



PUBLIC ENTERPRISE "ROADS OF SERBIA"

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

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


**Section: Sjenica (Karajukica Bunari) - Susica**  
**km 65+548 to km 74+563**  
**Length = 9.015 km**

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

## **ENVIRONMENTAL MANAGEMENT PLAN**

**– ENVIRONMENTAL CATEGORY B –**

**Final**  
**Belgrade, September 2019**

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

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

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**Belgrade, September 2019**

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## ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic
CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
HSE	Health, Safety and Environment
IFIs	International Financing Institutions
INCS	Institute for Nature Conservation of Serbia
IPCMK	Institute for Protection of Cultural Monuments Kraljevo
MoEP	Ministry of Environmental Protection (former Ministry of Agriculture and Environmental Protection)
MoCTI	Ministry of Construction, Transport and Infrastructure (former Ministry of Transport)
PAPs	Project Affected Persons
PERS	Public Enterprise "Roads of Serbia"
PSC	Project Supervision Consultant
RE	Resident Engineer
RRSP	Road Rehabilitation and Safety Project
SE	Site Engineer
SLMP	Safety Labour Management Plan
SSIP	Site Specific Implementation Plan
WB	The World Bank Group
WMP	Waste Management Plan
IBA	Important bird area
IPA	Important plant area

## INTRODUCTION

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

This Environmental Management Plan (EMP) has been prepared for heavy maintenance (road rehabilitation – upgrading) of the State Road IB 29 (old road mark M-8), section: Sjenica (Karajukica Bunari) - Susica, km 65+548 to km 74+563, Length = 9.015 km, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs) which finance Serbian Road Rehabilitation and Safety Project.

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

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

This site specific EMP is focusing more on heavy maintenance phase, as it will become part of the respective Contract for the implementation of civil works. The Project Proponent is the Government of the Republic of Serbia, represented by the Ministry of Construction, Traffic and Infrastructure (MoCTI) and the Project is realized by Public Enterprise "Roads of Serbia" (PERS).

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

## EXECUTIVE SUMMARY

### Project Description

The Republic of Serbia has applied for financing the "Road Rehabilitation and Safety Project" by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed for heavy maintenance (road rehabilitation - upgrading) of the State Road IB 29 (old road mark M-8), section: Sjenica (Karajukica Bunari) – Susica (km 65+548 to km 74+563).

The subject section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia. The section Sjenica (Karajukica Bunari) - Susica in length of 9.015 km, belongs to the State Road IB 29 (old mark M-8) ("Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the Municipality of Sjenica with the local communities Stavalj, Brnjica, and Susica and it is a part of the RRSP planned for heavy maintenance during the second year of the Project implementation.

The beginning of the section is defined on 9.956 km after the node 2903 Sjenica (Karajukica Bunari) observed in direction of chainage increase (app. chainage km 65+548), while the end is defined on app. 110 m after the node 2904 Susica, at app. chainage km 74+563 (Pictures 1. and 2.).



**Picture 1.** The beginning of the section Sjenica (Karajukica Bunari) - Susica, Karajukica Bunari



**Picture 2.** End of the section Sjenica (Karajukica Bunari) - Susica



**Picture 3.** The location of road section: Sjenica (Karajukica Bunari) - Susica  
(Ref: <https://www.google.com/maps>)



**Picture 4.** Detail of the landscape of the State Road IB 29 - the settlement Stavalj

## Policy, Legal and Administrative Framework

The Ministry of Environmental Protection (MoEP) is the key institution in the Republic of Serbia responsible for formulation and implementation of environmental policy matters. Legislation in the field of environmental protection that is currently in force in the Republic of Serbia is summarized in Appendix III.

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

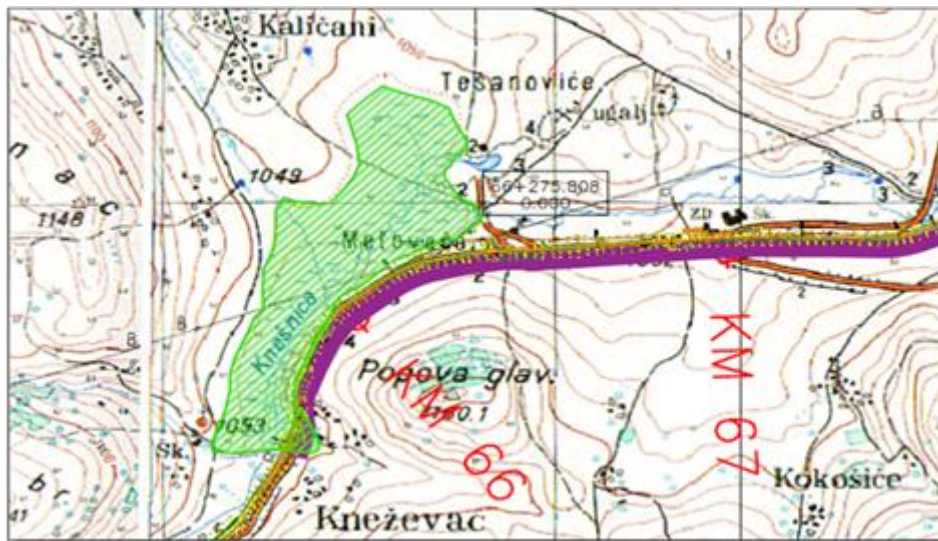
PERS submitted a request to the Institute for Nature Conservation of Serbia (INCS) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, the Institute for Nature Conservation of Serbia issued a statement on conditions for nature protection 03 No. 020-817/3 dated May 5<sup>th</sup> 2017 stating that the subject road section is not located within a protected area for which a procedure for protection was carried out or is initiated.

However, part of the subject section of road Sjenica (Karajukica Bunari) - Susica, after the location of Metovaca (km 65+548 to km 66+275, Pictures 5. and 6.) goes through the scope of ecological network of ecologically important area of ‘‘Pester’’ (No. 70), which is an integral part of the ecological network of the Republic of Serbia (Appendix VI – Conditions from Relevant Public Institutions).



**Picture 5.** Part of the ecological network from km 65+548 to km 66+275





**Picture 6.** Part of the subject section Sjenica (Karajukica Bunari) - Susica, that goes through the scope of ecological network of ecologically important area of "Pester" (No. 70)

According to Decree on Ecological Network ("Official Gazette of RS", No. 102/2010), the ecologically important area of "Pester" (No. 70) belongs to an internationally and nationally important area for birds (IBA-Pester, RS028IBA) and plants (IPA-Pester).

The ecological network includes interconnected or spatially close protected areas and ecologically significant areas. It consists of areas of importance for biodiversity conservation, corridors connecting isolated habitats and buffer zones that reduce the negative environmental impacts. Ecological networks are significant in the socio-economic aspect, since the presence and activity of a man in accordance with the protection of nature, therefore being a factor of sustainable development of local communities.

According to the conditions of nature conservation:

1. Within the design solutions should be implemented measures that will provide conditions for the preservation of air, soil, ground and surface waters. Special attention should be given to the preservation of the Knesnica River along which a part of the subject section of the road is located;
2. The organization of the construction site should be regulated within the subject design;
3. During the construction works precautionary measures should be taken to protect the individual trees along the road from potential damage;

4. Precipitators and separators of oils and grease from water drained from the carriageway, especially along the Knesnica River, should be implemented in the Project;
5. During the night, construction work is not permitted because of possible impact of the noise from the construction machinery, as well as possible disturbance of birds within the ecological network of the ecologically important area "Pester" (near Metovaca);
6. In the zone of the bridge on the Brnjica River, stone and other natural materials should be used. The watercourse's shore should not be covered with concrete and the riverbed and the river bank with the existing vegetation should be maximally protected.

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

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

The Institute for the Protection of Cultural Monuments Kraljevo issued a statement on conditions for protection of cultural monuments No. 676/2, dated June 6<sup>th</sup> 2018, for the road section Sjenica - Dojevice (Novi Pazar), i.e. for the road section Sjenica (Karajukica Bunari) - Susica and for the road section Susica - Dojevice together (Appendix VI – Conditions from Relevant Public Institutions).

According to these conditions of the Institute for the Protection of Cultural Monuments Kraljevo, the existence of immovable cultural property has been established in the close vicinity of the road: St. Dimitrije Church in Janacko Field, which belongs to the group of churches in the surroundings of the Sopocani Monastery for which was established that it is immovable cultural property of great importance ("Official Gazette of SRS", No. 28/83). This church is in the close vicinity of the road section Susica – Dojevice and for that reason will not be processed in this EMP i.e. EMP for the road section Sjenica (Karajukica

Bunari) – Susica (it will be processed through the EMP for road section Susica – Dojevice).

Also, 17 archaeological sites are located in the close vicinity of the road section Sjenica – Dojevice, out of which 6 are in the close vicinity of the subject section processed in this EMP, i.e. EMP for the road section Sjenica (Karajukica Bunari) – Susica, and the rest of the 11 archaeological sites are in the close vicinity of to the road section Susica – Dojevice and for that reason will not be processed in this EMP (they will be processed through the EMP for road section Susica – Dojevice). Data on the locations of the archaeological sites and their distance from the subject section Sjenica (Karajukica Bunari) - Susica are shown in Picture 7. and Table 1. (the central point of the locality has been shown and the radius of the supervised area is 100 m).



**Picture 7.** The locations of archaeological sites in relation to the subject section Sjenica (Karajukica Bunari) - Susica

**Table 1-** Coordinates and distance of the archaeological sites in relation to the subject section Sjenica (Karajukica Bunari) - Susica

No.	Archaeological site	Coordinates		Distance from the road
		E	N	
1.	12. Tumulus, Brnjica-Sjenica	43.27657	20.19646	On the left side, distance app. 10 m
2.	13. Old cemetery, Brnjica	43.27599	20.19093	On the left side, distance app. 20 m
3.	14. Brnjicko Brdo, Brnjica	43.27213	20.18327	On the left side, distance app. 25 m
4.	15. Glavica, Brnjica	43.27612	20.19356	On the left side, distance app. 10 m
5.	16. Kulas, Stavalj	43.26777	20.15771	On the right side, distance app. 25 m
6.	17. Hanovi, Stavalj	43.25331	20.11406	On the right side, distance app. 25 m (200 m before the beginning of the subject section)

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

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

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

Final Environmental Approval is obtained from the Ministry of Environmental Protection, No. 011-00-0511/2018-03 dated June 19<sup>th</sup> 2018, stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project (Appendix VI – Conditions from Relevant Public Institutions).

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

IFIs requests that the design is prepared in line with laws of the Republic of Serbia, but also with the EU standards. Lender requirements will also apply to this project and include the following Environmental Policies:

- Operational Policy OP 4.01 Environmental Assessment;
- EBRD Environmental and Social Policy (2008);
- EIB Statement of Environmental and Social Principles and Standards (2008).

## Baseline Conditions Assessed During Route Survey

The subject section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia. The section Sjenica (Karajukica Bunari) - Susica in length of 9.015 km, belongs to the State Road IB 29 (old mark M-8) ("Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the Municipality of Sjenica with the local communities Stavalj, Brnjica and Susica.

The subject section Sjenica (Karajukica Bunari) - Susica is crossed by the Vilujak River, Brnjica River and Susica River.

On the subject section there is only one bridge over the Brnjica River and there are more box and tubular culverts for occasional torrential watercourses.

The following table shows the characteristics of the watercourse at the crossing profiles.

**Table 2-Characteristics of the watercourses**

No.	Water courses	Chainage (km)	Opening (m)	F	L	L <sub>c</sub>	I <sub>u</sub>
				(km <sup>2</sup> )	(km)	(km)	(%)
1	Vilujak River	67+850	Culvert Ø 1600	5.17	4.53	1.66	1.43
2	Vilujak River	69+572	Culvert Ø 1000	3.77	1.91	0.805	1.74
3	Brnjicka River	71+646	Bridge	24.95	9.92	3.704	2.01
4	Susica River	71+908	Culvert Ø 1600	5.68	5.16	2.59	3.88

There are 25 culverts on the subject section of the road, of which five are not in function. The designed solution of the road drainage regarding the position (layout plan) and height (profile) will be embedded in the existing system. The designer will use the available data relating to the existing storm sewer system. In the Table 3. data on drainage culverts on the subject section were given.

**Table 3-** Data on the tubular culverts for drainage on the subject section

No	Chainage	Opening (m)	Length (m)	Note
1	65+568	Ø 1000	8.44	
2	66+167	Ø 500	9.36	
3	66+700	Ø 300	7.98	
4	67+224	Ø 1000	10.60	
5	67+474	Ø 1000	10.66	
6	67+573	Ø 1000	11.07	
7	67+850	Ø 1600	11.34	
8	68+066	Ø 1000	10.73	
9	68+383	Ø 1000	11.30	
10	68+834	Ø 1000	11.10	
11	68+938	-	12.26	not in function
12	69+240	Ø 1000	11.13	
13	69+572	Ø 1000	10.84	
14	69+806	Ø 1000	10.45	
15	70+765	Ø 1000	10.85	
16	71+070	Ø 1000	10.17	
17	71+908	Ø 1500	11.47	
18	72+218	-	7.70	not in function
19	72+449	Ø 1000	8.27	
20	72+759	Ø 1000	9.71	
21	72+943	-	24.30	not in function
22	73+233	-	9.35	not in function
23	73+557	Ø 1000	10.30	
24	73+982	Ø 1000	9.98	
25	74+298	-	12.65	not in function



**Picture 8.** The bridge on the Brnjicka River, km 71+646

At the subject section of the State Road IB 29, there is a built network of open canals, which are the recipients of the designed drainage elements. The existing canal network is not subject to purification treatment of storm water from the roadway. The new solution will retain the existing state, except in the area of Knesnica River and in the area of the newly constructed sidewalk in the settlements Brnjica. Therefore, the newly designed closed drainage system will be placed in the Knesnica River (zone Metovaca - Stavalj) and settlements Brnjica.

In accordance with the legislation of the Republic of Serbia, storm water that drains from the carriageway into the existing watercourses, in the Knesnica River area and in the settlements Brnjica, will be treated prior to the outlets through adequate filtering systems (installation of grease and oil separator in order to suit the quality of the effluents by the class II regulation concerning Regulation on Water Classification ("Official Gazette of SRS", No. 5/68) and in accordance with Decree on Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement ("Official Gazette of RS", Nos. 67/11, 48/12 and 1/16). This kind of system is planned to be implemented:

- from km 65+550 to km 67+325 (Metovaca - Stavalj)
- from km 70+980 to km 71+830 (Brnjica settlements).

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

It is important to note that the subject section of the state road IB 29 that is the subject of this design is nowhere in contact with the water source protection zones for the settlement

Sjenica, which means that in this respect there are no special restrictions for the definition of design solutions.

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

## Roads and Railways

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

**Table 4-** Connections of the local roads and streets on the road section Sjenica (Karajukica Bunari) – Susica

No.	Chainage	Connection type (local road or street)	Direction of connection (left or right)	Piped (Yes or No)	Settlement (Yes or No)	Width (m)
1	65+541	Local road for Stavalj	On the left side	Yes	Yes	4.0
2	66+290	Access road for Stavalj (surface mine)	On the left side	No	No	6.0
3	66+840	Local road for Duga Poljana (old node "Stavalj")	On the right side	No	Yes	4.0-5.0
4	67+440	Local road for Stup	On the left side	No	Yes	5.0
5	68+940	Local road	On the left side	No	No	4.0
6	71+661	Local road for Gledjica, old node "Brnjica")	On the left side	Yes	Yes	5.0
7	74+453	Local road for Susica, node 2904 "Susica"	On the left side	No	No, access road for Golija	6.0





**Picture 9.** The access road for the mine "Stavalj"



**Picture 10.** The local road for settlement Stup, km 67+440

### **Noise**

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

### **Deposit Area**

On the subject section of the State Road IB 29 (km 65+548 to km 74+563) on the left and right sides significant amounts of construction and municipal of waste have not been observed.

## Summary of Environmental Impacts

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

Local residents (the settlements Stavalj, Susica and Brnjica) will be potentially and temporarily affected with air and noise pollution during heavy maintenance and construction works on the subject section.

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

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

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

Various cases of water contamination may occur during the rehabilitation of the road and its future operation. Wastewater discharged during the works may jeopardize the quality of the surface and underground water, which can be prevented through mitigation and monitoring activities. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18), as shown in the Appendices I and II. As for the potential pollution during operation, these are limited to accidents only. In such case, procedures for action in

accidental situations, as defined by the Ministry of Interior Affairs and in the Law on Water, will apply.

At the observed area, there are no industrial facilities that can cause an increase in the level of concentration of pollutants in the atmosphere.

During the realization of this document, and by analysing the available data from the web sites: Environmental Protection Agency, Republic of Serbia<sup>1</sup>, Municipality Sjenica<sup>2</sup> and City Novi Pazar<sup>3</sup>, it is concluded that no data on the quality of the environment in the zone of the subject section Sjenica (Karajukica Bunari) - Susica were available.

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

## **Environmental Management Plan**

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, rehabilitation, and operation phase, as summarized in the Environmental Management Plan (shown in Appendix I).

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

## **Regulation and Requirements**

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

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

<sup>2</sup> <http://www.sjenica.rs/>

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

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

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

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

PERS will build fines and penalties for any non-compliance into contracts, and enforce them.

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

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

## **Stakeholder Engagement - Information Disclosure, Consultations and Public Participation**

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

Participation of stakeholders is significant in order to understand the nature and intensity of social and environmental impacts, as well as proposed measures for their mitigation. Public

consultation is one of the ways to get feedback from stakeholders and enhance the involvement of the local community in design implementation. The stakeholders may use a grievance mechanism that is publicly available (see Appendix IV).

### **Summary of the Public Disclosure Process**

In accordance with World Bank's OP 4.01, Net Engineering Spa and Hidroprojekt traffic Ltd Belgrade has prepared a document - Environmental Management Plan for heavy maintenance (road rehabilitation-upgrading) of the State Road IB 29, Road Section: Sjenica (Karajukica Bunari) – Susica.

Presentation of the EMP began on May 20<sup>th</sup> 2019, when the invitation to interested parties in the daily newspaper "Politika" was published, which was inviting the public, authorities and institutions to inspect the proposed rehabilitation works and environmental impact with present mitigation measures and monitoring. Prior to announcement in the newspapers, all documents were submitted to the Municipality of Sjenica and publicly available on the spot, and also placed on PERS website. Interested parties could get an insight into the EMP document on the following addresses:

- within the premises of the PE "Roads of Serbia", Sector for Investments, 19a Vlajkovicева St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 14 days in regards to the date of the public announcement of this invitation;
- within the premises of the Sjenica Municipality, 1 Kralja Petra I St., 36310 Sjenica, on working days from 10:00 AM to 2:00 PM (local time), within 15 days from the date of publication of this invitation;
- on PE "Roads of Serbia" website: [www.putevi-srbije.rs](http://www.putevi-srbije.rs).

Representatives of local self-government informed the public about the time and place of the public consultations. Publication of the draft document of the EMP ended on June 11<sup>th</sup> 2019, when the public meeting was held in the Municipality of Sjenica.

The meeting began as planned at 12:00 (local time). A representative of the Hidroprojekt traffic Belgrade presented in detail the Environmental Management Plan to the participants.

Public discussion in the Municipality of Sjenica was attended by 14 people: interested representatives of local communities from Sjenica, the representatives of local services for the environment, representatives and designers-experts for environmental protection.

During the public discussion, there were no complaints regarding environmental issues.

Question raised and clarifications provided are presented within the Report on Public Consultations (see Appendix V).

The public discussion ended at 02:00 PM (local time).

## 1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation and Safety Project' (RRSP). RRSP is a project supported by IFIs (the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development). A part of the funding is directed for heavy maintenance (road rehabilitation - upgrading) of the State Road IB 29 (old road mark M-8), section: Sjenica (Karajukica Bunari) - Susica. The length of the subject section of the State Road IB 29 is  $L = 9.015$  km.

Design of the new road alignment was developed taking into account the Terms of Reference, all obtained requirements and approvals of the responsible institutions, and rulebooks and standards in road design. Given that the existing carriageway width and geometric elements generally correspond to the range of the road, in the framework of the design proposal, the biggest changes will relate to the correction and new design solutions for the following intersections: Stavalj, Brnjica and the crossroads for Golija.

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

New designed geometrical profile consists of:

1. State Road IB 29 – from km 65+548 to km 74+563

- two traffic lanes  $tv = 3.25$  m
- two marginal strips  $ti = 0.35$  m

Newly designed road section is conditioned by the position of the existing road, that is, by the borders of road reserve and terrain configuration. It is planned reconstruction of the existing channels and gullies, and construction of new as needed.

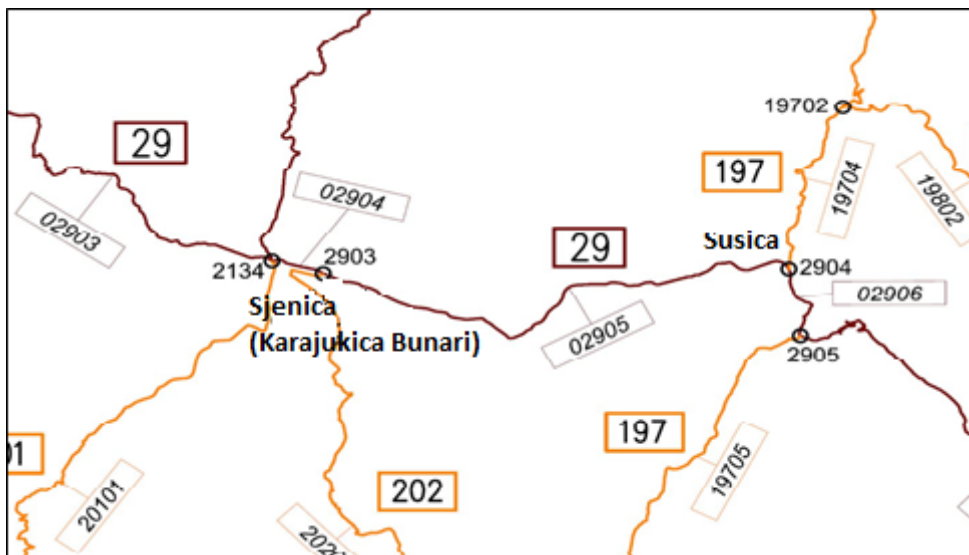
Also, reconstruction of the existing culverts due to deterioration or necessity to extend due to changes in the geometry of the road is planned.

On the subject section of the road, in accordance with the existing state, bus stops are planned out of the existing carriageway. The width of one bus stop is 3.0 m.

## Location Description

The subject section belongs to the Zlatiborski Administrative district, located in the southwestern part of the Republic of Serbia. The section Sjenica (Karajukica Bunari) - Susica in length of 9.015 km, belongs to the State Road IB 29 (old mark M-8) (Decree on the Categorization of the State Roads, "Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the Municipality of Sjenica with the local communities Stavalj, Brnjica and Susica.

The beginning of the section is defined on 9.956 km after the node 2903 Sjenica (Karajukica Bunari) observed in direction of chainage increase (app. chainage km 65+548), while the end is defined on an app. 110 m after the node 2904 Susica, at app. chainage km 74+563 (Picture 11.).



**Picture 11.** Location of the road section

## Rehabilitation Works Description

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

The newly designed road in situational and longitudinal sense follows the existing road, which means that there is no additional expropriation. The major works include removal of



the existing pavement, construction of new asphalt layers, construction of new shoulders of adequate width, cleaning of the existing culverts, construction of new bus stops, construction of new pedestrian paths and sidewalks and construction of connections to categorized and uncategorized local roads and construction of individual household connections.

On the part of the subject section passing through the settlements (Stavalj and Brnjica), the pedestrian pathways outside of the carriageway are envisaged, as well as a new design solutions for the intersections Stavalj and Brnjica. The current situation is shown in the Picture 12.



**Picture 12.** An example of damage to the subject section, the centre of Brnjica settlement

Also, the new sidewalks will be constructed in the immediate vicinity of the school zones in the settlements Stavalj and Brnjica. The area of school will be marked with the adequate horizontal signalization (tamper strip and marks on the carriageway) and vertical signalization (speed limit, notifications about school area and the piers which will prevent the running of children into the carriageway). The sidewalks will be positioned on the following chainages:

**Table 5-** The sidewalks on the state road Sjenica (Karajukica Bunari) - Susica

The starting chainages	The final chainage	length (m)	Place	Side of the road (left, right)
66+435	67+265	830	Stavalj	on the left
71+005	71+864	859	Brnjica	on the right

Total length of the sidewalks is 1689 m.

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

horizontal traffic signs with checking whether the existing traffic signs are in accordance with the applicable standards, as well as amendment of vertical traffic signs.

On the subject section pavement has not been completely rehabilitated recently; repairs on the pavement are performed on minor stretches. Mesh, longitudinal and transverse cracks, ruts, local pavement depressions, edge fractures and frequent potholes are noted on the entire section. For the subject section, it is necessary to remove the damage caused by the erosive action of water, as much as possible to remove the causes which led to the damage, to increase durability of the road, and traffic safety (Pictures 13., 14. and 15.).



**Pictures 13. and 14.** The examples of damages on the subject section



**Picture 15.** The example of damages on the section

On the subject section, road repairs were done in larger and smaller lengths, but in general the road itself is in a very bad condition, as shown in the Pictures 13., 14. and 15.

All culverts, located on the subject section, will be reconstructed. Twenty culverts are still in operation, and five have no drainage function, as shown in Table 3.

The subject section is crossed by the Vilujak, Brnjicka and Susica Rivers; with main characteristics of the watercourses at the crossing profiles shown in Table 2.

On the subject section there is only one bridge over the Brnjica River and there are several box and tubular culverts for occasional torrential watercourses (Picture 8.).

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

The general aim of preparation of the design documentation is the rehabilitation of all damages with removal of the causes that led to damages, thereby increasing durability, utility value and improving traffic safety.

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

Also, is defined that for atmospheric water from dirty and oily areas (traffic areas, handling areas, parking space, etc.) appropriate controlled reception and treatment at the facility for primary treatment before discharge to the recipient shall be provided, the quality effluent (purified water) complies with class II according to the Regulation on Water Classification ("Official Gazette of SRS", No. 5/68) and in accordance with the Decree on Limit Values for the Emission of Pollutants in Water and Deadlines for Their Achievement ("Official Gazette of RS", Nos. 67/11, 48/12 and 1/16). Surfaces from which oiled atmospheric water are collected must be waterproof.

The designed drainage system is conditioned by the terrain characteristics, spatial and urban constraints, and other requirements dictated by the local government. Quality of atmospheric water that is discharged into the existing watercourses or sewage must be in accordance with Law on Water and Decree on Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement ("Official Gazette of RS", Nos. 67/11, 48/12

and 1/16). Along the subject section there are two typical solutions of drainage systems, as follows:

- Newly designed “closed” drainage system in the zone of Knesnice River (Metovaca-Stavalj) and settlements Brnjica in the zone of newly constructed sidewalk leads the draining rainwater from the carriageway by longitudinal and transverse inclination towards the drains and manholes and collectors. Newly designed separate systems for discharging runoff collected rainwater whereby prior to discharge into the recipient water would be purified by passing through an appropriate separator for fats and oils. That is, the construction of suitable separator of oils and fats would be subject of planned works of road rehabilitation of the state road. This kind of system is planned to be implemented from:
  - km 65+550 to km 67+265 (Metovaca - Stavalj)
  - km 71+005 to km 71+864 Brnjica settlement.
- "Open" drainage system - with the rainwater draining from the carriageway by longitudinal and transverse inclination over the shoulders, and the slope of the road in the open self-absorbent ditches in which water infiltrates into the ground or evaporates in the air. This solution was applied to all subsections in which such a drainage system figures and in the context of the current situation, and where there are no spatial or urban hindrance/restrictions for this kind of drainage, both, outside populated areas, as well as where the state road passes through the village.

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

### **Relevant Institutions**

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

### **Existing Serbian legislation**

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

## EIA procedure in the Republic of Serbia

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

The field of nature protection in the Republic of Serbia is regulated by the Law on Nature Protection and other legal and sub-legal acts directly or indirectly related to nature and natural resources. In the statement 03 No. 020-817/3 dated May 5th 2017, the Institute for Nature Conservation of Serbia (INCS) issued conditions for the subject section. By reviewing the Central Register of Protected Goods and documentation of the INCS, and in accordance with the legislation governing the field of nature protection, it is concluded that the subject area i.e. subject section is not situated within a protected area for which a procedure for the protection was carried out or initiated. However, as you can see on Picture 6., small part of the subject section Sjenica - Susica with one part (after the location of Metovaca) goes through the scope of ecological network of ecologically important area "Pester" (No. 70), which is an integral part of the ecological network of Republic of Serbia in according to Decree on Ecological Network ("Official Gazette of RS", No. 102/2010) and belongs to the internationally and nationally important area for birds (IBA - Pester, RS028IBA) and plants (IPA-Pester).

All of the above conditions stipulate that:

1. Within the design solutions should be implemented measures that will provide conditions for the preservation of air, soil, ground and surface waters. Special attention should be given to the preservation of the Knesnica River along which a part of the relevant section of the road is located;
2. The organization of the construction site should also be regulated within the subject design;
3. During the construction works precautionary measures should be taken to protect the individual trees along the road from potential damage;
4. Precipitators and separators of oils and grease from water drained from the carriageway, especially along the Knesnica River, should be implemented in the Project;
5. During the night, construction work is not permitted because of possible impact of the noise from the construction machinery, as well as possible disturbance of birds

within the ecological network of the ecologically important area "Pester" (near Metovaca);

6. In the zone of the bridge on the Brnjica River, stone and other natural materials should be used. The watercourse's shore should not be covered with concrete and the riverbed and the river bank with the existing vegetation should be maximally protected.

In the statement No. 676/2 of dated June 6<sup>th</sup> 2018 the Institute for the Protection of Cultural Monuments Kraljevo issued technical protection measures needed for development of the design documentation for section road Sjenica (Karajukica Bunari) - Dojevice (Novi Pazar) i.e. for the section Sjenica (Karajukica Bunari) - Susica and the section Susica - Dojevice. In the conditions of the Institute for the Protection of Cultural Monuments Kraljevo, the existence of immovable cultural property has been established in the close vicinity of the road: St. Dimitrije Church in Janacko Field, which belongs to the group of churches in the surrounding of the Sopocani Monastery for which was established that it is immovable cultural property of great importance ("Official Gazette of SRS", No. 28/83). However, this cultural property is not on the subject section Sjenica (Karajukica Bunari)-Susica.

Also, 6 archaeological sites are located in the close vicinity of the subject section Sjenica (Karajukica Bunari) - Susica. Data on the locations of archaeological sites and their distance from the subject section Sjenica (Karajukica Bunari) - Susica are shown in Picture 7. and Table 1. (the central point of the locality has been shown and the radius of the area covered by the expert supervision is 100 m).

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

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

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

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

Final Environmental Approval is obtained from the Ministry of Environmental Protection of Republic Serbia, No. 011-00-0511/2018-03 dated June 19<sup>th</sup> 2018, stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project. Consequently, there is no need for producing the Environmental Impact Study of the subject section, according to national procedures (Appendix VI – Conditions from Relevant Public Institutions).

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

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

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

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

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

The subject section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia and passes through settlements Stavalj and Brnjica, in the Municipality of Sjenica.

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

An appropriate system for runoff water from the existing road exists, which will be kept and improved according to this rehabilitation design. All other works which are proposed with this design will be conducted only in the existing road area and completely in accordance with the Statement 03 No. 020-817/3 dated May 5<sup>th</sup> 2017 issued by an Institute for Nature Conservation of Serbia and Law on Waters ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18).

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

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

"Closed" drainage system is used at the road section which passes the Knesnica River (Metovaca-Stavalj) and in the zone of the newly projected sidewalk in Brnjica settlement, while on all other sections of the subject section "open" drainage system is being used.

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

The total distribution of traffic load on the section Sjenica (Karajukica bunari) - Susica was obtained on the basis of the performed traffic count. The recommended forecast of traffic growth rates within planned period is given in the following table (moderate scenario of traffic growth rate has been adopted):



**Table 6-** The recommended forecast of traffic growth rates (ToR)

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

This section belongs to the network of state roads on which increase of road traffic as a result of rehabilitation works is expected at the average forecast of traffic growth rate of 3.5%. In respect to the impact of the potential increase of the vehicle speed on the rehabilitated road, this issue will be addressed through the project's road safety component, which will include implementation of the active and passive measures to control the vehicle speed on rehabilitated road sections.

The protection of natural and cultural heritage on the subject section is explained in detail in the previous chapters (Policy, Legal and Administrative Framework and EIA Procedure in the Republic of Serbia). In the implementation of the project, there will be no new land acquisition, as defined by OP 4.12. since the road widening will be done on public land (in the road area).

## Settlements

### Sjenica

The municipality of Sjenica is located in the Zlatibor Administrative district, which is located in the southwestern part of the Republic of Serbia. The settlement of Sjenica is located at 43°16'14" north latitude and 19°59'35" east longitude, at about 1,000 m above sea level. As of the 2011 census, the urban area has 14,060 inhabitants, while the city administrative area has 26,392 inhabitants. It contains 103 settlements/village and 12 local communities, mostly small and spread over hills and mountains surrounding the city. The total area of the city administrative area is 1,059 km<sup>2</sup>. The border municipalities are Prijepolje, Tutin, Nova Varos, Ivanjica, Novi Pazar and the Montenegrin municipality of Bijelo Polje.

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

Sjenica Lake. Sjenica is situated in a mild valley, in the heart of the Pester plateau, surrounded by mountains.

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



**Picture 16.** Detail of the landscape

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

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



**Picture 17.** Detail of the landscape

The Pester plateau is the largest plateau in the Balkan Peninsula, and one of the largest in Europe. With an altitude of 1,150 meters and an area of 63 square kilometres, it represents the unique, natural oasis in the heart of Europe. The average annual temperature of Pester is six degrees Celsius. Ten centimetres thick snowy coverage is lingered for about 60 days annually.

The local population on the Pester plateau mainly deals with sheep farming i.e. breeding of domestic sheep. The major sources of income come from the sale of lambs and the shearing of sheep for their wool.

The following settlements are located along the section: Stavalj, Susica and Brnjica.

**Stavalj** is settlement of Municipality Sjenica. According to the census of 2011, in the village live 268 inhabitants. In the immediate vicinity of the road there is an elementary school “Branko Radicevic” with sports courts. At a greater distance from the alignment there are local office and church with cemetery. The population is mainly engaged in agriculture and animal husbandry.



**Picture 18.** The settlement Stavalj



**Picture 19.** The elementary school “Branko Radicevic”

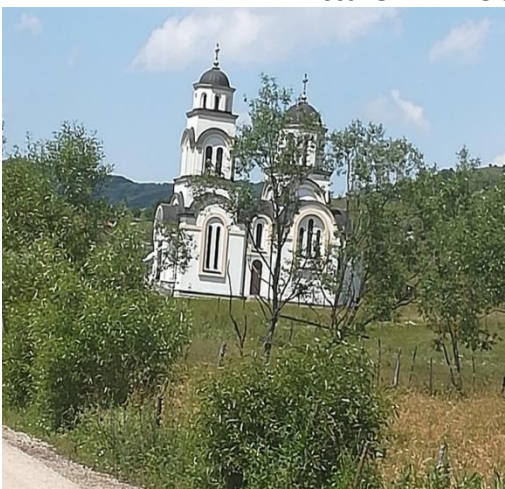


**Picture 20.** Former factory fitting, closed in 2000

**Brnjica** is settlement of Municipality Sjenica. According to the census of 2011, in the village live 193 inhabitants. The district unit of elementary school “Branko Radicevic” and the church are close to the subject section. The population is mainly engaged in agriculture and animal husbandry.



**Picture 21.** The settlement Stavalj



**Picture 22.** Church in Brnjica village



**Picture 23.** The Brnjica River

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

### **Bicycle Traffic**

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

### **Watercourses**

Brnjica, Vilujak and Susica Rivers are the main recipients of the whole subject area. The subject section Sjenica (Karajukica Bunari) - Susica intersects following rivers:

No.	River/ Canal Name	Road Chainage
1	Brnjica River	71+646
2	Vilujak River	67+850 and 69+572
3	Susica River	71+908

## Air

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

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

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

## Noise

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

#### 4. SUMMARY OF ENVIRONMENTAL IMPACTS

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

**Table 7-** Review of the impact on the environment that are predicted for the duration of the project

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	Does not exist	During the realization of the project, there will be no expropriation of land
Ground and surface water	Low	Due to low amount of water that can come to the recipient by drainage, the consequential impact is minimal to negligible
Air quality	Low	Temporary impact
Flora and fauna (protected areas and species)	Low	Under the terms of the Institute for Nature Conservation of Serbia
Monuments	Low	Under the terms of the Institute for Protection of Cultural Monuments Kraljevo
Noise	Low	Temporary impact
Access/crossing points of the main road and local roads	Low	The rehabilitation and widening works will not affect existing crossing points
Soil management	Low	With the application of appropriate measures of waste management
Waste	Low	Ensured through environmental management – waste and wastewater management plan will be prepared and implemented
Cumulative impacts	Moderate/minor	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

Most of the impacts on the environment are temporary and stops after the completion of works of heavy maintenance on the subject section Sjenica (Karajukica Bunari) - Susica. The project is classified as environmental category B due to a small impact on the environment. After completion of the works, increase of road traffic is not anticipated, and potential increase of vehicle speed will be regulated through a safety design, by applying active and passive speed control measures.

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

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

### **Overview of Key Impacts**

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

### **Noise and Air Pollution in Residential Areas**

It is expected that local residents will be the potentially affected with air and noise pollution during heavy maintenance works on proposed road section. Local air quality may experience some moderate and temporary deterioration due to dust from construction traffic, whereas elevated levels of Nitrogen oxide (NO<sub>x</sub>) and Sulphur oxide (SO<sub>x</sub>) from exhaust construction equipment are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings and may cause some degree of impact. Therefore, it is necessary that the Contractor regularly sprays water in the work areas, especially during summer period.

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

### **Possible Water Contamination**

Cases of surface and groundwater and soil contamination may occur during the heavy maintenance of the subject section from site run off, oil spills and contaminated water from the equipment maintenance areas and sanitary wastewater influencing from the work camps.

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



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

If hazardous substance spills occur in any part of the road, especially where the rivers are closest to the road, to mitigate the problem the Contractor should use absorbing materials, such as absorbent mats/fabrics, or sand, and scrape off the contaminated soil and dispose it in approved facility, in accordance with the Law on Waste Management ("Official Gazette of RS", Nos. 36/09, 88/10 and 14/16), Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18) and Law on Land Protection ("Official Gazette of RS", No. 112/15).

### **Potential Cumulative Impacts**

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

### **Other Impacts:**

- **Social impacts:** in the construction phase, these include all social-economic conflicts, including health and safety. All temporary locations used for activities that have short-term impact are included, such as quarries and borrow-pits, locations for stockpiling surplus soil and asphalt plants are included in this. Impact of these types of activities is expected to cease when the Project is ended and the Contractor leaves the subject location;
- **Pollution:** during the heavy maintenance works, a steady, though not significant emission of pollutants is expected. These include: air pollution, water pollution, soil pollution, noise and vibrations;
- **Solid waste:** activities on the heavy maintenance are expected to generate a certain amount of solid waste, which will be collected on site and transported onto a landfill, outside the site zone.

## 5. ENVIRONMENTAL MANAGEMENT PLAN

Environmental impacts of the project for heavy maintenance on the subject section Sjenica (Karajukica Bunari) - Susica will be insignificant and reversible. Mitigation measures provided in the EMP, relating to the design, road rehabilitation and operational phase, must be carried out appropriately.

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

### A. MITIGATION PLAN

The Environmental Mitigation Plan defines the environmental impacts and measures to be implemented during the design, construction and operational phase (Appendix I). The Plan conforms to the conditions received from the Institute for Nature Conservation of Serbia, Institute for Protection of Cultural Monuments Kraljevo and valid laws.

Mitigation Plan specifies the locations, time frame, responsibility for its implementation and supervision. Costs of mitigation measures are included in the cost of the works. Contractor shall implement the environmental mitigation measures, include them in the total costs, and execute the works in accordance with national laws, EU standards and Creditor's requests.

### Site Organization Plan

Contractor shall carry out and follow the Site Organization Plan. Conditions issued by Institute for Nature Conservation of Serbia shall be included in the Site Organization Plan. Location of the facilities (warehouses, workshops, asphalt and concrete plant etc.) shall be approved by a Resident Engineer. When selecting the location and organizing the site, the following conditions must be met:

- Temporary locations for storing the construction and other material and equipment must be outside the area with high vegetation and river flood areas and limited only to the duration of the works;
- Temporary or permanent locations must be provided (the existing organized communal facilities/landfills) for disposal and tipping of debris and other waste material in any form and communal waste produced during the works. Waste disposal/dumping into the coastal zone drainage canals shall be prohibited, as well as at the unorganized local waste dumps;

- After the completion of the works, all areas that have been degraded in any way by road rehabilitation works must be rehabilitated as soon as possible;
- During the works, the planned road sections and corridors around it must be followed, so that the earthworks and machinery do not affect the surrounding areas. Also, the existing road network must be used, without building new roads, to prevent habitat fragmentation;
- During the works directly along the open drainage canals, river bed and river banks (Knesnica River, Brnjica River and Vilujak River), the coastal vegetation must be preserved as much as possible;
- Vehicle and machinery servicing on the road section shall be prohibited. In the event of a road traffic accident resulting in oil or service fluids spillage, the road area must be cleaned and reinstated;
- On the parts where the section is located in a populated area the works must be performed only during the day, to minimize the impact of noise on local residents;
- Guardrails and pedestrian crossings must be placed where necessary;
- Locations for containers for temporary disposal of communal waste produced during the works must be determined;
- The area for Contractor's facilities must be of the smallest possible size, to avoid unnecessary removal of vegetation. All facilities must be fenced;
- Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
- Only trained workers, who can remove any consequences of accidental spillage, may handle the fuel;
- Waste oil, oil filters and fuel must be stored on safe locations;
- Sanitary wastewater and polluted water must be treated before the water is discharged into the surface water flow system, in line with the Law on Water ('Official Gazette of RS', Nos. 30/10, 93/12, 101/16 and 95/18);
- Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the storm water runoff that carries eroded material;
- Excavations and machinery works must be avoided when the soil is damp;
- Upon the completion of works, machinery, construction material, containers and all other equipment must be removed in due time;
- When the site is ready to be closed, all contaminated soil must be excavated and replaced with a new layer of soil;
- Upon the completion of works, the soil must be cultivated on all the critical locations, using suitable plants which are biologically adapted to the subject climatic conditions, resistant to air pollution and visually fitting for the surrounding

area. Invasive species, such as the black locust and allergens, such as poplar, should be avoided.

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

### **Environmental Protection Plan**

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

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

Environmental Protection Plan consists of the following:

1. **Site Management Plan** – defines the procedures for setting up and functioning of a site with a view to preserving the local community and natural resources;
2. **Site Organization Plan** – description and arrangement of areas, with maintenance equipment and oil and lubricant storage facilities, including the distance from water areas;
3. **Oil and Fuel Storage Management Plan** – defines procedures for storing, transporting and using oil and fuel, refuelling the facilities and machines and procedures for decreasing the risk of water and soil pollution. Vehicles used for refuelling will have the suitable equipment used for cleaning fuel spills. All classes of spills will be reported in line with the Plan;
4. **Waste Management Plan** – Disposal of non-hazardous waste (all construction waste materials, including barrels, planks, sand and gravel, cement bags...) and hazardous waste from the site should be carried out in accordance with the Law on Waste Management (“Official Gazette of RS”, Nos. 36/09, 88/10 and 14/16). Contractor's plan for the implementation of the project should cover all stages in the process of waste management (waste generation, primary selection, temporary storage of waste at the construction site, waste treatment (reuse, recycling) and final disposal of waste, i.e. selling or handing to authorized operator).

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

As part of the plan from the Contractor is expected to perform the track on the type and amount of waste generated at the site in accordance with the Regulations on the Form of Daily Records and Annual Report on Waste with Instructions for Filling it ("Official Gazette of RS", Nos. 95/10 and 88/15), to establish a chain of authority and responsibility for waste management. The Contractor is obliged to keep the documents in the field of waste management, and thereby demonstrate that the design is in accordance with the best engineering practices and regulatory requirements (forms of Records of type and amount of waste generated at the construction site, the document of chain of custody, the document of chain of custody of hazardous waste);

5. **Soil Management Plan** – Steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
6. **Noise** – All the equipment must have a license and must be approved in accordance with the EU standards. This applies to all machinery, vehicles and sites where noise and vibrations affect the noise-sensitive receptors. In accordance with the Law on Noise Protection ("Official Gazette of RS", Nos. 36/09, 88/10), Contractor is responsible for ensuring the noise and vibrations do not affect the local community. Contractor shall limit his works to a period from 7 am to 7 pm;
7. **Dust Emission Reduction Plan** – during the works, when dust may form, Contractor shall monitor the conditions on site and application of measures to control dust emissions, which include reduced traffic during road rehabilitation works and spraying water on the exposed surfaces;
8. **Material Excavation and Extraction Location Plan** – defines the reparation measures to be implemented for the areas of borrow-pits and access roads after the project is finished;
9. **Management Plan for Works on the River** – includes plans and procedures for water habitat and fish preservation during the works;

10. **Emergency Response Plan** – sets out the procedures for reacting in case of emergency or accidents of a bigger or smaller scale, to protect the people, property and natural resources. It is necessary to indicate which equipment should be delivered to the site to minimize the effects of the spillage of polluting substances;
11. **Recultivation Plan** – Cleaning and recultivation of the site and removal of Contractor's facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management ('Official Gazette of RS', Nos. 36/09, 88/10, 14/10 and 14/16), Contractor shall develop a plan for handover, selling or removal of all vehicles and machinery, to remove them from site. All site and work areas will be rehabilitated, in order to be reinstated as much as possible. This includes stabilization and landscaping of all sites. In line with the Law on Environmental Protection ('Official Gazette of RS', Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18), after the works are completed, waste must not remain on site. If waste is not removed by the Contractor, PERS is entitled to withhold payment and organize the cleaning of the area. The costs of the cleaning and the administrative costs will be included in the final payment;
12. **Plan of Environmental Complaints** – Means to be used by the local residents and third parties affected by the project to call attention to environmental issues and file a complaint, defining how and to whom these should be addressed (Appendix IV, Grievance Mechanism).

## Safety

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

- Contractor shall ensure that drugs and alcohol are not used on site;
- Contractor is to include in his Site Safety Plan a provision for safe working environment and safety measures and personal protective equipment (PPE) for all workers, including gloves, hard hats, goggles, ear protection and safety footwear;
- Site Safety Plan is to include a provision for first aid to be administered on site and a trained person must be engaged in line with the Law on Health and Safety at Work ('Official Gazette of RS', Nos. 101/05, 91/15 and 113/17);
- Contractor shall provide to its workers potable water supply, toilets and water supply for washing;

- Safety Labour Management Plan is required to ensure health and safety provisions during the works on heavy maintenance;
- Contractor shall perform all project activities following the SLMP and all Serbian laws and regulations regarding health and safety.

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

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

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

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

### **Operational Phase**

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

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

## B. MONITORING PLAN

Basic components of the Monitoring Plan are:

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

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

## C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS

### Project Implementation

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

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

- Contractor shall prepare Environmental Protection Plan and take all steps to mitigate ecological effects as stated in the Environmental Mitigation Plan (Appendix I).
- Contractor should not be compensated for the costs of the required mitigation measures and monitoring activities in the form of a specific item in the total price, except for the analysis of the quality of water and noise measuring. Contractor will be deemed to have included these costs in the total price. The actual costs of the



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

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

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

PERS shall also be responsible for the following:

- Implementation of the requests for environmental protection provided by: State environmental authorities, IFIs and other institutions, Law on Environmental Protection ("Official Gazette of RS", Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18);

- Implementation of the requests for environmental protection through Contractor's specifications;
- Project supervision via consulting services for supervision and project implementation;
- Environmental monitoring supervision via consulting services for environmental monitoring;
- Preparation of final environmental reports.

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

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

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

## **The Contractor Reporting Arrangements**

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

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

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

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

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

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

Conclusions of regular monitoring activities, including the activities stated in the Monitoring Plan, performed by the Contractor, will be included in the quarterly progress report. In the case of an accident or environmental threat, these events must be reported immediately.

## **3. PERS – Ministry of Construction, Transport and Infrastructure,**

### **World Bank, EBRD and EIB**

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

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

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

As requested by IFIs safeguard policies, public consultations were held on Jun 11<sup>th</sup> during the preparation of the EMP. EMP and other project-related information were disclosed to the public and made available to the local community.

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

A detailed report on the public consultation process is shown in Appendix V to this document.

Consultation with users will be made during the road rehabilitation stage, while all the records of environmental and social issues, complaints received during consultations, site visits, informal discussions, formal reports etc. will be monitored, recorded and kept in PERS.

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

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

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

## 7. REFERENCES

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

# APPENDICES

# **APPENDIX I**

## **MITIGATION PLAN**

## MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
<b>Pre-construction</b>	<b>Main Design</b>			
	Following the environmental protection procedure	The Consultant obtained the conditions of the Institute for Nature Conservation of Serbia and the Institute for Protection of Cultural Monuments Kraljevo in order to avoid the risks to the environment in the period of increased maintenance.	PERS Main Design Consultant	PERS Main Design Technical Control
	Possible loss or damage to cultural resources/architectural heritage	If ground construction work will be performed in the vicinity of these locations, it is necessary to include archaeological supervision to make sure no damage to cultural property will occur.  In case archaeological material is revealed, archaeological supervisors are allowed to demand further supervision of construction works or request archaeological excavations.	PERS Contractor	PERS Supervision Consultant
	Site location and organization will be approved by PERS and selected so as to:	<ol style="list-style-type: none"> <li><b>1.</b> Is located outside of the riverbed (the flood zone) and have no impact on the environment and the local community (noise, dust, vibrations etc.),</li> <li><b>2.</b> Be outside the high vegetation area,</li> <li><b>3.</b> Minimize the size of the facilities to minimize the unnecessary removal of vegetation,</li> </ol>	PERS Contractor	PERS



Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ol style="list-style-type: none"> <li>4. Have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water ("Official Gazette of RS" Nos. 30/10, 93/12, 101/16 and 95/18),</li> <li>5. Properly drain the locations: paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator,</li> <li>6. Whenever possible, limit the area to be cleared and avoid topsoil degradation,</li> <li>7. The material removed will be collected, disposed and/or re-used as needed,</li> <li>8. Prevent soil erosion on site,</li> <li>9. Contractor is responsible for implementing the measures for erosion protection,</li> <li>10. Contractor shall limit the scope of the excavations to mitigate soil erosion,</li> <li>11. Contractor shall implement soil conservation method in sensitive areas to prevent or minimize the storm water runoff, which causes material erosion,</li> <li>12. Contractor is to avoid excavation and machine operations in damp site conditions.</li> </ol>		
	Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement	<ol style="list-style-type: none"> <li>1. Minimum distance must be kept (buffer zone) between the site and the nearest populated area,</li> <li>2. Influence of the local conditions must be accounted for (wind) to avoid or minimize harmful effects,</li> </ol>	Main Design - Consultant Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Influence on public health and sociological circumstances	<ol style="list-style-type: none"> <li>3. Contractor's EMP defines health and safety and environmental measures,</li> <li>4. Independent water and electricity supply, in addition to a medical service station on site should be planned for.</li> </ol>		
	Safety of pedestrians and suitable crossings	A suitable pedestrian crossing must be provided, equipped with kerb ramps that allow the use of wheelchairs, trolleys, bicycles and prams.	Main Design Consultant	Main Design Technical Control  PERS
	Stakeholder engagement	Details of the proposed road section, access points and safety features will be disclosed at the location of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered will be recorded in the Main Design.	PERS  Main Design Consultant	PERS  Main Design Technical Control
<b>Construction</b>	<b>Management plans</b>			
	Contractor shall prepare the implementation of the Plans described in the EMP, to ensure that the legislation and Creditor's requirements have been met: <ol style="list-style-type: none"> <li>1. Site Organization Plan</li> <li>2. Sewerage and Wastewater Management Plan</li> </ol>			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	3. Soil Management Plan 4. Dust Management Plan 5. A plan indicating the location of borrow-pits, and measures for recultivation of borrow-pits and access roads after the project is completed 6. Waste and Wastewater Management Plan, in line with the Law on Waste Management ("Official Gazette of RS" Nos. 36/09, 88/10, 14/16, 95/18) 7. Oil, Fuel and Lubricant Storage Management Plan 8. In-river Works Management Plan 9. Emergency Response Plan 10. Complaints Procedure 11. Safety and Hazard Assessment 12. Safety and Labour Management Plan			
<b>Construction</b>	<b>Site Induction</b>			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
<b>Construction</b>	<b>Material Supply</b>			
	Asphalt plant: dust, fumes, health and safety of workers, ecosystem disturbance	1. Use the existing asphalt plants; 2. Requirement for official approval or valid operating license	Asphalt plant	Asphalt plant
	Quarry: dust, health and safety of workers, ecosystem disturbance	1. Use the existing quarries; 2. Requirement for official approval or valid operating license	Quarry	Quarry

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Sand and gravel borrow-pits: river bed disturbance, quality of water, ecosystem disturbance	<ol style="list-style-type: none"> <li>1. Use the existing borrow pits or buy material from licensed separation facilities;</li> <li>2. Requirement for official approval or valid operating license</li> </ol>	The Contractor or gravel and sand separation facility	The Contractor or gravel and sand separation facility
<b>Construction</b>	<b>Material Transport</b>			
	Asphalt: dust, fumes	<ol style="list-style-type: none"> <li>1. All trucks need to be covered</li> <li>2. Contractor's machinery to be carefully selected</li> </ol>	Truck operator	Truck operator
	Stone: Dust	Wet truck load	Truck operator	Truck operator
	Sand and gravel: Dust	Wet truck load	Truck operator	Truck operator
	Management of traffic noise, exhaust fumes and road congestion	<ol style="list-style-type: none"> <li>1. Haul material at off-peak traffic hours (9 am – 2 pm)</li> <li>2. Use alternative roads to avoid main roads</li> <li>3. Proper road signs and markings of the site, to minimize chances of a wrong turn</li> </ol>	Transport manager  Truck operator	Transport manager  Truck operator
	Possibility of encountering an archaeological site	If an archaeological site is encountered, Contractor shall immediately suspend the works and inform IPCMK and PERS.	Contractor	Supervision Consultant
<b>Construction</b>	<b>Construction Site</b>			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Negative impact of noise on the workers and local community	<ol style="list-style-type: none"> <li>1. Limit the activities to daylight working hours,</li> <li>2. Use equipment with noise mufflers, licensed and approved in accordance with the EU standards,</li> <li>3. Use noise barriers for the works that produce noise for more than one day on the same location,</li> <li>4. Locate noise-making equipment as far away as possible from residential buildings and other noise-sensitive receptors.</li> </ol>	Contractor	Supervision Consultant
	Dust	<ol style="list-style-type: none"> <li>1. Spray the problematic areas on site with water,</li> <li>2. Cover the material stored and limit vehicle speed,</li> <li>3. Implement the dust management plan: measures for avoiding dust emission, including hoarding, spraying the problematic areas, accesses, material and stockpiles during the loading and unloading activities, covering the trucks that carry dusty material, washing the trucks etc.</li> </ol>	Contractor	Supervision Consultant
	Vibrations	<ol style="list-style-type: none"> <li>1. Limit activities to daylight working hours,</li> <li>2. If there is material damage to the local houses, buildings and infrastructure (access roads included) caused by the works, the damage will be compensated for and will have to be rectified,</li> <li>3. Locate the equipment for earth works as far away as possible from vibration-sensitive receptors.</li> </ol>	Contractor	Supervision Consultant
	Traffic disruption during construction activities	<ol style="list-style-type: none"> <li>1. Traffic Management Plan with appropriate measures for traffic diversions that can be easily noted and followed, including traffic police assistance,</li> </ol>	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ol style="list-style-type: none"> <li>2. Traffic Management Plan will define a speed limit for the construction vehicles and organise traffic in such a way that populated areas are avoided as much as possible,</li> <li>3. During the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation,</li> <li>4. Inform the local community about the works planned</li> </ol>		
	Reduced access to roadside activities	Provide an alternative access to roadside activities at all times.	Contractor	Supervision Consultant
	Safety of vehicles and pedestrians when / where there are no construction activities	Lighting and well-defined safety signs and protection measures	Contractor	Supervision Consultant
	Soil and water pollution from improper material storage, management and use	<ol style="list-style-type: none"> <li>1. Organize and cover material storage areas,</li> <li>2. Isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers,</li> <li>3. Isolate the areas for washing the concrete or asphalt trucks and other equipment from the watercourse by choosing areas for washing which are not freely drained directly or indirectly into the watercourse,</li> <li>4. Organize the site so as to minimize the risk of generating sediments and accumulating waste water, which could cause pollution of the</li> </ol>	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<p>surrounding soil and water,</p> <p>5. Soil management plan to provide controlled removal, storage and re-use of topsoil,</p> <p>6. Use local controlled measures to prevent sediment flowing into surface water and drainage canals. Some of the measures include physical obstacles such as fences, mulch barriers, geotextile, rock groynes, and sediment basins,</p> <p>7. To prevent sediment flowing into surface water, it is also necessary to take into account the slope of the terrain and protection against wind erosion must also be considered, by installing fences, covers etc.</p> <p>8. Any deposits of excess soil, stone etc. may only be temporary, until the works have been completed. After that, excess soil, stone and other waste material must be removed and complete rehabilitation of all areas degraded by the works must be done.</p>		
	Soil and water pollution from improper waste material disposal	<p>1. Dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorized landfill.</p> <p>2. Dispose waste in accordance with best international practices (IFC, EHS – general guidelines).</p> <p>3. Apply additional measures for storing hazardous waste (secondary containment, limiting the access, providing PPE, etc.) To prevent negative effects on the workers, local community and</p>	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		environment. 4. Nominate a person responsible for waste collection and storage (hazardous and non-hazardous).		
Operational	Potential contamination of soil and water from improper maintenance and fuelling of equipment	Apply the best engineering practice in handling and safe storage of lubricants, fuel and solvents, ensure proper loading of fuel and equipment maintenance, collect all waste and dispose it on authorised recycling locations	Contractor	Supervision Consultant
	Soil and water pollution from improper waste material disposal	<ol style="list-style-type: none"> <li>1. Transport the waste in marked vehicles designed for waste transport, to minimize the risk of releasing hazardous and non-hazardous substances</li> <li>2. Train the drivers in handling and disposal of the load they transport and transport documents describing the nature of the load (waste) and its degree of hazard</li> </ol>	Contractor	Supervision Consultant
	Safety of workers	<ol style="list-style-type: none"> <li>1. Provide workers with safety instructions and PPE</li> <li>2. Provide a safe alternative traffic flow</li> </ol>	Contractor	Supervision Consultant
	Areas temporarily occupied	<ol style="list-style-type: none"> <li>1. Undertake re-vegetation with native species and monitor the effects (avoid invasive species and those that cause allergic reactions)</li> <li>2. Where initial plantings were not successful, carry out re-planting</li> </ol>	Contractor	Supervision Consultant
Operational	Maintenance			



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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Increased vehicle speed	Install speed limit signs	Maintenance Contractor	Maintenance Contractor PERS
	Erosion, rockfall, hazardous situation	Install suitable warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow traffic zone), reflective markings indicating steep slopes or convex mirrors in curves where there is a lack of visibility, warning signs on locations considered appropriate in line with good engineering practice or as agreed with the authorities.	Maintenance Contractor	Maintenance Contractor PERS

## **APPENDIX II**

# **MONITORING PLAN**

## MONITORING PLAN

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

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Sand and gravel</i>	Truckload covered or wetted	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's supervision
<i>Traffic management</i>	Hours and routes selected	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<b>Construction</b>	<b>Construction site</b>					
<i>Negative effects of noise on the workers and local residents</i>	Noise levels	Work site; nearest homes at settlements Stavalj and Brnjica  km 67+000 - on the left km 71+200 - on the right	Sound meter with suitable software	- Once at the beginning of the project and later quarterly - After receiving a complaint - If the monitoring results are not satisfactory, monitoring to be done on monthly basis	Ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>Dust</i>	Air pollution (suspended solids)	On and near the site	Inspection and visual observation	Unannounced inspections during material delivery and road rehabilitation	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision (monitoring)

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Vibrations</i>	Limited time of activities	Site	Supervision	Unannounced inspections during road rehabilitation works and after a complaint is received	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Disruptions to traffic during road rehabilitation works</i>	Existence of a traffic management plan and traffic pattern	On and near the site	Inspection and visual observation	Prior to the start of the works; Once a week in peak and non-peak hours	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Reduced access to roadside activities</i>	Alternative access provided	Site	Supervision	Random checks at least once a week during the road rehabilitation works	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Safety of vehicles and pedestrians where there are no construction activities</i>	Visibility and suitability	On and near the site	Observation	Random checks at least once a week in the evening	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Water and soil pollution resulting from improper material storage, management and use</i>	Soil and water quality (suspended solids, oils, pH values, conductivity)	The Knesnica River km 66+100, The Brnjica River km 71+650	Analysis in a certified laboratory possessing the required equipment	At least three times for the entire project duration, monitoring to be done before the construction and quarterly during construction (at two reference point upstream and downstream of the site) and after the rehabilitation works.	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>Safety of workers</i>	PPE; Bypass traffic organisation	Site	Inspection	Unannounced inspections during the works	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Supervision Contractor
<b>Operational</b>	<b>Maintenance</b>					
<i>Negative effect of noise on the workers and local residents</i>	Noise levels	Work Site, nearest homes km 67+000 - on the left km 71+200 - on the right	Sound meter with suitable software	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Vibrations</i>	Limited time of activities	Site	Supervision	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<i>Safety of workers</i>	PPE; Bypass traffic organization	Site	Inspection	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<b>Operational</b>	<b>Road safety</b>					
<i>Increased vehicle speed</i>	Condition of traffic signs; vehicle speed	Road section included in the design	Visual observation; Radar speed detectors	During the maintenance activities; unannounced	Ensure a safe and economical traffic flow	Maintenance contractor; Traffic police
<i>Erosion, rockfall and hazardous situations</i>	Condition of traffic signs	Road section included in the design	Visual observation	During the maintenance activities	Ensure a safe and economical traffic flow	Maintenance contractor, Monitoring



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

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

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

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

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

### 3. Environmental Monitoring Data<sup>4</sup>

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

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

<sup>4</sup> Please provide the results of any environmental monitoring carried out by the Company or its consultants. If you already have all the data requested available in another format, then this can be used instead.

<sup>5</sup> Not all parameters will necessarily apply. Please complete those rows that are most relevant to the industry sector. Additional parameters can be added as necessary.

<sup>6</sup> Please ensure that the units of measurement are clearly stated

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

<sup>8</sup> In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility

Please provide the name and contact details for your environmental manager:				
Parameter <sup>5</sup>	Value <sup>6</sup>	Unit	Compliance Status <sup>7</sup>	Comments <sup>8</sup>
HFCs				
PFCs				
SF <sub>6</sub>				
[Other]				
<b>Other Parameters</b>				
Noise				
[Other]				
<b>Solid Waste</b>				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments <sup>9</sup>
<b>Fuels used</b>			
Oil			
Gas			

<sup>9</sup> In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility Please include any fuel quality parameters (e.g. calorific value)

#### 4. Resource Usage and Product Output

Parameter	Value	Measurement Unit	Comments <sup>9</sup>
Coal			
Lignite			
Grid Electricity			
Heat Purchased			
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

#### 5. Human Resources Management

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

	Total	Recruited in this reporting period	Dismissed in this reporting period
<b>Number of direct employees:</b>			
<b>Number of contracted workers:</b>			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:	
Are there any planned redundancies to the workforce in the next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and selection and consultation process:	
Were there any changes in trade union representation at Company	Yes <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions during reporting period:	

facilities during the reporting period?	No <input type="checkbox"/>	
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"> <li>• Union recognition</li> <li>• Collective Agreement</li> <li>• Non-discrimination and equal opportunity</li> <li>• Equal pay for equal work</li> <li>• Gender Equality</li> <li>• Bullying and harassment, including sexual harassment</li> <li>• Employment of young persons under age 18</li> <li>• Wages (wage level, normal and overtime)</li> <li>• Overtime</li> </ul>	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please give details, including of any new initiatives:

<ul style="list-style-type: none"> <li>• Working hours</li> <li>• Flexible working / work-life balance</li> <li>• Grievance mechanism for workers</li> <li>• Health &amp; safety</li> </ul>		
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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 <sup>10</sup> :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) <sup>11</sup> :		
Number of lost workdays <sup>12</sup> resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					

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

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

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

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

<sup>12</sup> Lost workdays are the number of workdays (consecutive or not) beyond the date of injury or onset of illness that the employee was away from work or limited to restricted work activity because of an occupational injury or illness.

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:	
<b>7. Stakeholder Engagement</b>	
<b>Please provide the name and contact details for your external relations or community engagement manager:</b>	
Please provide information on the implementation of the stakeholder engagement plan agreed with EBRD and summarise interaction with stakeholders during the reporting period, including: <ul style="list-style-type: none"><li>- Meeting or other initiatives to engage with members of the public or public organisations during the report period,</li><li>- information provided to members of the public and other stakeholders during the report period relating to environmental, social or safety issues</li><li>- coverage in media,</li><li>- and interaction with any environmental or other community groups.</li></ul> Please describe any changes to the Stakeholder Engagement Plan agreed with EBRD:	
How many complaints or grievances did the project receive from members of the public or civil society organisations during the reporting period? Please split by stakeholder group. Summarise any issues raised in the complaints or grievances and explain how they were resolved:	



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

### Existing Land Acquisitions

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

Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made:
Has the land acquisition had any additional, unforeseen impacts on affected persons' standard of living or access to livelihoods that were not previously covered in the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, quantify these impacts and specify what measures have been undertaken to minimize and mitigate these impacts. If no, specify how potential impacts on livelihoods have been monitored.
Have any vulnerable groups been identified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, list the groups that were identified and describe any additional measures undertaken in order to mitigate impacts specific to these groups.
If applicable, have all transit allowances been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made.
Has legal support been provided to all the affected persons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, specify how many persons effectively made use of the legal support.

Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many and summarize their content.
Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<p><b>New Land Acquisitions</b> If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.</p>		
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**

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## Regulation and Requirements

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

### National Legislation

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

1. **Constitution of the Republic of Serbia** (“Official Gazette of RS” No. 83/06): The Constitution provides for a broad structure for public participation and public access to information. Under the Constitution, the work of state bodies and institutions as well as officials may be openly criticized. It also grants the public the right to submit requests, petitions and proposals.
2. **Law on Environmental Protection** (“Official Gazette of RS” Nos. 135/04, 36/09, 72/09, 43/11,14/16, 76/18 and 95/18): Art. 9 provides that everyone is entitled to be informed of: a) the environmental status and to participate in the process of decision making where implementation may have an effect on the environment (including decision-making in regard to strategic assessments of plans and programs); b) EIAs of projects where realization may result in environmental pollution or a threat to the environment and human health; and c) the approval of new or existing installations (Art. 81). It also states that data on the state of the environment shall be open to the public. Public participation in decision-making about EIAs for project implementation shall be carried out through public project presentation and public debate. Stakeholders shall be informed by public announcement of the procedure for decision-making and shall take part in the process by submitting opinions, comments and suggestions to the competent authority and shall be timely informed about the decision.
3. **Law on Environmental Impact Assessment** (“Official Gazette of RS” Nos. 135/04 and 36/09)<sup>13</sup>: Art. 20 require the competent authority to make the EIA Study available to the public, that a public presentation and debate on the Study be arranged and that the project developer participate in the public presentation and debate. It also provides that

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

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

4. **Law on Strategic Environmental Assessment** (“Official Gazette of RS” Nos. 135/04 and 88/10): The Law on Strategic Environmental Assessment, which implements the EU’s SEA Directive applies to plans, programmes and baselines within field of spatial planning and land use and sets out provisions on public participation.
5. **Law on Free Access to Information of Public Importance** (“Official Gazette of RS”, Nos. 120/04, 54/07, 104/09 and 36/10 of 28/10): The Law regulates the rights to access information of public interest held by public bodies. Information of public importance, within the meaning of this Law is information held by a public authority body, created during work or related to the work of the public authority body, contained in a document, and related to everything that the public has a justified interest to know.

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

6. **Law on Confirmation of the Convention on Information Availability, Public Participation in Decision-making Processes, and, Legal Protection within Environmental Issues** ("Official Gazette of RS-International Contracts", No.38/09) (transposing the Aarhus Convention).
7. **Law on Expropriation** (“Official Gazette of RS” Nos. 53/95, 20/09, 55/13 and 106/16): The Law provides that real-estate may be expropriated or the ownership restricted, but only where this is in the public interest as determined on the basis of law and on the basis of compensation which may not be lower than its market price. It also provides that the public interest for expropriation of real estate shall be determined by law or a decision of the Government rendered in conformity with this Law.
8. **Law on Planning and the Law on Planning and Construction** (“Official Gazette of RS”, Nos. 72/09, 81/09, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14, 83/18, 31/19 and 37/19): The law makes provisions for public scrutiny of planning documents, their publication in the official newspapers of the Republic of Serbia, the autonomous region or units of local administration, depending on the type of document and the presentation of planning documents for public insight in a daily and local newspaper, and lasts 30 days from the day of announcement. The presentation of the planning document for public insight is overseen by the Agency of the Republic for Spatial Planning.
9. **Law on Nature Protection** (“Official Gazette of RS”, Nos. 36/09, 88/10, 14/16 and 95/18),

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

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

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

1. Decree on Establishing the List of Projects for Which the Impact Assessment is Mandatory and the List of Projects for Which the EIA can be Requested (“Official Gazette of RS”, No. 114/08),
2. Rulebook on the Contents of Requests for the Necessity of Impact Assessment and on the Contents of Requests for Specification of Scope and Contents of the EIA Study (“Official Gazette of RS”, No. 69/05),
3. Rulebook on the Contents of the EIA Study (“Official Gazette of RS” No. 69/05)
4. Rulebook on the Procedure of Public Inspection, Presentation and Public Consultation About the EIA Study (“Official Gazette of RS”, No. 69/05),
5. Rulebook on the Work of the Technical Committee for the EIA Study (“Official Gazette of RS”, No. 69/05),
6. Decree on Limit Values of Pollutants in Groundwater, Surface Water and Sediment and Limits for Their Achieving (“Official Gazette of RS”, No. 50/2012),
7. Decree on Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement (“Official Gazette of RS”, Nos. 67/11, 48/12 and 1/16),
8. Decree on Ecological Network (“Official Gazette of RS”, No. 102/10),
9. Regulation on Water Classification ("Official Gazette of SRS", No. 5/68).

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Other relevant Serbian legislation:

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

## **Regional Regulatory Framework**

Stakeholder engagement in Serbia is evolving to fit more closely to the principles of the UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) of June 25<sup>th</sup> 1998 (acceded to and ratified by Serbia on July 31<sup>st</sup> 2009). It is also evolving to align with European Union (EU) standards and practices in this area<sup>14</sup>.

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

## **EBRD Performance Requirements**

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

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

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



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PR 1: Environmental and Social Appraisal and Management;  
PR 10: Information Disclosure and Stakeholder Engagement.

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

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

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

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

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## **APPENDIX IV**

### **STAKEHOLDER ENGAGEMENT PLAN**

## 1. Identified Stakeholders

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

Potential affected parties:

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

Interested parties:

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

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

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
1	Ministry of Environmental Protection	Omladinskih Brigada 1, 11070 Novi Beograd e-mail: <a href="mailto:office@minpoli.gov.rs">office@minpoli.gov.rs</a> tel: +381(0)113612197	The Authority is responsible for the Regulation of environmental impacts, reviewing design documents and issuing permits, Project supervision and control.	Official letter
2	Ministry of Construction, Transport and Infrastructure	Nemaljina 22-26 e-mail: <a href="mailto:drumski@mgsi.gov.rs">drumski@mgsi.gov.rs</a> tel: +381(0)112691432	The Authority responsible for providing permit for constructions.	Official letter
3	Ministry of Internal Affairs, The Department for Emergency Situations	Kneza Milosa 101 11000 Beograd tel: +381(0)112282909 e-mail: <a href="mailto:svs@mup.gov.rs">svs@mup.gov.rs</a>	The Authority issues permits for fire protection investment-technical documents. It also issues compliance and utilisation	Official letter

		web: <a href="http://www.svs.mup.gov.rs">www.svs.mup.gov.rs</a>	permits. Controls fire protection conditions.	
4	Institute for Protection of Cultural Monuments of Serbia  Institute for Protection of Cultural Monuments Kraljevo	Radoslava Grujica 11, 11 000 Beograd tel: +381(0)112454786 e-mail: <a href="mailto:office@heritage.com">office@heritage.com</a> <a href="http://www.heritage.gov.rs">www.heritage.gov.rs</a> <a href="mailto:office@spomenickultuire.org.rs">office@spomenickultuire.org.rs</a>  36000 Kraljevo, Cara Lazara 24, tel: +381(0)36331866 <a href="mailto:zzskv@gmail.com">zzskv@gmail.com</a> <a href="http://zzskv.rs">http://zzskv.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval.	Official letter
5	Institute for Nature Conservation of Serbia	Dr Ivana Ribara 91 11000 Belgrade tel: +381(0)112093801 e-mail: <a href="mailto:beograd@zzps.rs">beograd@zzps.rs</a> <a href="http://www.zzps.rs">www.zzps.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval. Also responsible for flora and fauna protection within the Project impact zone.	Official letter
6	National Agency for Regional Development	Terazije 23/VII 11000 Beograd tel: +381(0)112060888, e-mail: <a href="mailto:office@narr.gov.rs">office@narr.gov.rs</a> <a href="http://www.narr.gov.rs">http://www.narr.gov.rs</a>	Stakeholder with specific interest in the development and operation of the Project.	Official letter
7	The City of Sjenica, Department of Urbanism, Property Legal Affairs and Environment	Kralja Petra I, no. 1, office no. 16 e-mail: <a href="mailto:opstina@sjenica.rs">opstina@sjenica.rs</a> web: <a href="http://www.sjenica.rs">www.sjenica.rs</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
8	The City of Novi Pazar, Department of Environment, Fire Protect and Health and Safety	Stevana Namanje no. 2, office no. 12, e-mail: <a href="mailto:grad@novipazar.org.rs">grad@novipazar.org.rs</a> web: <a href="http://www.lpa.novipazar.rs">www.lpa.novipazar.rs</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
9	Transport Company	<b>Aurora Tours</b> , Novi Pazar, Aleksandra Djukica 36, tel: +381(0)20386783, <a href="mailto:auroratoursnp@gmail.com">auroratoursnp@gmail.com</a> , <a href="http://www.auroratours.rs/">http://www.auroratours.rs/</a>  <b>Kimmel</b> , Stevana Nemanje 17, Novi Pazar, tel: +381(0)20331220, e-mail: <a href="mailto:kimmeltours@gmail.com">kimmeltours@gmail.com</a>  <b>LASTA</b> - Beograd Autoput Beograd-Nis 4	Stakeholder with specific interest in the development and operation of the Project.	Official letter

		tel: +381(0)113402300 e-mail: <a href="mailto:office@lasta.rs">office@lasta.rs</a>		
10	Local Businesses	Public utility company "VRELO", Sjenica; Public utility company "Seoski vodovodi", Sjenica; Public utility company "Pesterski vodovod", Karajukica Bunari; PE "Regional Center for Agriculture and Rural Development", Sjenica	Stakeholder with specific interest in the Project who is directly impacted.	Official letter
11	Tourist Organization of Novi Pazar	28. November no. 27, Novi Pazar tel.: +381(0)20338030 <a href="http://www.tonp.rs">www.tonp.rs</a> , <a href="mailto:tonp@live.com">tonp@live.com</a>	Stakeholder with specific interest in the development and operation of the Project.	Official letter
12	Staff of Public Enterprise "Roads of Serbia"	Bulevar Kralja Aleksandra 282 11000 Beograd	Stakeholder who has an interest in the Project and the ability to influence and be effected by the operation of the Project.	
<b>Registered Non-Governmental Organizations</b>				
13	Hunting Association "Vrhovi"	12th December Street, 36310 Sjenica tel: +381(0)20741552, +381(0)63695685	Stakeholder with an interest in the Project.	Official letter
14	The Association of Sports Fishermen "Vapa"	Sjenica, tel: +381(0)20744026 e-mail: <a href="mailto:office@ribolovcisjenica.org">office@ribolovcisjenica.org</a>	Stakeholder with an interest in the Project.	Official letter
15	Mountaineering Speleological Society "Zmajevac"	Milorada Jovanovica NN, 36310 Sjenica e-mail, web: <a href="mailto:psd.zmajevac@hotmail.com">psd.zmajevac@hotmail.com</a> <a href="http://zmajevac.sjenica.com">http://zmajevac.sjenica.com</a>	Stakeholder with an interest in the Project.	Official letter
16	Association of Decorative Pigeons Sjenica	Sjenica, tel: +381(0)63618583 <a href="http://www.SJENICA.net">http://www.SJENICA.net</a> facebook: <a href="https://www.facebook.com/udruzenjeukr...">https://www.facebook.com/udruzenjeukr...</a>	Stakeholder with an interest in the Project.	Official letter

## 2. Information Disclosure

Disclosure of relevant project information assists stakeholders to understand the Project's environmental and social risks, impacts and opportunities. To this end, local municipalities will be provided with a schedule and information on activities that will be arranged, together with the mechanisms for their feedback to improve awareness of what a project

involves, by PE "Roads of Serbia". Likewise, PERS will make available to the public a grievance procedure, in order to collect the negative feedback and to act in correcting the causes that may lead to a negative opinion about developed.

To ensure transparency and availability of information regarding the heavy maintenance (road rehabilitation-upgrading) of the State Road IB 29 section: Sjenica (Karajukica Bunari) - Susica during the preparation, construction and operational phase, PE "Roads of Serbia" will implement the following actions:

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

Copies of this documentation will also be available to the public in hard copy, upon request. Likewise, the EMP and the stakeholder grievance mechanism will be made available to the public via the website and, on request, in hard copy.

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

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

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

Consultations with users will be conducted during the construction phase, and records of environmental and social issues raised and complaints received during consultations, field

visits, informal discussions, formal letters, etc., will be monitored, record and kept in the PERS.

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

- Newspaper articles in one national and also in one local media
- Posters on main notice board at all community canterers of potentially affected Communities
- Radio announcement of traffic diversions
- Providing contact details of the person responsible and appointed for working with local communities.

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

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

### 3. Key Performance Indicators

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

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

Engagement Activity	Desired Outcomes	Key Performance Indicators
1. Provide additional Project information	Affected communities have equal distribution of information regarding the Project.	The difference in the number of people who are familiar with the Project in relation to the number before distribution of additional information.
2. Engage stakeholders throughout the Project lifecycle	Continuous two-way communication with all stakeholders, including employees, local communities, NGOs, other community organizations and government agencies	Number of different stakeholders which have participated in activities
3. Manage grievances	Implementation of a grievance mechanism to address important issues with the aim to effectively avoid or minimize	Number of received grievances and the number of resolved grievances.

	conflicts between stakeholders and the Project.	
4. Report on engagement activities	Publicly available records of all engagement activities.	A detailed monthly activity report and given responses.

#### 4. Responsibility and Activity Status

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

**Table 3-** Key Stakeholder Activity

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



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

## 5. Addressing Stakeholder Comments and Grievances

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

- A clearly defined and simple procedure for submitting complaints/suggestions;
- Maintaining records of all complaints, jurisdictions and suggestions;
- A procedure for reviewing and handling complaints; and
- A procedure for responding to complaints.

Information on the procedures to follow in order to lodge a grievance will be provided on information boards by Contractor, and on the PERS's website and on the website of Municipality Sjenica.

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

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

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

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

- Contractor will establish telephone line for complaints and the phone number will be publicly available;
- Contractor will appoint the person responsible for working with community, who will receive verbal complaints and fill out forms on behalf of community members and read the complaint back to them to provide confidence that the complaint is accurately presented;
- An informal forum to address grievances, such as a regular presence in local communities to address problems through regular dialogue; and
- Visual display of the grievance mechanism such as spreadsheet or a flow chart.

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

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

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

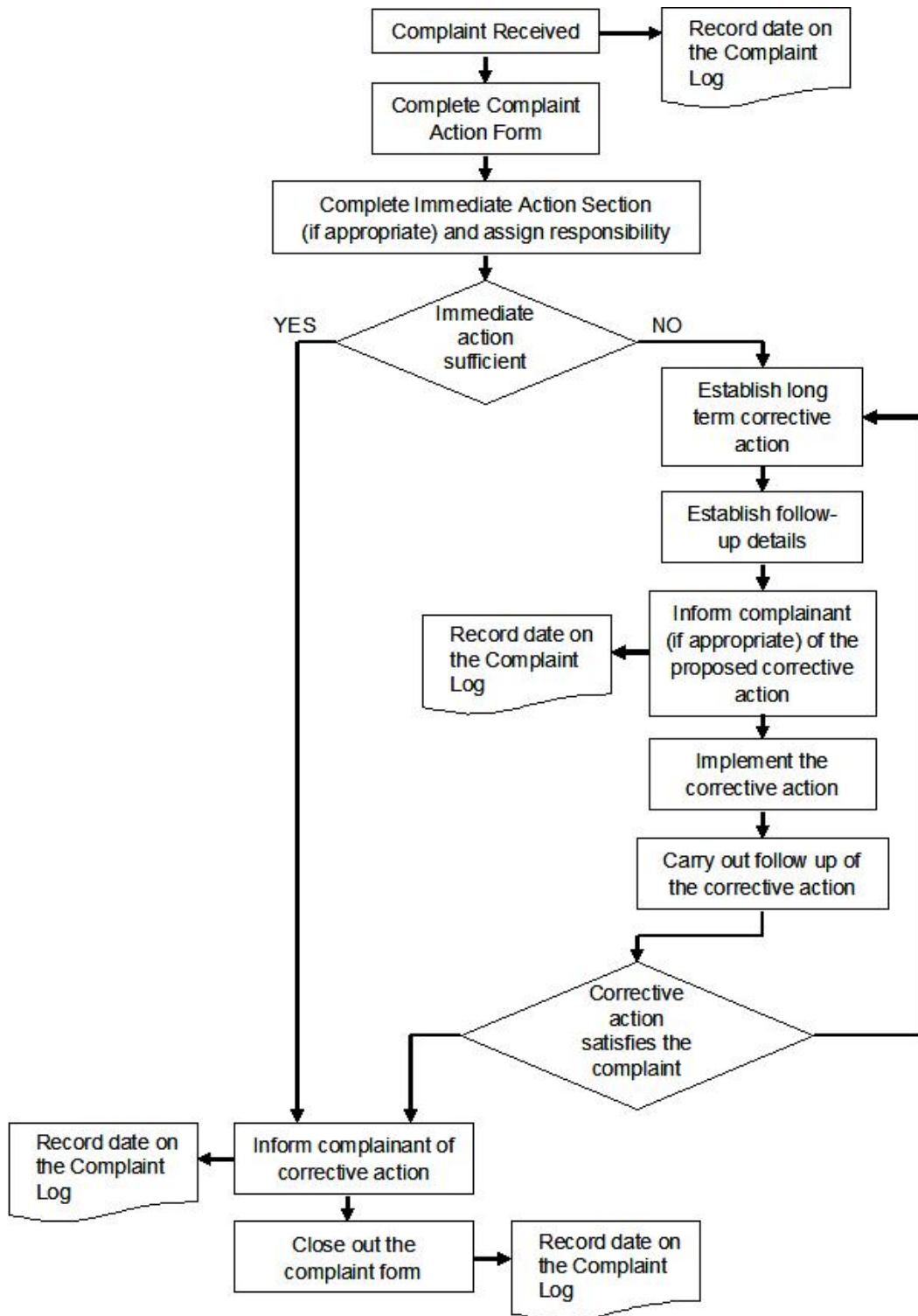
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The Contractor will make all reasonable efforts to address the complaint upon acknowledgement of the grievance. If the Contractor is not able to address the issues raised by immediate corrective action, appropriate, long-term corrective action(s) will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

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

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

## 6. Flowchart of Complaints/Grievance Procedure



Grievances to be resolved within 15 working days.

## 7. Grievance Form

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

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

## 8. Reporting and Monitoring

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

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

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

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

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

## 9. PERS Company Contact Details

Public Enterprise “Roads of Serbia”  
Bulevar Kralja Aleksandra 282  
11000 Beograd  
tel: +381(0)113034744  
fax: +381(0)113034832  
e-mail: igor.radovic@putevi-srbije.rs  
www.putevi-srbije.rs

**APPENDIX V**  
**REPORT FROM THE PUBLIC PRESENTATION OF THE EMP**



## 1. BACKGROUND

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

This Environmental Management Plan (EMP) has been prepared for heavy maintenance (road rehabilitation – upgrading) of the State Road IB 29 (old road mark M-8), road section: Sjenica (Karajukica Bunari) - Susica, from km 65+548 to km 74+563, length = 9.015 km, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs) which finance Serbian Road Rehabilitation and Safety Project.

The Project has been classified as Environmental Category B i.e. a project requiring an EMP pursuant to IFIs Safeguard Policies. Final Environmental Approval is obtained from the Ministry of Environmental Protection, No. 011-00-0511/2018-03 dated June 19<sup>th</sup> 2018, stating that Project Carrier (PERS) is not obliged to conduct Environmental Impact Assessment (EIA) procedure for this project.

NET ENGINEERING S.p.A and Hidroprojekt traffic Ltd Belgrade has prepared a draft document, the EMP for heavy maintenance (road rehabilitation-upgrading) of the State Road IB 29, road section: Sjenica (Karajukica Bunari) – Susica, which has been submitted for review to the World Bank and the European Investment Bank for comments and objections. The EMP was created with the aim of ensuring the implementation of best practices in accordance with the environmental protection requirements of International Financial Institutions funding the Road Rehabilitation and Safety Project. Development of the EMP was carried out through study and field research, including consultations with representatives at the local level. The EMP is based primarily on studies in the field completed during June and July 2018 and preliminary design and other available documentation.

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Public Enterprise ‘‘Roads of Serbia’’ (PERS) on May 20<sup>th</sup> 2019 issued a call for a public discussion to the authorities, organizations and the public concerned for the Environmental Management Plan for heavy maintenance (road rehabilitation - upgrading) of the State Road IB 29, road section: Sjenica (Karajukica Bunari) – Susica. Public, organizations and other interested parties have been invited to participate in the public debate on the draft EMP. Before advertising in newspapers, EMP has been submitted to the Municipality of Sjenica. Municipal representatives informed the public about the time and place of the public discussion and the call was published in the Municipality of Sjenica and the Local Community of Duga Poljana and Brnjica. The call was also placed on the PERS website. Interested parties could get an insight into the EMP document on the following addresses:

- within the premises of the PE ‘‘Roads of Serbia’’, Sector for Investments, 19a Vlakoviceva St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 14 days in regards to the date of the public announcement of this invitation;
- within the premises of the Sjenica Municipality, 1 Kralja Petra I St., 36310 Sjenica, on working days from 10:00 AM to 2:00 PM (local time), within 15 days from the date of publication of this invitation;
- on PE ‘‘Roads of Serbia’’ website: [www.putevi-srbije.rs](http://www.putevi-srbije.rs).

Public consultations and presentation of the Environmental Management Plan were held in the premises of the Municipality of Sjenica on June 11<sup>th</sup> 2019.

## 2. REPORT ON PUBLIC CONSULTATIONS

In accordance with World Bank's OP 4.01, Net Engineering Spa and Hidroprojekt traffic Ltd Belgrade has prepared a document - Environmental Management Plan for heavy maintenance (road rehabilitation-upgrading) of the State Road IB 29, Road Section: Sjenica (Karajukica Bunari) – Susica.

Presentation of the EMP began on May 20<sup>th</sup> 2019, when the invitation to interested parties in the daily newspaper "Politika" was published, which was inviting the public, authorities and institutions to inspect the proposed rehabilitation works and environmental impact with present mitigation measures and monitoring. Prior to announcement in the newspapers, all documents were submitted to the Municipality of Sjenica and publicly available on the spot, and also placed on PERS website.

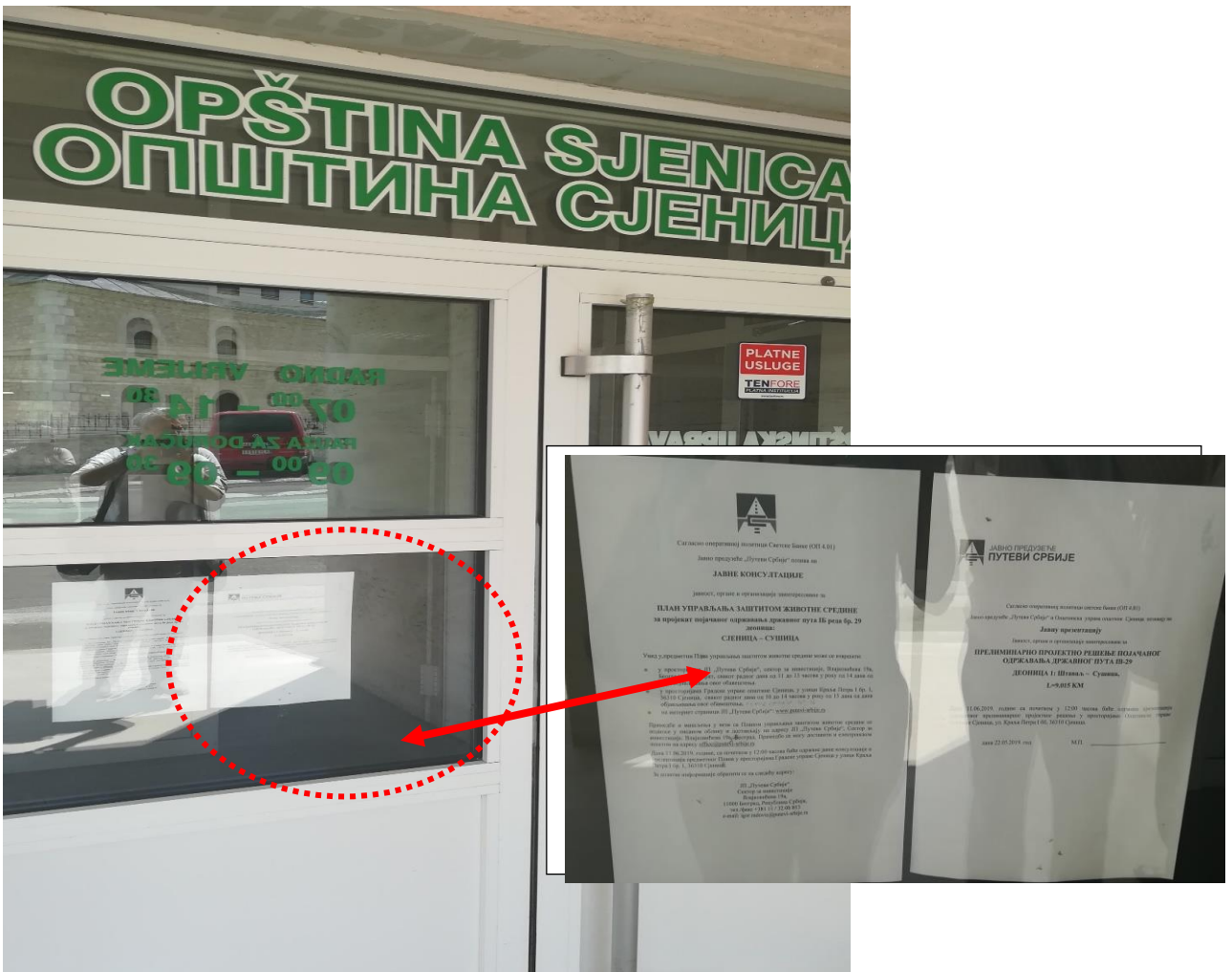
Representatives of local self-government informed the public about the time and place of the public consultations. Publication of the draft document of the EMP ended on June 11<sup>th</sup> 2019, when the public meeting was held in the Municipality of Sjenica.



**Photo 1.** Public discussion in the Municipality of Sjenica, June 11<sup>th</sup> 2019



**Photo 2.** Public discussion in the Municipality of Sjenica, June 11<sup>th</sup> 2019



**Photo 3.** The notice board in the Municipality of Sjenica

Public discussion in the Municipality of Sjenica was attended by 14 people: interested representatives of local communities from Sjenica, the representatives of local services for the environment, representatives and designers-experts for environmental protection.

In front of the PERS nobody attended the meeting.



**Photo 4.** Public discussion in Sjenica, June 11<sup>th</sup> 2019

In front of the NET ENGINEERING S.p.A (Hidroprojekt traffic Belgrade), the meeting was attended by Darko Vukosav, Nebojsa Vuckovic and Vukica Popadic Njuinjic.

The meeting began as planned at 12:00 (local time). A representative of the Hidroprojekt traffic Belgrade presented in detail the Environmental Management Plan to the participants. During the public discussion, there were no complaints regarding environmental issues.

The designer of the construction work of the project presented and explained in detail the construction part of the project at the conceptual level. Questions raised by the concerned public were not related to the subject of the Environmental Management Plan, but to the construction part of the project design. The designer's representative answered adequately to all their questions.

The main issue of the stakeholders was related to whether the proposed project solutions will affect the existing approaches to objects and properties and connections of unclassified roads?

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Designer's answer:

The designer explained that the approaches and connections, both situational and levelling (in the road area), will be adjusted to the adopted project solution and provide uninterrupted and above all, safe approach to certain contents and performance of all usual activities.

The representative of the Local Community of Duga Poljana posed the question about the road section Susica-Dojevici. He was interested in whether the part of the road that goes through the settlement Duga Poljana will be the subject of project documentation for the heavy maintenance of the mentioned section, considering that design documentation for the construction of the bypass is in progress (the designer company Utiber from Novi Sad).

Designer's answer:

The part of the road that goes through the settlement Duga Poljana is the subject of the main design for heavy maintenance of the state road IB 29 from Susica to Dojevici, regardless of the preparation of design documentation for the construction of the bypass around the mentioned place. By building a bypass this part of the road will probably change the significance in the national road network and become part of the local road network. Heavy maintenance of this part of the road will improve traffic conditions, increase the safety of all participants in traffic, solve the drainage of the road, prevent its further deterioration and significantly increase its utility value.

The public discussion ended at 02:00 PM (local time).

The Department for Urbanism, Property-legal Affairs and Environmental Protection of the Municipality of Sjenica, on June 14<sup>th</sup> 2019 issued an opinion No. 04-351-65/19 stating that the public presentation of the draft EMP was held on June 11<sup>th</sup> and that the concerned public and the citizens who attended did not have any comments or complaints on the presented document. Also, after a detailed insight into the EMP, Department for Urbanism, Property-legal Affairs and Environmental Protection of the Municipality of Sjenica considers that the realization of the Project will not have significant environmental impacts if the measures provided in the EMP document are applied, in accordance with obtained conditions, applicable laws and regulations of the Republic of Serbia, as well as good engineering practice.

### **3. LIST OF PARTICIPANTS**


## LISTA UČESNIKA

PREDMET JAVNIH KONSULTACIJA:		MESTO ODRŽAVANJA JAVNIH KONSULTACIJA:	
<b>PREZENTACIJA PLANA UPRAVLJANJA ZAŠTITOM ŽIVOTNE SREDINE</b> Objekat: Projekat pojačanog održavanja državnog puta IB 29 (stara oznaka puta M - 8) Deonica: SJENICA (Karajukića Bunari) – SUŠICA, km 65+548 - km 74+563, L = 9.015 km		Gradska uprava opštine Sjenica, Služba za zaštitu životne sredine Adresa: Kralja Petra I br. 1 36310 SJENICA Datum: UTORAK, 11.06.2019.	
Red. br.	IME I PREZIME	ORGANIZACIJA, KONTAKT ADRESA	Telefon, e-mail
1	Hadža Roshic	Organ uprave Sjenice pos. dr. na ul. 0648096796, hadza.naslic@sjenica.rs	
2	ADELINA AUDIĆ	OPŠTINSKA UPRAVA OPŠ. SJENICA 063 85-95 009 adelina.audic@yahoo.rs	
3	REAR HAMIDOVIC	OPŠTINSKA UPRAVA OPŠ. SJENICA 064 8096792 rear.hamidovic@sjenica.rs	
4	AFAN PALOŠIĆ	Opšt. Zast. Srebrno Polje 009/0826033 afan.palovic@stmr.rs	
5	ANA BAKALIĆ	Opština Uprava Skad. Zast. Sjen. 064 4523885 ana.bakalic@yahoo.com	
6	STAVIN DŽITIĆ	GRADONJENI INŽENJER 064 8096795 STAVINDZITIC@KORINIZ.COM	
7	Rafim JALILID	Opština Uprave građevinarstva i stambenog posredništva, Sjenica 064 8266339 rafim.jalilid@yahoo.com	
8	SEAD HABI BOVIĆ	MESNITA ZAJEDNICA DUGA BINA 064 630 55 31 sead.habibovic@stmr.rs	
9	KOŠTINIĆ ELMIN	Opština Uprave građevinarstva i stambenog posredništva, Sjenica 062 112 2940	



10	ZATOKO VUKOŠAN	HIDROPROJEKAT SAOBRAĆAJ	063 302 541
11	NUVICA POPADIĆ	HIDROPROJEKAT SAOBRAĆAJ	063 / 350 - 968
12	PAKOBIĆI PISTOČIĆI	IZOM. IZP. OSMISLILIĆI	063 / 1032682
13	MEAR ZENIČIĆ	OSMIŠLJENJE IZP. U SJEČIŠTU	064 / 4550502
14	ARBOZIJA BUKOŠAN	HIDROPROJEKAT SAOBRAĆAJ	063 88 16 107
15			
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## 4. DOCUMENTATION



In accordance with the WB Operational Policies (OP 4.01)  
**Public Enterprise „Roads of Serbia”**  
 Issues an invitation for  
**PUBLIC CONSULTATIONS**  
 for the public, bodies and organizations interested in  
**ENVIRONMENTAL MANAGEMENT PLAN (EMP)**  
**for Heavy Maintenance of the State Road IB**  
**Class No. 29**  
**Road Section:**  
**SJENICA–SUŠICA**

Interested parties can get an insight into the EMP document on following addresses:

- the premises of the PE "Roads of Serbia", investment sector, 19a Vojkovičeva St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 14 days in regards to the date of public announcement of this invitation,
- within the premises of the Sjenica Municipality, Kralja Petra I no. 1, 36310 Sjenica, on working days from 9:00 AM to 2:00 PM (local time), within 15 days from the date of publication of this invitation,
- on PE "Roads of Serbia" web site: [www.putevi-srbije.rs](http://www.putevi-srbije.rs)

Remarks and suggestions in regards to the EMP document shall be submitted in written form to the PE "Roads of Serbia", Sector for Investments, 19a Vojkovičeva St., Belgrade. Remarks can be also provided on following internet address: [office@putevi-srbije.rs](mailto:office@putevi-srbije.rs)

On June 11<sup>th</sup>, 2019, at 12:00 AM (local time), public consultations and presentation of the subject EMP document will be organized in a within the City Hall of Sjenica Municipality, Kralja Petra I no. 1, 36310 Sjenica.

If you need any additional information, please contact:

PE "Roads of Serbia"  
 Sector for investments  
 19a Vojkovičeva Street  
 11000 Belgrade, Serbia  
 tel./fax. +381 11 / 32 06 813

**Picture 5.** Announcement of public consultations in daily newspaper ("Politika"), dated May 20<sup>th</sup> 2019



In accordance with the WB Operational Policies (OP 4.01)

Public Enterprise "Roads of Serbia" issues an invitation for

### **PUBLIC CONSULTATIONS**

for the public, bodies and organizations interested in

### **ENVIRONMENTAL MANAGEMENT PLAN (EMP)**

**for Heavy Maintenance of the State Road IB Class No. 29**

**Road Section:**

**SJENICA – SUŠICA**

Interested parties can get an insight into the EMP document on following addresses:

- o the premises of the PE "Roads of Serbia", investment sector, 19a Vlajkovićeve St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 14 days in regards to the date of public announcement of this invitation.
- o within the premises of the Sjenica Municipality, Kralja Petra I no.1, 36310 Sjenica, on working days from 10:00 AM to 2:00 PM (local time), within 15 days from the date of publication of this invitation.
- o on PE "Roads of Serbia" web site: [www.putevi-srbije.rs](http://www.putevi-srbije.rs)

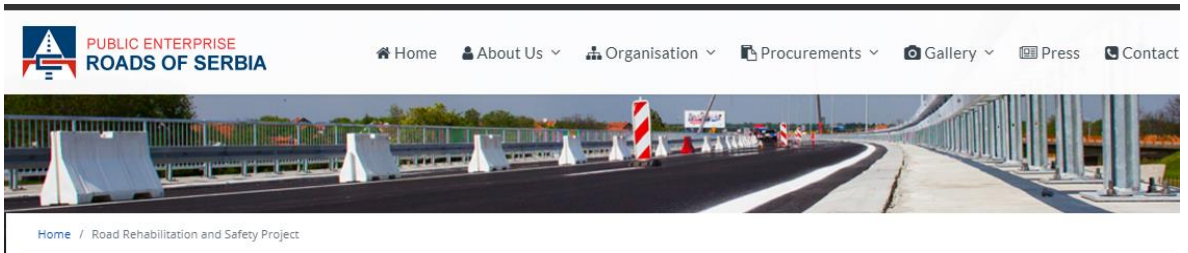
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On June 11<sup>th</sup>, 2019, at 12:00 AM (local time), public consultations and presentation of the subject EMP document will be organized in a within the City Hall of Sjenica Municipality, Kralja Petra I no.1, 36310 Sjenica.

If you need any additional information, please contact:

PE "Roads of Serbia"  
Sector for investments  
19a Vlajkovićeve Street  
11000 Belgrade, Serbia  
tel./fax. +381 11 / 32 06 813  
E-mail: [igor.radovic@putevi-srbije.rs](mailto:igor.radovic@putevi-srbije.rs)

**Picture 6.** Announcement of public consultations on PERS website



## Road Rehabilitation and Safety Project

ENVIRONMENTAL MANAGEMENT PLAN

ENVIRONMENT PROTECTION PLAN

ROAD REHABILITATION AND SAFETY PROJECT

-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 29, section: Sjenica - Susica
-  - Environmental Management Plan – EMP for for heavy maintenance of State Road IB Class No. 29, section: Sjenica - Susica

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-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 21, section: Kosjeric (Varda) – Pozega
-  - Environmental Management Plan – EMP for for heavy maintenance of State Road IB Class No. 21, section: Kosjeric (Varda) – Pozega

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-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 39 section: Babusnica - Svodje
-  - Environmental Management Plan - EMP for for heavy maintenance of State Road IB Class No. 39 section: Babusnica - Svodje

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-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 13, section: Zrenjanin (Ečka) - Ečka
-  - Environmental Management Plan - EMP for for heavy maintenance of State Road IB Class No. 13, section: Zrenjanin (Ečka) - Ečka

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-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 22, section: Raška (K. Mitrovica) – Novi Pazar (Banja)
-  - Environmental Management Plan – EMP for for heavy maintenance of State Road IB Class No. 22, section: Raška (K. Mitrovica) – Novi Pazar (Banja)

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-  - Call for Public Consultations: EMP for heavy maintenance of State Road IB Class No. 33 section: Negotin (Radujevac) - gr. SRB/BUG (Mokranje)

**Picture 7.** Announcement of public consultations on PERS website



**РЕПУБЛИКА СРБИЈА**  
**ОПШТИНА СЈЕНИЦА**  
**Одељење за урбанизам,**  
**имовинско-правне послове и**  
**заштиту животне средине**  
**Број:04-351-65/19**  
**Датум:14.06.2019.године**  
**СЈЕНИЦА**

**ЈП "Путеви Србије"**  
**Сектор за инвестиције**

Влајковићева бр. 19а  
11000 Београд

**Предмет:** Мишљење на План управљања животном срединим државног пута  
IB реда, број 29, деоница: Сјеница (Карајукића Бунари) - Сушица

На основу достављеног нацрта Плана управљања животном средином за Пројекат појачаног одржавања државног пута IB реда, број 29 деоница: Сјеница (Карајукића Бунари) – Сушица, израђеног од стране предузећа Хидропројект Саобраћај, д.о.о. Београд, а чија је реализација планирана и на делу територије општине Сјеница, Одељење за урбанизам, имовинско-правне послове и заштиту животне средине општине Сјеница, даје следеће:

#### **МИШЉЕЊЕ**

Дана 11.06.2019. године у општини Сјеница, одржана је јавна презентација нацрта Плана управљања животном средином за Пројекат појачаног одржавања државног пута IB реда, број 29, деоница: Сјеница (Карајукића Бунари) – Сушица, израђеног од стране предузећа Хидропројект Саобраћај, д.о.о. Београд, носилац пројекта су

ЈП "Путеви Србије", који је био доступан јавности и заинтересованој јавности у периоду од 20.05.-11.06.2019 године.

У току јавног увида није било примедби заинтересоване јавности, а оглас за јавну презентацију био је истакнут и у МЗ-ама Брњица и Дуга Пољана и на огласној табли општине Сјеница. Такође, у току јавне расправе, која је одржана у просторијама општине Сјеница, дана 11.06.2019., није било примедби од стране заинтересоване и присутне јавности и грађана на предметни Плана управљања животном средином у току реконструкције пута.

Након јавних консултација и детаљног увида у нацрт Плана заштите животне средине, констатовано је да се у поступку реализације предметног пројекта морају имплементирати све дате мере заштите, са посебном пажњом на:

1. Услове дате од стране Завода за заштиту споменика културе „Краљево“, број решења 676/2 од 06.06.2018., где су регистровани потенцијални археолошки локалитети,
2. Услове дате од стране Завода за заштиту природе Србије, број решења 03 br. 020-817/3 од 05.06.2017., где након места Метовача (од км 65+548 до км 66+275) предметни пут пролази кроз подручје еколошке мреже, еколошки значајног подручја "Пештер" (бр.70) који је саставни део еколошке мреже Републике Србије,

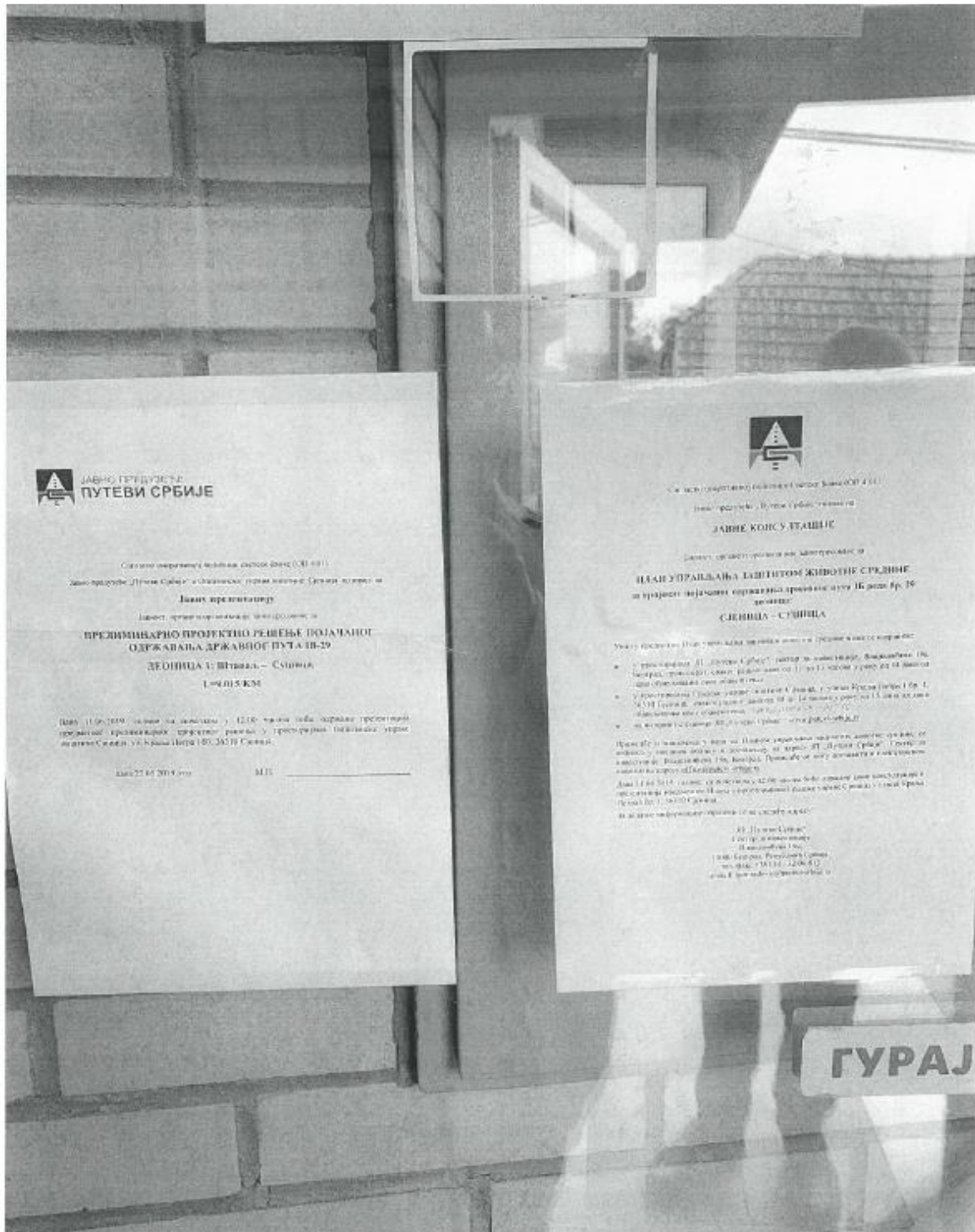
Пре почетка извођења радова на појачаном одржавање државног пута IБ реда, број 29, деоница: Сјеница (Карајукића Бунари) – Сушица, прибавити и друге услове, дозволе и сагласности у складу са позитивним законским прописима Републике Србије, а пре свега Мишљење у поступку добијања водних услова од стране ЈВП "Србијаводе" Београд, ВПЦ "Морава".

Реализација предметног пројекта, уз строго поштовање и имплементацију мера заштите датих у Плану управљања животном средином и применом мера заштите животне средине у складу са позитивним законским прописима Републике Србије и применом добре инжењерске праксе, неће имати значајнијег утицаја на параметре животне средине.

Саветник на пословима процена утицаја на животну средину  
и заштита и унапређење животне средине

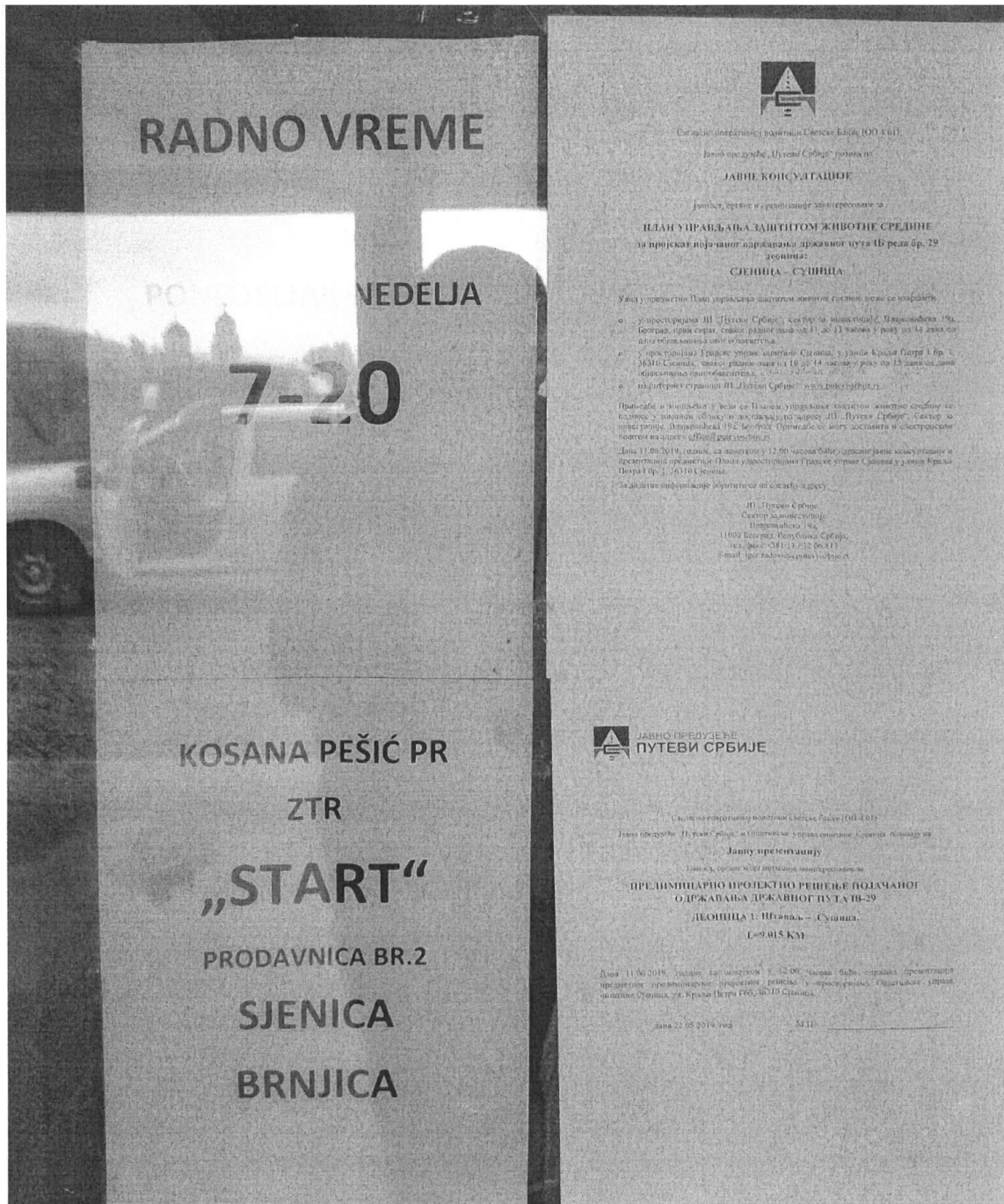
Хадија Растић





**Picture 8.** Bulletin board of the Local Office Duga Poljana, Municipality of Sjenica





**Picture 9.** Bulletin board of the Local Office Brnjica, Municipality of Sjenica

**APPENDIX VI**  
**CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS**



Република Србија  
МИНИСТАРСТВО  
ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ  
Број: 011-00-0511/2018-03  
Датум: 19.06.2018.  
Београд

ХИДРОПРОЈЕКАТ-САОБРАЋАЈ  
ПРЕДУЗЕЋЕ ЗАСТУПАЈЕ, ПРОЈЕКТОВАЊЕ  
САОБРАЋАЈНИЦА, ИСКЛЮЧЕЊЕ РАДОВА  
Бр. 316  
22.06.2018 год.  
БЕОГРАД, Веле Нигринове 16А

„ХИДРОПРОЈЕКАТ САОБРАЋАЈ“ д.о.о. Београд

ул. Веле Нигринове 16А  
11000 Београд

**Предмет:** Допис у вези са захтевом за давање мишљења

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

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

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

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

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

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

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

Уз Захтев је приложена и додатна документација:

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

На основу увида у захтев обавештавамо вас о следећем:

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

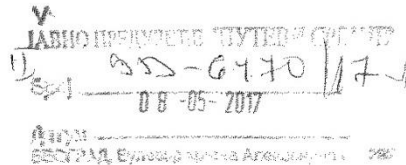
- Носилац пројекта је обавези да се приликом извођења радова на појачаном одржавању предметне саобраћајнице у потпуности придржава услова и мера заштите животне средине из 1) Решења о условима заштите природе и заштите животне средине бр. 020-817/3 од 05.05.2017 које је издао Завод за заштиту природе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



Доставити:

- Наслову
- Архиви

РЕПУБЛИКА СРБИЈА  
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ  
03 Број: 020 – 817/3  
Датум: 05.05.2017  
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 Јавног предузећа „Путеви Србије“ из Београда за издавање услова заштите природе за израду техничке документације Пројекта Појачаног одржавања деонице државног пута IB реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар), доноси

### РЕШЕЊЕ

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

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

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

### *Образложење*

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

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

Увидом у Централни регистар заштићених природних добара и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. Предметно подручје (траса пута) не налази се унутар заштићеног подручја за које је спроведен или покренут поступак заштите. При томе се имало у виду да се предметно подручје, односно део деонице пута једним својим делом (након места Метовача) налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“ (бр. 70) које је саставни део еколошке мреже Републике Србије, према Уредби о еколошкој мрежи („Службени гласник РС“, бр. 102/2010): припада међународно и национално значајном подручју за птице (IВА-Пештер, RS0281ВА) и биљке (IРА-Пештер).

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

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

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



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

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



Достављено:  
- Подносиоцу захтева  
- Архива x 2



М  
Датум / Date: 12-04-2017  
Број / Ref. 953-7896  
Мђ/мђ

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

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

Датум / Date: 10-04-2017

Број / Ref. 2/802

Мђ/мђ

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“

Сектор за инвестиције

Госпођа Гордана Суботички Ђорђевић, извршни директор за инвестиције

БЕОГРАД  
Влајковићева 19а

Предмет: Деонице државног пута IB реда бр. 29

Поштована госпођо Ђорђевић,

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

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

С поштовањем,

Обрађивач

Маја Ђорђевић, археолог

*Mađa Djordjević*



Зр Директор

Мирјана Андрић

*Mirjana Andrić*

Доставити:

- Наслову,

- Завод за заштиту споменика културе Краљево



### Завод за заштиту споменика културе Краљево

Краљево, Цара Лазара 24, ПИБ 100239951, матични број 07101104  
 тел. 036 331 866, тел/факс 036 321 025, e-mail: zzs kv@gmail.com  
 жиро рачун: 840-69664-74, 840-69668-62

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ

Број 676/2  
06.06. 2018 год.  
 КРАЉЕВО

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

### РЕШЕЊЕ

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

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

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

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

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



### **Завод за заштиту споменика културе Краљево**

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

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

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

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

IV - Ово Решење важи две године од дана издавања.

V – Жалба на Решење не задржава извршење овог Решења.

### **Образложење**

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

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



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

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

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

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

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

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

Са изложеног, одлучено је као у диспозитиву овог Решења.

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

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

Обрађивачи:  
Марија Алексић Чеврљакковић, дипл. археолог  
Љиљана Александрић, дипл. правник

**Доставити:**

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

В.Д. ДИРЕКТОРА ЗАВОДА,

Иван Милуновић



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*V. Popadić*

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Vukica Popadić Njunjić

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Andrea Pili

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