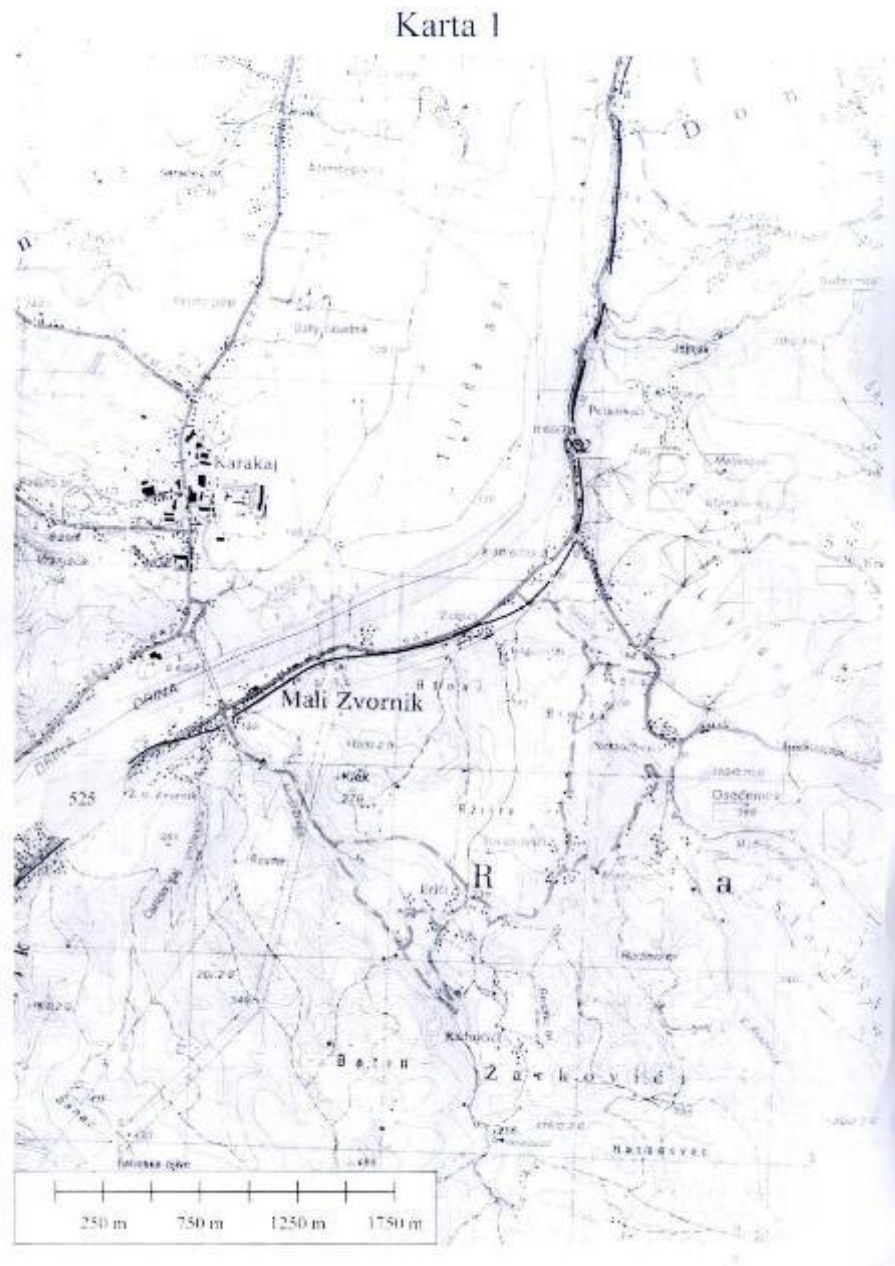
Обрађивачи:

Радовоје Арсенић, М.А. археолог



Пројектор Завода

Снежана Честакović
Институција Стевановић



РЕПУБЛИКА СРБИЈА
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
03 Број: 020-1766/3
Датум: 20.09.2016.
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91
тел. 011/209-3802; 209-3803; факс. 209-3867

Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016) и члана 192. Закона о општем управном поступку („Службени лист СРЈ“, бр. 33/1997 и 31/2001 и „Службени гласник РС“, бр. 30/2010), поступајући по захтеву Института за путеве ад Београд за издвајање услова заштите природе за израду Пројекта за ургентно одржавање и отклањање оштећења на државном путу IB реда бр. 28 од граничног прелаза „Каракај“ до „НИС“ бензинске станице деоница: Мали Звоник – Грачаница (km 0+000 – km 2+000), доноси

РЕШЕЊЕ

1. Предметна подручја, односно деонице пута се не налазе унутар заштићеног подручја за које је спроведен или покренут поступак заштите, али се налазе уз реку Дрину која представља еколошки коридор од међународног значаја. Сходно томе, излажу се следећи услови заштите природе:

- 1) Пројектом за ургентно одржавање и отклањање оштећења на државном путу IB реда, бр. 28 од граничног прелаза „Каракај“ до „НИС“ бензинске станице деоница: Мали Звоник – Грачаница предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода (посебно Дрине реке, еколошког коридора од међународног значаја, као и других водоотокова).
- 2) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радњишта, при чему је неопходно дефинисати и обезбедити:
 - привремене локације за складиштење потребног грађевинског и другог материјала и опреме (уколико има потребе за тим) које не могу бити лоциране у обалском појасу Дрине и на простору са високом вегетацијом, а ограничити искључиво на време трајања радова;
 - привремене или трајне локације (постојеће уређене комуналне објекте/деонице) за одлагање и депоновање шута и другог отпадног грађевинског материјала у било каквом стању и комуналног отпада насталог у току извођења радова, као и забрану њиховог одлагања у обалском појасу Дрине, приобаљу других река и пољопривредном земљишту, осим на локацијама дефинисаним Пројектом;
 - 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 пута како манипулација возилима и машинама не би оставила последице на шпирн простор.
- 4) У току извођења радова забрањено је одлагање и депоновања било каквог отпада, а посебно грађевинског у обалском појасу Дрине.
- 5) У току прелазу пута (мостова) преко водоотокова (Мостаница и Волујница) где је неопходно уређење, Пројектом предвидети употребу камена и других

- природних материјала, и у највећој могућој мери избећи бетонирање обала и корита водотокова (спровести т.к. природно уређење водотокова) при чему је неопходно максимално очување самих корита, али и обала са постојећом вегетацијом.
- 6) Забрањено је сервисирање возила и машина дуж трасе пута. Уколико дође до лаваријског изливања горива, уља/мазнина и других штетних материја обавезно је санација површине и враћање у првобитно стање.
 - 7) Предметне радове на траси пута која пролази кроз насељена места, изводити само у току дана због могућег утицаја буке од грађевинских машина и возила.
 - 8) Предузети мере заштите становништва од удеса. У том смислу потребно је предвидети постављање заштитних ограда и пешачких прелаза и пролаза на местима где је то најповољније, нарочито на локацијама у близини постојећих насеља.
 - 9) Током извођења радова дуж целе трасе одржавати максимални ниво комуналног реда.
 - 10) По изведеним грађевинским радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго. Уколико је дошло до нарушавања предметног подручја (терена дуж трасе) треба га санирати. У том смислу, успоставити билинни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре, врста које су биолошки постојане у датим климатским условима, отпорније на штетне утицаје (издувне гасове и сл.), као и да је избор врста усклађен са околним простором и његовом наменом.
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 I, 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

Институт за путеве из Београд, 11 221 Београд, ул. Кумодрашка бр. 257, обратио се Заводу дописом бр. 20-7547 од 07.09.2016. године за издавање услова заштите природе за израду Пројекта за ургентно оржавање и отклањање оштећења на државном путу II реда бр. 28 од граничног прелаза „Каракај“ до „НИС“ бензинске станице деоница: Мали Звоник – Грачаница (km 0+000 – km 2+000).

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да је планирана израда Пројекта за ургентно оржавање и отклањање оштећења на државном путу II реда бр. 28 од граничног прелаза „Каракај“ до „НИС“ бензинске

станице деоница: Мали Зворник – Грачаница (km 0+000 – km 2+000) у дужини од 1800 m. Предметни Пројекат је саставни део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева која је подршка међународних финансијских институција Националном програму рехабилитације државних путева Републике Србије.

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 имао 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, 91/2010-исправка и 14/2016), али се налазе уз реку Дрину – еколошки коридор од међународног значаја (Уредба о еколошкој мрежи, „Службени гласник РС“, бр. 102/2010).

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

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

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

Подносилац захтева је ослобођен од плаћања таксе у складу са чланом 18. Закона о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 57/2014 и 45/2015).

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



Достављено:
- Подносиоцу захтева
- Архиви х 2

ЈВП "Србијаводе" - ВПЦ "Сава-Дунав"
Нови Београд, ул. Бродарска бр. 3, тел. 011/20-18-100
Број: 1-3689/1
Датум: 14 SEP 2016
АК

ИНСТИТУТ ЗА ПУТЕВЕ АД БЕОГРАД		
ТРАЖЕЊЕ	Број	Датум
Ср-РА	20-7591/2	16.09.2016

На основу члана 118. став 4. Закона о водама („Сл. гласник РС“, број 30/2010), а у складу са Правилником о садржини и обрасцу захтева за издавање водних аката и садржини мишљења у поступку издавања водних услова („Сл. гласник РС“, број 74/2010), решавајући по захтеву Институт за путеве ад Београд, Кумодрашка бр. 257, бр. 20-7591 од 08.09.2016. године (ПИБ: 100379929, МБ: 07028334), Јавно водопривредно предузеће "Србијаводе" – Водопривредни центар "Сава – Дунав", Београд, издаје

МИШЉЕЊЕ

у поступку издавања водних услова

1. Општи подаци:

1.1 **Назив:** Израда техничке документације ургентног одржавања и отклањања оштећења на државном путу Ib реда бр.28 деоница од граничног прелаза „Каракај“ до НИС бензинске станице од km 0+000 до km 2+000.

1.2 Хидрографски подаци:

- најближи водоток: река Дрина,
- подслив: реке Саве,
- водно подручје: Сава.

1.3 Хидролошки подаци:

Рачунске вредности карактеристичних протицаја великих вода реке Дрине дате су у мишљењу бр. 92-I-1-557/2012 од 19.12.2012. године издатом од стране Републичког хидрометеоролошког завода :

- х.с. Бајина Башта: $Q_{0,1\%} = 12850 \text{ m}^3/\text{s}$, $Q_{1\%} = 6600 \text{ m}^3/\text{s}$, $Q_{2\%} = 5350 \text{ m}^3/\text{s}$;
- х.с. Радаљ: $Q_{0,1\%} = 13510 \text{ m}^3/\text{s}$, $Q_{1\%} = 7040 \text{ m}^3/\text{s}$, $Q_{2\%} = 5730 \text{ m}^3/\text{s}$.

1.4 Остали подаци:

Уз захтев инвеститор је приложио:

1. Прегледну ситуацију са уцртаном трасом пута;
2. Технички опис радова.

2. Подаци од значаја за издавање водних услова:

Предвиђена је израда Пројеката ургентног одржавања и отклањања оштећења предметне деонице која је саставни део Пројекта рехабилитације и безбедности на путевима Републике Србије и подразумева грађевинске-пугарске радове у оквиру трасе већ постојећег пута. Правилником о ургентном одржавању државног пута („Сл. гласник РС“, број 74/2014 и 87/2014) дефинисане су врсте радова, технички услови и начин извођења радова.

3. Други карактеристични подаци (ограничења, обавеза и др.):

Да би се заштитили од поплава, потребно је да се изврше радови којима ће се осигурати одрон пута, а неће погоршати режим течња и изазвати негативне последице узводно и низводно од места радова.

Инвеститор је дужан да обезбеди услове за израду техничке документације, а у складу са важећим прописима који дефинишу обавезу избора оптималних техничких решења чијом се реализацијом и експлоатацијом може обезбедити заштита режима површинских и подземних вода и животне средине у целини.

Поштујући прилике у сливу, степен ерозије, пронос и исталожавање наноса као и његову количину и структуру, при изради техничке документације потребно је да надлежни орган прописе услове који морају да се испуне при изградњи објекта.

1. Техничку документацију урадити у складу са важећим техничким прописима и нормативима, на основу прибављених водних услова и пројектног задатка, од стране пројектног привредног друштва, односно другог правног лица или предузетника, регистрованих за израду техничке документације објеката ове врсте, у складу са одредбама Закона о пламирању и изградњи ("Сл. гласник РС", број 72/2009, 81/2009 – испр., 64/2010 – одлука УС, 24/2011 и 121/2012, 42/2013-одлука УС, 50/2013- одлука УС, 98/2013- одлука УС, 132/2014 и 145/2014) и Закона о водама („Сл. гласник РС“ број 30/2010).
2. За потребе предметне Техничке документације неопходно је претходно извршити детаљно геодејско снимање кога терена, на основу чега треба обрадити и ажурирати квалитетан катастарско – топографски план, оптималне размере као квалитетне подлоге за будуће пројектовање.
3. На катастарско–топографском плану, нанети коридор трасе водотока, уз тачан приказ бројева и власника катастарских парцела, веродостојно из копије плана као и извода из листова непокретности за све предметне парцеле у оквиру будућег пројектовања.
4. На основу добијених података из претходне тачке, Инвеститор је обавезан да за локацију планираних радова реши претходно потребне имовинско–правне односе са власницима предметних парцела као и да обезбеди све евентуално потребне услове и сагласности од власника других објеката комуналне инфраструктуре, у зонама граничења или укрштања већ постојећих изграђених или планираних предметних објеката са планираним објектима.
5. Сагледати узводне и низводне услове у сливу и на основу тога одредити зону интервентних радова.
6. На предметној деоници урадити хидраулички прорачун великих вода и извршити потребну хидрауличку анализу.
7. На основу техно-економске анализе усвојити критеријум заштите.
8. На основу спроведених прорачуна и анализа, предвидети потребне заштитне објекте за усвојени меродавни протипај $min Q_{1\%}$.
9. Несме се угрозити стабилност дна водотока и друге обале па предметној деоници.
10. У циљу безбедности постојећих мостова и пропуста извршити проверу хидрауличке пропусне моћи и на основу тога предложити њихову замену (уколико не задовољавају критеријум за пропуштање великих вода-према мишљењу РХМЗ-а).

Доња ивица конструкције моста мора да буде изнад коте меродавне велике воде $Q_{1\%}$ за:

$Q_{1\%} (m^3/s)$	10-50	50-100	100-200	200-300	300-500	500-1000
$\Delta h (m)$	0,7	0,8	0,9	1,1	1,2	1,3

11. Неопходно је изабрати оптималну варијанту у циљу уређења целовитог система заштите је потребно урадити графичке прилоге, предмер и предрачун и дефинисати динамику реализације предвиђених радова.
12. Прибавити Мишљење РХМЗ-а у складу са чланом 118. став 4. Закона о водама („Сл. гласник РС“, број 30/2010).

Након издавања овог мишљења, а пре израде техничке документације, инвеститор је у обавези да од Министарства за пољопривреду и заштиту животне средине Републичка дирекција за воде, прибави водне услове сходно члану 118. ЗОВ-а.

**ДИРЕКТОР**
Душан Цвирић, дип. инж.

Доставити:

- подносиоцу захтева;
- одељењу за коришћење и газдовање водама;
- архиви х2.



Република Србија
МИНИСТАРСТВО ПОЉОПРИВРЕДЕ
И ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ
Републичка дирекција за воде
Број: 325-05-01149/2016-07
22.09.2015. год.
Београд

На основу одредаба чл.113.-121. и чл.226.-228. Закона о водама ("Службени гласник РС", бр. 30/2010), чл.30.ст.2. Закона о државној управи ("Службени гласник РС", бр.79/2005 и 101/2007), чл.5.ст.6. Закона о министарствима ("Службени гласник РС", бр. 44/2014) и чл.192. Закона о општем управном поступку ("Службени лист СРЈ", бр.33/97, 31/2001 и "Службени гласник РС", 30/2010), решавајући по захтеву "ИНСТИТУТ ЗА ПУТЕВЕ" АД - Београд у име ЈП "ПУТЕВИ СРБИЈЕ " - Београд у управној ствари издавања водних услова, Министарство пољопривреде и заштите животне средине, Републичка дирекција за воде, доноси

РЕШЕЊЕ О ИЗДАВАЊУ ВОДНИХ УСЛОВА

1. Издају се водни услови у поступку припреме техничке документације ургентно одржавање на државном путу IB реда бр. 28, деоница : Мали Звоник -Грачаница, од km 0+000 – km 2+000, гранични прелаз Каракај-бензинска станица НИС – ради очувања или унапређења водног режима на који могу да утичу путарски радови и објекти.

2. Водни услови престају да важе по истеку две године од дана њиховог издавања, ако у том року није поднет захтев за издавање водне сагласности.

3. Ово решење уписано је у Уписник водних услова за водно подручје "Сава", под редним бр. 425, од 22.09.2016. године.

4. Водни условима се одређују се технички и други захтеви који морају да се испуне при пројектовању, извођењу путарских радова и објеката, који могу трајно, повремено и привремено утицати на промене у водном режиму, односно угрозити циљеве животне средине, а нарочито у водном земљишту водотокова са којим се саобраћајни објекти укрштају, додирују или делом пролазе, и то:

4.1. Израдити техничку документацију, на основу претходних радова, у свему према важећем закону и прописима из водопривреде и осталим законима, прописима, мишљењима и нормативима за ову врсту објеката;

4.2. Техничку документацију урадити у складу са урбанистичко-планском документацијом;

4.3. Инвеститор/корисник је у обавези да реши имовинско правне односе, у зони изградње и коришћења објеката у водном земљишту, са надлежним ЈВП;

4.4. При изради пројектне документације водити рачуна о постојећим и планираним водним објектима и природном кориту водотока на начин који ће обезбедити заштиту њихове стабилности и заштиту режима вода;

4.5. Израду техничке документације усагласити са техничком документацијом према којој су изграђени заштитни водни објекти или извршено уређење појединих водотока као

и са планском и пројектном документацијом којом су предвиђени ови објекти и радови на неретулисаним и неуређеним водотоцима;

4.6. Да се техничком документацијом утврде водотоци са којима се траса укршта или паралелно води (изградња у водном земљишту) и њихове карактеристике (меродавни протицаји, пронос наноса, сливне површине, итд.), сви могући неповољни утицаји објеката на режим вода, проноса наноса и леда, као и утицаји режима на објекте, итд. и дају одговарајућа техничка решења у складу са утврђеном категоријом заштите објеката и у складу са заштитом квалитета подземних и површинских вода, заштите стабилности и функционалности водних објеката и спровођењем заштите од штетног дејства вода сходно прописима из водопривреде;

4.7. Приказати (рачуњски и графички) постојећи режим вода сталних и повремених водотока као и пројектовани режим који је последица изградње објеката и предвиђених радова;

4.8. Димензионисање отвора и распона мостова извршити на основу хидрауличког прорачуна за меродавне вредности карактеристичних протицаја предметних водотока, са графичким приказима у подужном и попречном пресеку, при чему отвори треба да пропусте меродавне протицаје без дејства успора уз обезбеђење стабилности моста, обала и дна водотока. Надвишења доње ивице конструкције мостова предвидети са потребним зазором (рачунатим на основу протицаја меродавне рачуњске велике воде и/или профилске брзине при меродавној великој рачуњској води);

4.9. Изградњом пута не сме да се онемогући отицање унутрашњих или узводних вода и за њихово одвођење предвидети одговарајуће мере и објекте;

4.10. Извршити хидрауличке прорачуне пропусне моћи свих пропуста, обезбедити протицајне капацитете за велике воде, пронос наноса и леда, и обезбедити потребну стабилност свих објеката. Дати подужне и попречне графичке прилоге ових објеката;

4.11. Утврдити деонице на којима је потребно извршити радове на осигурању и обезбеђивању обала водотока и дати одговарајућа техничка решења на деловима где је траса пута паралелна и уз корито водотока или са којима се укршта. Посебне мере предвидети на критичним деоницама и на деоницама где пут залази у корито водотока, при чему протицајни профил треба да обезбеди пропусну моћ за меродавне рачуњске велике воде;

4.12. Пројектном документацијом обухватити одвођење атмосферских вода са коловозних површина. У случају укључења истих у предметне водотоке, директно или индиректно, или испуштања на околни терен, нарочито где су високи нивои подземних вода, извршити анализу могућих негативних утицаја (услед изливања уља, лакних течности, опасних материја итд.) и предвидети одговарајућа техничка решења и мере којима ће се заштитити квалитет подземних вода и прописани квалитет водотока, посебно у зонама заштите изворишта;

4.13. Одговарајуће прорачуне за одвођење атмосферских вода извршити на основу карактеристичних рачуњских вредности за интензитете падавина карактеристичних вероватноћа појаве за предметну деоницу;

4.14. Извршити потребне анализе у погледу избора позајмишта материјала, утицаја на подземне воде и начин затварања и рекултивације позајмишта након изградње објеката. Избор локације позајмишта, динамика и начин експлоатације материјала мора бити такав да нема негативног утицаја на квалитет и квантитет подземних и површинских вода. Уколико се планира коришћење песка и шљунка из корита или са обала водотока потребно је истражити посебне водне услове, урадити техничку документацију и на исту прибавити водну сагласност;

4.15. Динамика и технологија извођења радова на изградњи објекта и коришћење објекта не сме да угрози прописани квалитет вода свих водотока, не сме да онемогући одбрану од поплава и ерозија и мора да омогући несметани режим вода и наноса;

4.16.Предвидети одговарајуће радове и мере којима ће се спречити ерозија тла, стварање јаруга и бразди и клизање терена услед извођења радова и експлоатације објекта;

4.17.Пројектном документацијом предвидети одговарајуће објекте, начин извођења радова и дефинисати услове одржавања након изградње, који ће спречити уношење чврстих и течних материја које могу загадити водотоке, односно, изазвати замуљивање или таложње наноса;

4.18.На месту постојећих клизишта у склопу геотехничких истаржних радова дефинисати режим подземних вода и дати решење за дренажу терена;

4.19.Да се извођењем путарских радова и објеката, манипулацијом механизације и депоновањем материјала не сме угрозити, оштети или покидати цевоводи јавног система за снабдевање водом за пиће или ући у евентуалне зоне заштите изворишта, нити испуштати загађене воде у подземне воде и површинске воде ;

4.20.Предвидети несметан прилаз механизацији и службама за одбрану од поплава заштитним објектима дуж водног земљишта.

4.21.Да се, по завршетку израде техничке документације обрати овом Министарству, са захтевом за издавање водне сагласности, у складу са прописима

Образложење

"ИНСТИТУТ ЗА ПУТЕВЕ" АД - Београд у име ЈП "ПУТЕВИ СРБИЈЕ" - Београд, поднео је овом министарству захтев, бр 20-7829 од 19.09.2016. у поступку припреме техничке документације ургентно одржавање на државном путу 1Б реда бр. 28, деоница : Мали Звоник -Грчаница, од km 0+000 – km 2+000, гранични прелаз Каракај-бензинска станица НИС.

Уз захтев и допуне захтева је достављено:

- Образац О-1 и регистрација привредног субјекта -АПР;
- Мишљење ЈВП "Србијаводе" Београд, ВПЦ "Сава-Дунав" Београд, бр. 1- 3689/1, од 14.09.2016. године;
- Мишљење Републичког хидрометеоролошког завода бр. 922-1-1-208/2015 од 22. 06.2015;
- Акт бр.350-01-00140/2015-14 од 06.02.2015.год који је издало Министарство грађевинарства, саобраћаја и инфраструктуре – у вези са информацијом о локацији;
- Копија плана и извод из листа непокретности, без броја и датума;
- Технички опис;
- Ситуација.

На основу чл. 117, ст. 1, тач. 7. Закона о водама, објекат је сврстан у групу објеката: магистрални и регионални пут, железнице и мостови на њима, аеродроми. На основу чл. 43. Закона о водама, утврђене водне делатности су уређење водотока и заштита од штетног дејства вода и заштита вода од загађивања. Најближи водоток је река Дрина. Објекат се налази у поделиву реке Дрине, водно подручје Сава, сагласно чл. 27. Закона о водама и Правилнику о одређивању граница подсловова ("Службени гласник РС", бр. 54/2011).

Према достављеној документацији, предвиђа се ургентно на државном путу 1Б реда бр. 28, деоница : Мали Звоник -Грчаница, од km 0+000 – km 2+000, гранични прелаз Каракај-бензинска станица НИС.

Мишљењем Републичког хидрометеоролошког завода, дати су карактеристични рачунски протичаји великих вода за водотокове:

Назив водотока	Рачунске велике воде (m ³ /s)		
	F(km ²)	Q1%	Q2%
Плештаница	4,5	15,7	11,7
Борњска	46,3	76,3	61,4
Цулинска	8,4	23,5	18,7
Велика река	26,6	61,4	49,4

Условом бр.4.5. диспозитива дата је обавеза инвеститору да приликом израде техничке документације усагласи пројектна решења са техничком документацијом на основу које је извршено уређење појединих водотока (уколико су ови радови изведени), или се, на основу планске и пројектне документације, планира изградња заштитних водних објеката, регулациони радови или уређење водотока.

На основу потребних и одговарајућих подлога (претходни радови) потребно је урадити техничку документацију, на нивоу пројекта, према одредбама Закона о водама, Закона о планирању и изградњи и важећим прописима и нормативима за ову врсту објеката и овим водним условима, у циљу одржавања и унапређења водног режима, у складу са условима 1.-3. диспозитива, уз обавезне прилоге:

-доказ да је предузеће, радња или друго правно лице уписано у регистар за израду техничке документације са приложеним важећим и одговарајућим лиценцама одговорних пројектаната,

-техничка решења за све објекте, радове и мере, хидрауличке прорачуне са потребним прорачунима проноса наноса, прорачуни стабилности, итд;

-технички опис, ситуације, постојећи режим и пројектовани режим, подужни и попречни профили свих објеката мостова, пројекта, итд.

Условима 4.4. – 4.17. диспозитива, обухваћени су услови на основу одредби Закона о водама, од чл. 4. - чл. 10. у вези водног добра, чл. 13. – чл. 19. у вези водних објеката, чл. 44. – чл. 62. у вези уређења водотока и заштите од штетног дејства вода, ерозија и бујица, чл. 77. и чл. 89. – чл. 91. у вези уређења и коришћења вода, чл. 92. – чл. 101 у вези заштите вода од загађивања и чл. 133. у вези забрана и ограничења корисника водног земљишта.

Доња ивица конструкције моста мора да буде изнад коте меродавне велике воде Q1% за :

Q1% (m ³ /s)	10-50	50-100	100-200	200-300	300-500	500-1000
Δh(m)	0,7	0,8	0,9	1,1	1,2	1,3

Условом бр. 2. диспозитива дат је рок важности водних услова у складу са чл. 116. Закона о водама.

По завршетку израде техничке документације и извршене техничке контроле, потребно је поднети овом министарству захтев за издавање водне сагласности на техничку документацију, у складу са чланом 119. и 121. Закона о водама, те је дат услов 19. диспозитива.

На основу Правилника о садржини, начину вођења и обрасцу водне књиге ("Службени гласник РС", бр. 86/2010), ово решење је уведено у Уписник водних услова за водно подручје Сава, условом број 3. диспозитива.

Административна такса не плаћа се за решење по захтеву за издавање водних аката у складу са одредбама чл.18.тч.2. Закона о изменама и допунама Закона о републичким административним таксама («Службени гласник РС, бр.43/2003 и 50/2011).

Правна поука: Решење је коначно у управном поступку и на исто се не може изјавити жалба, већ се против решења може покренути управни спор код Управног суда Србије, у року од 30 дана од дана пријема решења.

ДОСТАВИТИ:

- "Институт за путеве" АД - Београд,
- ДЦ "ПУТЕВИ СРБИЈЕ" - Београд,
- ЈВП "Србијаводе" ВПЦ "Сава-Дунав" Београд,
- водни инспектор,
- водна књига,
- архива

В.Д. ДИРЕКТОРА

Наташа Милић, дипл.инж.инум.




Република Србија
МИНИСТАРСТВО ПОЉОПРИВРЕДЕ
И ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ
Број: 011-00-01632/2015-16
Датум: 21.10.2016.
Београд

26.09.2016

III ПУТЕВИ СРБИЈЕ
Сектор за инвестиције

ул. Булевар краља Александра 282
БЕОГРАД

Предмет: Допис у вези са захтевом за давање мишљења

Министарству пољопривреде и заштите животне средине обратили сте се Захтевом за давање мишљења о потреби покретана процедуре у складу са Законом о процени утицаја животну средину („Сл. гласник РС“, бр. 135/04, 35/09) за пројекат ургентног одржавања и отклањања оштећења на државном путу IB реда бр. 28 Мали Звоник-Љубовија Уљина, деоница: Мали Звоник – Грачаница, од граничног прелаза „Каракај“ ка Малом Звоник до НИС бензинске станице (км 0+194,39 до км 1+994,42, L=1.8 км), завешан под бројем 353-02-01997/2016-16 од 06.10.2016. године.

У допису наводите да је предметни пројекат обухваћен и интегралном „Пројектом Рехабилитације путева и безбедности саобраћаја („Road Rehabilitation and Safety Project – RRSP“), који се финансира из међународног извора. Про сваг подухвата „рехабитацио – путарски радове у оквиру трасе већ постојећег пута. Предметна деоница представља везу централне и западне Србије.

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

Сва решења приликом израде пројектне документације – Главни пројекат за хитно одржавање пута, морају бити у оквиру постојећег путног појаса (укупна ширина калозова је 8.10 м), без експропријације нових површина земљишта. За рехабилитацију предметне саобраћајнице употребити би се уобичајени грађевински материјали за ову врсту радова (асфалт, цемент, бетонско гравље, итд.). Побољшање предметне деонице захтева коришћење енергената, укључујући електричну енергију и течна горива.

У своме је приложено и додатна документација:

- Правилник о ургентном одржавању државног пута („Сл. гласник РС“ 74/2014 и 87/2014), којим су дефинисане врсте радова, технички услови и начина извођења радова;
- Кратак опис пројекта;
- Решење бр. 020-1776/3 од 30.09.2016. које је издао Завод за заштиту природе Србије;
- Решење бр. 441/3 од 15.09.2016, које је издао Завод за заштиту споменика културе у Ваљеву;
- Мишљење ЈВП „Србијавода“ у поступку издавања водних услова бр. 1-3689/3 од 14.09.2016;


- Графички прилог - прегледне карте;

по ЗНУ

На основу увида у захтев обавештавамо вас о следећем:

- У складу са члановима 3. и 4. Закона о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) предмет процене утицаја на животну средину су пројекти који се планирају и изводе, промене технологије, реконструкције, проширење капацитета који могу имати значајан утицај на животну средину, а притом су садржани у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину («Службени гласник РС», бр.114/08).
- Пројекат ургентног одржавања, рехабилитације и отклањања оштећења на путевима у складу са горе поменутич члановима Закона о процени утицаја на животну средину, не представља предмет процене утицаја на животну средину и није сврстан у Листама пројеката из поменутог Уредбе, па сагласно томе *носилац пројекта није у обавези да отпочне процедуру процене утицаја на животну средину у складу са чланом 8. Закона о процени утицаја на животну средину.*
- Носилац пројекта је обавези да се приликом извођења радова на рехабилитацији предметне саобраћајнице у потпуности придржава услова и мера заштите животне средине из 1) Решења о условима заштите природе и заштите животне средине бр. 020-1776/3 од 20.09.2016 године које је издао Завод за заштиту природе Србије, 2) Мишљења ЈВП „Србијавода“ бр.1-3689/1 од 14.09.2016. године и 3) Решења са условима и мерама заштите непокретних културних добара бр. 441/1 од 15.09.2016. године које је издао Завод за заштиту споменика културе у Ваљеву.

Обрадио: Зоран Вељковић 

Одобрила: мр Сабина Ивановић
Шеф одсека 

ПОМОЋНИК МИНИСТРА

По Решењу о овлашћењу
министра,
бр. 021-01-43/2016-01
од 17.08.2016. год


Александар Веснић

Достављено:

- Наслову
- Архиви