

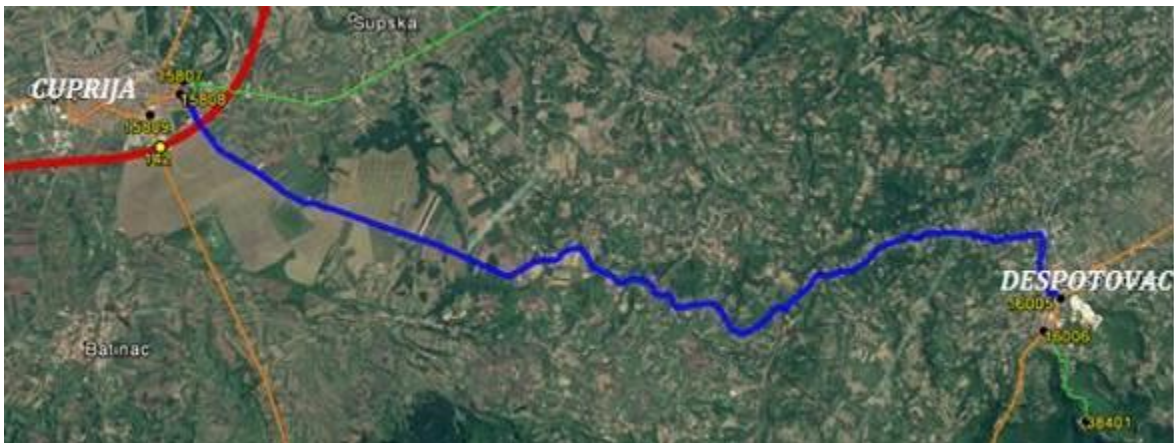
ENVIRONMENTAL MANAGEMENT PLAN

- Final version-

Contract ID: RRSP/CS3-RRD3-3/2016-13

PREPARATION OF MAIN DESIGN FOR HEAVY MAINTENANCE (ROAD REHABILITATION - UPGRADING) OF THE STATE ROAD IIA 186, SECTION: CUPRIJA (DESPOTOVAC) – DESPOTOVAC, L = 21,440 km

ENVIRONMENT CATEGORY B



January 2019



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ABBREVIATIONS AND ACRONYMS

CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
IFIs	International Financing Institutions
INCS	Institute for Nature Conservation of Serbia
IPCMK	Institute for Protection of Cultural Monuments Kragujevac
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
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
WB	The World Bank Group
WMP	Waste Management Plan

INTRODUCTION

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation Project (RRSP). International financing institutions are: World Bank, European Investment Bank and European Bank for Reconstruction and Development.

The Republic of Serbia plans to invest part of the funds for the project of heavy maintenance (road rehabilitation – upgrading) of the IIA state road no. 186, section: Cuprija (Despotovac) – Despotovac, L = 21,440 km.

Environmental Management Plan (EMP) relates to the urgent maintenance and remedy of damages on the class IIA state road no. 186, section: Cuprija (Despotovac) – Despotovac, L = 21,440 km.

The subject road section belongs to Pomoravski Administrative District located in central part of Republic of Serbia. The subject road section belongs to the state road IIA no. 186 (old designation R-216) which represents the shortest traffic link from highway IA no. 1 from Cuprija to Despotovac. Road section starts in Cuprija, at node RS 1580, at crossing with state road IIA no. 158 at km 0+000. The end of subject road section is in Despotovac, at intersection which is 474 m before ending node no. 16005, at approximate chainage km 21,440. The total length of the road which is the subject of main design is 21,440 km.

The purpose of the EMP is to present the negative environmental impacts and management problems during the construction works and the necessary mitigation measures the Contractor must apply. Key components of the Environmental Management Plan are: Environmental Mitigation Plan and Environmental Monitoring Plan.

International financing institutions (IFI) have classified the project as environment category B, which requires an Environmental Management Plan to be carried out. Project Proponent is the Government of the Republic of Serbia, represented by the relevant Ministry, and the project is realised by PE “Roads of Serbia” (hereinafter PERS).

The design will be made in accordance with Serbian legislation and the conventions and safeguard guidelines issued by IFI. The Environmental Management Plan was carried out using theoretical studies, on-site investigation, and consultation with representatives of local and regional authorities.

EXECUTIVE SUMMARY

Project description

The subject road section belongs to Pomoravski Administrative District located in south-eastern part of Republic of Serbia. The subject road section belongs to the state road IIA no. 186 (old designation R-216), and represents the shortest traffic link from highway IA no. 1 from Cuprija to Despotovac. Due to the traffic - geographic nature, the level of development and position in the road network, the subject road is of the utmost importance for the Republic of Serbia. It is necessary to remedy the damage at the

subject road section caused by erosive action of water and winter maintenance, to eliminate the causes of damage to the greatest possible extent, enhance operational value, durability of the road, and road safety.

The section starts at node 15808, which is at the beginning of section 18601, chainage IIA route no. 186, km 0+000 (intersection of roads IIA of order no.186 and IIA order no.158), and ends before the traffic light intersection with the street Savez boraca in Despotovac. The intersection is approximately 474 m before the end node no. 16005, at approximate chainage km 21+440. Rehabilitation of the Cuprija (Despotovac) - Despotovac, in the length of 21,440 km according to the categorization that came into force 13 November 2015 ("Official Gazette of the Republic of Serbia", No. 93/2015) belongs to the state road IIA no. 186 (Cuprija - Virine - Despotovac - Dvoriste - Vodna - Krepoljin). Old designation R-216 is the EIB / WB / PERS project within the program of works for 2014-2019.



Figure 1. The beginning of the road section– in the settlement Cuprija, node 15808

At km 21+357, in the municipality Despotovac, close to the end of subject road section, road crossing the railway Markovac – Resavica.



Figure 2. The end of the road section – in settlement Despotovac, before the traffic light intersection with the street Savez boraca

Policy, legal and administrative framework

The Ministry of Environmental Protection (MoEP), former Ministry of Agriculture and Environmental Protection, is the key institution in the Republic of Serbia, responsible for producing and implementing the environmental policy.

Legislation in the field of environmental protection that is currently in force in the Republic of Serbia is summarized in the Appendix 3.

In the Republic of Serbia, the procedure for Environmental Impact Assessment is governed by the Law on Environmental Impact Assessment, which is fully in accordance with the European Directive 85/337/EEC. Therefore, an environmental impact assessment is not required for road rehabilitation projects, except when a section is in the vicinity or passes through protected natural or cultural properties.

PE „Roads of Serbia” (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 INCS issued a statement on conditions for nature protection 03 no. 020-2122/3 dated 18 October 2017 and modification of conditions 03 no. 020-1551/2 dated 28 June 2018.

PE „Roads of Serbia” submitted a request to the Institute for Protection of Cultural Monuments Kragujevac (IPCMK) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, IPCMK issued a statement on conditions for protection of cultural monuments no. 1136/0211 dated 04 October 2017.

A request for decision on the need for producing EIA Study has been submitted to the MoEP together with other relevant technical documentation, including the conditions of the INCS and IPCMK.

Final Environmental Approval was obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-00187/2018-03 dated 12 March 2018), stating that the Client (PERS) is not obliged to conduct EIA procedure for this project. (Appendix 6)

Upon receiving mentioned documentation (the conditions of the INCS and IPCMK and the decision 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.

In accordance with a statement issued by the INCS, the subject road section is not located within a protected area for which a procedure for protection was carried out or initiated, nor it is in the coverage of the ecological network. The Client is requested to provide, through design proposal, the functionality of the conditions for nature protection.

In the conditions of the IPCMK it is written that along subject road section there is no immovable and movable cultural property of great importance. If the subject road section passes close to registered archaeological localities or in the design it is specified that excavation works should be carried out then, according to the conditions, the Client is obliged to provide permanent archaeological supervision during the execution of earthworks. In the event that during the excavation work an unrecorded site or part thereof is discovered, the Client is obliged to immediately stop the works and inform IPCMK without delay and provide conditions for archaeological research, conservation and presentation of the same. The Client is obliged to provide funds for research, protection, preservation, publication and presentation of the same

IFIs request that the design be prepared in line with laws of the Republic of Serbia, but also with the EU standards.

Creditors require that the following be applied:

- Environmental Impact Assessment Operational Policy (OP 4.01)
- Environmental and Social Policy, EBRD (2008)
- Environmental and Social Principles and Standards, EIB (2008).

The European Bank for Reconstruction and Development, European Investment Bank and the World Bank demand that the project complies with the laws of the Republic of Serbia and the European Union standards. World Bank Group requires that the project complies with the Serbian legislation and operational policies of the World Bank.

Baseline conditions assessed during route survey

The subject road section belongs to Pomoravski Administrative District located in central part of Republic of Serbia. Road section Cuprija (Despotovac) – Despotovac belongs to state road IIA no. 186 (old road designation R-216) (Official Gazzete RS No. 93/2015).

The subject road sections pass through municipalities: Despotovac and Cuprija.

The section starts at node 15808, which is at the beginning of section 18601, the chainage of IIA route no. 186, km 0+000 (intersection of roads IIA of order no.186 and IIA order no.158), and ends before the traffic light intersection with the street of the Saveza Boraca in Despotovac. The intersection is approximately 474 m before the end node no. 16005, at approximate chainage km 21+440.

Rehabilitation of the section Cuprija - Despotovac, in the length of 21,440 km, which according to the categorization that came into force 13 November 2015 ("Official Gazette of RS", No. 93/2015) belongs to the state road of the IIA no. 186 (Cuprija - Virine - Despotovac – Dvoriste - Vodno - Krepoljin), old designation R-216, is part of the EIB / WB / PERS project within the program of works for 2014-2019.

Intersection no. 1 with the river "Dubinica" at the chainage ~km 19+607

At the chainage ~km 19+607 in the out of city zone, there is a crossroad with the river "Dubnica" (Figures 3 and 4). By means of canals or tubing, the water will be gravitated in accordance with the projected falls and, depending on the existing topography, into the said recipient. The dimensions of the road canals (or piping) from the point of acceptance of the appropriate quantities of water are checked during the design and will be corrected if needed.

At the crossing point with the Dubnica river at the mentioned chainage, there is a bridge with a concrete fence. The wing walls of the bridge are concrete, with a solid concrete fence. Concrete fence is wet because of moss growing on the outside. The bottom of the canal is abandoned, not regulated, uneven, muddy and grown in plants. The slopes on the bridge do not exist so that the atmospheric water from the roadway is driven by the longitudinal (vertical curve) and the transversal fall of the pavement. Head slopes are dull, unregulated, grown in plants. On the left side of the bridge in the bowl there is a Ø600 pipe for draining atmospheric water with a hole to the trough, with no outflow building. The works that are planned on the bridge are: surface treatment of concrete on the walls, and the slab of the bridge with widening to the newly projected width of the pavement and the construction / repair of the fence.

The project plans to clean the Dubnica riverbed without changing the existing trough profile.



Figure 3. Concrete bridge over the river Dubnica



Figure 4. Concrete bridge over the river Dubnica

This also represents the only crossing of watercourses (canals or rivers) on the entire subject section.

Besides the mentioned crossing across the river of Dubnica, there are 15 other road culverts on the section, whose role is to ensure the passage of water from one side of the road to another. In addition, there is no clearly defined recipient of these waters, and it is retained on the surface or in road canals that are mostly of inadequate dimensions. (Figure 5). By building pathways within the road area, where there are no existing, or deepening and profiling of existing channels, the connection of water that outlines the culvert with the corresponding existing recipient will be carried out, in accordance with the terrain configuration where possible. In places where this is impossible, there will be drainage road channels that will be of appropriate dimensions.



Figure 5. Existing road channels

The possibility of remedying the existing culverts will be considered as well as justification for increasing the number of culverts on critical sections, depending on the topography of the terrain.

In the conditions of PE "Srbija Vode" it is defined that conditionally clean atmospheric waters, which correspond to class II water, can be used without purification, through arranged discharge released into the canal, ameliorative canals streams, and other water courses, whereas the quality of the water defined by the Regulation on limit values for emissions of pollutants in water and deadlines for their achievement (Official Gazette, No. 67/11, 48/12 and 1/16).

Also, by the same previous conditions it is defined that appropriately controlled reception and treatment of atmospheric water from dirty and oily areas (traffic areas, handling areas, parking space, etc.) is to be provided for at the facility for primary treatment before its discharge to the recipient and it should be of effluent quality (purified water) that complies with class II according to the Regulation on Water Classification (Official Gazette of SRS, no. 5/68) and in accordance with the limit values for the emission of pollutants in water and deadlines for their achievement (Official Gazette, No. 67/11, 48/12 and 1/16). Surfaces from which oiled atmospheric water is collected must be waterproof.

In addition to the aforementioned Regulation, it is important to note that in the Republic of Serbia a Regulation on limit values of pollutants in surface and ground waters and sediments and deadlines for their achievement is in effect ("Official Gazette of RS, No. 50/2012).

Since the above mentioned condition PE "Srbija Vode" defines that the discharge of pollutants into water bodies must not exceed values that are defined for class II by the regulations, it is important to point out that the water of class II is the water which is suitable for swimming, recreation and water sports, the cultivation of less noble species of fish (cyprinids) and waters which after normal processing methods (coagulation, filtration and disinfection) may be used to supply the village with drinking water and in the food industry.

In addition to the conditions which are defined in conditions of PE "Srbija Vode", the specified requirements in relation to the drainage of rain water from the pavement of the subject state road and other roads in the area, are defined also in the context of urban planning documentation for municipalities Despotovac and Cuprija. Within the analysed urban-planning documents, strict restrictions with regard to the requirements relating to the controlled collection and treatment of atmospheric water from the road pavement are defined in the zones of the water intake (water supply source). However, since the section of the state road that is the subject of this design is nowhere in contact with the water source protection zones for the settlements Despotovac and Cuprija, it means that in this respect there are no special restrictions for the definition of design solutions.

At km 21+357, in the settlement Despotovac at the end of the section, the route crosses with the railway track Markovac - Resavica.



Figure 6. Intersection with railway in Despotovac

For the section Cuprija (Despotovac) - Despotovac, seven-days of continuous traffic counting was performed and the existing traffic load of 1168 vehicles/day is collected.

Average Annual Daily Traffic for 2018 on the section 18601

PC ¹	BUS	LT ²	MT ³	HT ⁴	TT ⁵	AADT ⁶
1039	14	24	24	34	34	1186
88,93%	1,23%	2,05%	2,05%	2,87%	2,87%	100%

On the route of the state road IIA of order no. 186 Cuprija (Despotovac) - Despotovac, there are 4 connections with local roads, 18 city street connections as well as connections to individual approaches to households, agricultural holdings, field/earth roads, gas stations, etc.

On the subject line there are 2 bus stops, in the inhabited village of Despotovac.

The bus station in Despotovac is located along the road on earth widening and on road pavement, which do not meet the prescribed standards.

¹ PC- Passenger car

² LT-Light truck

³ MT- Medium truck

⁴ HT- Heavy truck

⁵ TT- Truck Train

⁶ AADT- Average Annual Daily Traffic



Figure 7. Existing bus station in Despotovac on the left side



Figure 8. Existing bus station in Despotovac on the right side

The subject section of 21,440 km is located partly in the municipality of Cuprija and partly in the municipality of Despotovac, in the Pomoravski Administrative District.

In functional way, according to the bylaw about conditions, which road constructions and other elements of public road need to comply with ("Official Gazette of the Republic of Serbia", No. 50/2011), section can be classed into the regional road and represents the shortest connection between highway IA1 from Cuprija towards Despotovac, in the eastern-central part of the Serbia.

Summary of Environmental Impacts

Due to the rehabilitation works involved, temporary negative impacts may occur at the location of the subject works, and may include interruption of traffic flow, decreased road safety, damages to access roads, dust and gas emissions and temporary disturbance of residents in the neighbouring areas (due to air pollution and increased noise pollution). Short-term biocenosis disturbance may occur, as well as potential pollution of soil and water. Works in the quarry, borrow-pits and asphalt plants are performed outside the site and may cause negative impact if not managed properly. 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 expected. The vehicle speed after the intervention will not increase.

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.

Impact on the quality of water in the rivers Dubnica and its tributaries is expected to be minimal or negligible, since the expected amount of water drained from the carriageway is small.

During the course of the works, wastewater may negatively affect the quality of ground and surface water. Because of this, appropriate mitigation measures and a monitoring plan have been provided. During the road operational phase, only environmental accidents may lead to water pollution, in which case the relevant procedures (setting out actions to be conducted in accident situations), defined by Ministry of the Interior and in accordance with the Law on Water (Official Gazette of RS, No. 30/10, 93/12 and 101/16), are applied. Negative cumulative effects may occur in the future (noise and air pollution) as a result of potential construction of new facilities near the road.

If measures from the Mitigation Plan are properly applied, occurrence of cumulative effects will be prevented or reduced to minimum.

Environmental Management Plan

EMP consists of the following: Mitigation Plan, Monitoring Plan and Institutional Arrangements and Reporting Procedures. As regards to the time, environmental mitigation refers to the design, heavy maintenance and operational phase of the road. Environmental Mitigation Plan sums up all the anticipated impacts, suitable mitigation measures in the design, heavy maintenance and operational phase, approximate location, time frame and responsibility for implementation and supervision. Monitoring Plan defines the parameters to be monitored and how they are checked, locations, duration, incidence, valid standards and criteria and also institutional responsibility for monitoring and supervision.

Contractor shall execute the works in accordance with the laws of the Republic of Serbia, EU standards and creditor's requests. During rehabilitation works, the Contractor is obligated to perform in accordance with Environmental Protection Plan (which is based on EMP) and which is approved by PERS. Contractor shall include all costs of the implementation of environmental mitigation measures into the total costs. Contractor shall

also provide an expert responsible for coordinating the Environmental Protection Plan and EMP.

Stakeholder engagement - Information disclosure, consultations and public participation

In accordance with IFIs safeguard policy, 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, in the premises of PERS 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 involvement of the local community in design implementation. The stakeholders may use a complaint mechanism that is publicly available (see Appendix 4).

Summary of public disclosure process

EMP was presented to public and there were no comments. Conclusions are presented in the report from public presentation, which is included in this document (Appendix 4).

1. PROJECT DESCRIPTION

The geometrical profile of the existing road of two traffic lanes, approximately 5,5 m total width is in the pavement.

The start and final line of the mentioned section are in the settlements: Cuprija and Despotovac. In the settlement Cuprija there is a pedestrian path of a length of about 300m, 1,5m wide, and in settlement Despotovac there is a portion of a pedestrian path of variable width.

Along the whole section the shoulders are mostly covered with vegetation, and width of shoulders is different, in some parts of the route it does not exist. Drainage channels are also covered by vegetation and are dysfunctional, and they do not exist on most of the route.

The green belt and the road channels are unsustainable and covered with shrubs, which significantly reduce their function.

New designed geometrical profile consists of:

- two traffic lanes $tv = 3,00$ m
- two marginal strips $ti = 0,25$ m
- shoulders $b = 1,00$ m

Total width of the subject road is 6,50 m, with shoulders and channels on both sides. Newly designed road section is conditioned by the position of the existing road, that is, by terrain configuration.

The width of the pavement through the settlement is 6,00 m. Due to restrictions in the form of existing side construction, planned pedestrian paths are guided by pavement.

During obtaining conditions for design preparation, extracts from the following planning documentation are received from the Municipality of Cuprija and the Municipality of Despotovac:

- Plan for general regulation of the town settlement Cuprija
- Spatial Plan of the Municipality of Despotovac.

In the plan of the general regulation of the town settlement Cuprija, on the subject section in Cuprija settlement pedestrian paths on both sides of the pavement of a width of 0,5-4,0 (6,0) m are specified.

The existing condition along the section is that the formed pedestrian paths exist only in the inhabited areas of Cuprija and Despotovac.

In Cuprija there is a pedestrian path on the right side of the pavement, from the beginning of the section to the traffic light intersection with the street Sreten Zdravkovic at km 0+300. The pedestrian path is approximately 1,5 m wide, partly of made of concrete and partly of covered with asphalt. It is separated from the pavement by concrete curbs that are in very poor condition. The plan is a complete demolition of the existing pedestrian paths and concrete curbs and the construction of a new pedestrian track with a width of 2,0 m, as well as the construction of passes for access to households. The new pedestrian path is planned on both sides of the road to the exit from Cuprija.

In the settlement Despotovac there is a pedestrian path on the right side of the road from km 20+450 to the end of the section. The pedestrian path is of variable width 1,2-2,0 m from the concrete curtain. There is also a pedestrian path on the left side of the pavement

near the end of the section near the gas station and the railway line, also from the concrete curtain.

The new pedestrian path is on the right side of the pavement, from the "Gengine" gas station ~km 19+735 to the end of the section (one of the requirements of the local community).

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.

Elements of the horizontal and vertical geometry of the road are not satisfactory for a good part of the mentioned section and it will be necessary to correct the geometry in accordance with the regulations.

5 bus stops are planned on the road section in the settlement Cuprija. The two bus stops are planned in settlement Cuprija, one of mentioned bus stop is off-road, and the other one is on-road, due to spatial weaknesses. The third bus stop is planned in the zone of the future industrial zone Dobricevo, and the other two bus stops are planned off-road at turn point for settlement Beljajka. The width of the bus stop is 3,0 m.

In the settlement Despotovac is planned reconstruction of two existing bus stops.

Location Description

The subject road section belongs to Pomoravski Administrative District located in central part of Republic of Serbia. Road section Cuprija (Despotovac) – Despotovac belongs to state road IIA no. 186 (old road designation R-216) (Official Gazzete RS No. 93/2015), which represents the shortest traffic link from highway IA no. 1 from Cuprija to Despotovac.

The subject section is located through the municipalities of Cuprija and Despotovac.

The section starts at node 15808, which is at the beginning of section 18601, chainage IIA route no. 186, km 0+000 (intersection of roads IIA of order no.186 and IIA order no.158), and ends before the traffic light intersection with the street Savez boraca in Despotovac. The intersection is approximately 474 m before the end node n. 16005, at approximate chainage km 21+440.

The subject section of 21,440 km is located partly in the municipality of Cuprija and partly in the municipality of Despotovac, in the Pomoravski Administrative District.

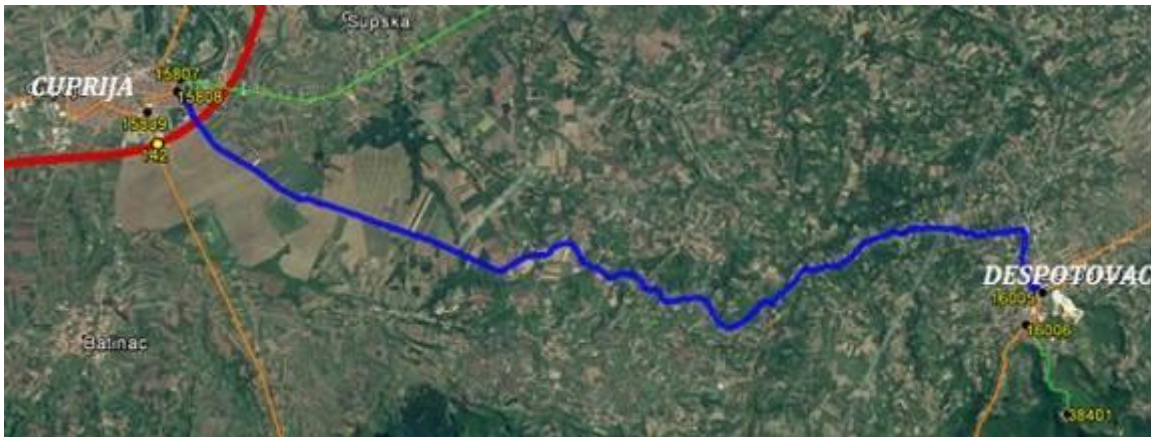


Figure 9. Location of road section

Rehabilitation works description

In the out of the city zone, by the design is planned widening of a carriageway to the minimum required width of 6,5 m.

On the part of the road section through the settlements, the existing width of the carriageway of 6,0 m (Cuprija) is kept or it is planned to make widening of a carriageway to the minimum required width of 6,0 m (Despotovac). Also, the construction of pedestrian paths and parking lot is planned on the part of the road section through the settlements.

Designed pedestrian paths are 2,00 m wide, along the pavement edge, and raised 12,0 cm from the level of the pavement. In the zones of access to houses and parking lots, use of curved curbs (height 4,0 cm) is foreseen. Also, pedestrian paths are also designed in the zones of bus stops in accordance with the requirements on the ground.

In line with the requirements of local communities, the construction of pedestrian paths is planned in the following sections:

Location	Chainage right side	Chainage left side
Cuprija	km 0+000,00 km 0+600,00 demolishing the existing pedestrian path and building a new one	km 0+000,00 km 0+600,00 building a new pedestrian path
Despotovac	km 19+735,00 km 21+416,44 partly demolishing the existing pedestrian path and building a new one	km 21+250,00 km 21+340,00 demolishing the existing pedestrian path and building a new one

Within the scope of this project, the characteristic cross-section for the subject section with a pedestrian path and a cross-sectional profile of the bridge will be included in the Main Construction Project for enhanced road maintenance and the Main Project.

Spatial plan and project do not foresee cycling routes. One of the requirements of the local community was the construction of a bicycle path to the local road for Ivankovac, 3,5 km long. The designer did not consider this requirement due to spatial restrictions.



Figure 10. Existing pedestrian path in the Municipality Cuprija



Figure 11. Existing pedestrian path in the Municipality Despotovac

Also, as a part of the subject, documentation is required to organize lateral connections. In addition to this, in order to increase traffic safety, it is required to undertake various traffic measures, as part of the traffic signalization design.

The traffic and traffic signalling project will design horizontal road markings as well as accompanying traffic signs to mark and announce all access roads, lines and connections on the route in order to clearly define the priority of the passage and to inform on time the traffic participants about crossroads with state road.

For the rest of the road section, it is necessary to remove the damages caused by the erosive action of water, as much as possible to remove the causes which led to the damages, to increase utility value, the durability of the road, and traffic safety.

Apart from the mentioned, in the documentation it is required to rehabilitate existing structures, retaining walls, culverts, bridges as well as protective pedestrian and safety barrier.

The general aim of preparation of the subject technical documentation is rehabilitation of all damages by removal of the causes that led to damage thereby increasing the durability and use-value and improving traffic safety.



Figure 12. Overpass on the highway Beograd-Nis (Cuprija)



Figure 13. Bridge with a concrete fence (Despotovac)

The dominant types of damage on the subject section are:

- longitudinal and transverse cracks due to thermal effects and impact of traffic load during exploitation,
- pavement repairs, as a result of intervention periodic maintenance due to intense damage during the previous exploitation period,
- mesh cracks as a result of the fatigue of the pavement structure.

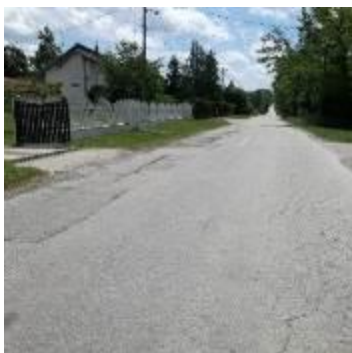


Figure 14. Damage of the pavement

The designed drainage system is preconditioned by the terrain characteristics, spatial and urban constraints, conditions issued by the PE "Srbija vode" in the form of consent, and other requirements dictated by the local government, also and requirements set by authority communal enterprise.

Along the subject state road there are some typical solutions of drainage systems, as follows:

- newly designed "closed" drainage system for populated areas - draining storm water from the roadway by longitudinal and transverse inclination towards the drains, manholes and collectors. Newly designed drainage system has specified that collected atmospheric water from the pavement shall be transferred to the existing storm sewer in the settlement by its connecting to the manhole. Additional conditions will be required in terms of the maximum allowable flow at the connection point.

This kind of system is required for:

- from ~km 0+000 to ~km 0+588,36 in populated area Cuprija. It's necessary to apply mentioned system on the subject section due to poor drainage conditions, since on the subject section in street "Kapetan Koca" there is no

storm sewer, whereas storm sewer exists on the side streets, so the water partly stays on the pavement and partly flows into the existing storm sewer of transverse streets (Figure 15). Planned newly designed drainage system on the subject section is conditioned by the requirements of local government.



Figure 15. The existing roadway canal

From ~km 20+482 to ~km 21+339 in populated area Despotovac. Applying mentioned system on the subject section is a result of the possibility to construct bicycle trails (parking lots, pedestrian paths) along the state road, which can be realized only if the existing open road ditches will be replaced by a closed piped drainage system (Figure 16).



Figure 16. The existing roadway canal

- newly designed opened drainage system - with draining atmospheric water from the pavement by longitudinal and transverse inclination over the shoulders and down the slope of the embankment in the open self-absorbent ditches in which water infiltrates into the ground or evaporates in the air. According to the spatial potential and topography of the terrain, the road canals will be implemented to the existing culverts that will be remedied.

This kind of system is required for:

- from km 0+883 to km 8+727 in the out of the city area. In this zone there are three culverts at the chainage km 3+814, km 5+482 and km 6+683, which conducted water from the right to the left side of the road. All three of the culverts are mostly buried and in poor condition, and the water that flows out of the culverts made a natural path, or some sort of canal (ravine), which leads to the artificial lake Mucava due to long-term swelling (Figures 17 and 18).



Figure 17. The existing culverts



Figure 18. A naturally formed ravine

- Newly designed open drainage system - with the atmospheric water draining from the roadway by the high embankment, longitudinal and transverse inclination over the shoulders, and the slope of the road in the existing land, in which water infiltrates into the ground or evaporates in the air. In some places in mentioned zone, where the spatial and topographic characteristics allow, the road canals will be used to lead the water to the existing culverts that will be remedied.

This kind of system is required for:

- On the rest of the section, from ~km 8+727 to ~km 20+482 in the area out of the city, in the zone of high embankments (Figure 19). In this zone there are the remaining 12 road culverts which do not have any recipients in the form of canals, rivers or lakes. It was noted that most of the culverts are covered with vegetation on a larger or smaller scale and should be cleared with the appropriate equipment (Figure 20). This would also determine possible structural damages that were not observed at this stage of the analysis. Most of the culvert fronts are covered with applied natural or waste material and lush vegetation, which leads to difficulty in pouring out atmospheric waters.



Figure 19. Drain down the slope of the embankment



Figure 20. Burried culvert under the pavement

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, Institute for Nature Conservation of Serbia (INCS) and Institute for Protection of Cultural Monuments Kragujevac (IPCMK).

Existing Serbian legislation

The environmental laws and by-laws in force in the Republic of Serbia are summarized in Appendix 3.

EIA procedure in the Republic of Serbia

According to the Serbian Law on EIA (Official Gazette 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 Decision about Need for Environmental Impact Assessment to the MoEP. The Law on Environmental Impact Assessment regulates the EIA procedure and is in accordance with European Directive EIA - 85/337/EEC.

In the statement 03 no. 020-2122/3 dated 18 October 2017 and modification of conditions 03 no. 020-1551/2 dated 28 June 2018 Institute for Nature Conservation of Serbia (INCS) issued conditions for the subject road 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 concluded that the subject area is not situated within a protected area, nor in the area of the ecological network. Since the works are planned only in the existing road area, planned works do not endanger nearby area of ecological corridor.

In the statement no. 1136-0211 dated 4 October 2017 the Institute for Protection of Cultural Monuments Kragujevac (IPCMK) issued technical protection measures needed for development of project technical documentation. It states that there is no immovable cultural property of great importance and that it is necessary to notify Institute when the works are about to begin, as well as obligations of the Contractor/Client during the project implementation.

Final Environmental Approval is obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-00187/2018-03 dated 12 March 2018) stating that the Client (PERS) is not obliged to conduct EIA procedure for this project. (see Appendix 6). Consequently, that there is no need for producing the Environmental Impact Study of the subject section of the state road.

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 road section Cuprija (Despotovac) – Despotovac belongs to Pomoravski Administrative District located in central part of Republic of Serbia, to the municipalities: Despotovac and Cuprija.

There are no protected natural or cultural properties in the vicinity of the subject road section, nor in the area of the ecological network. All other works which are proposed with this design will be conducted only in the existing road area and completely in accordance with Statement 03 no. 020-2122/3 dated 18 October 2017 and modification of conditions 03 no. 020-1551/2 dated 28 June 2018 issued by INCS.

The existing drainage system on subject road section is characteristic open system for drainage of rain water from the carriageway roads by means of longitudinal and transverse inclination over shoulders and slopes (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.

The drainage system is different in the populated area Cuprija, where in the street "Kapetana Koca" storm sewage or road channels do not exist. The drainage system is made up of curbs that, to some extent, drain the water with the longitudinal fall of the road. Mentioned system is ineffective and water is retained on the road.

In the settlement of Despotovac, the existing channel system on the subject section is functional, but its capacity is questioned.

In terms of the requirements of the MoEP, the project of heavy maintenance, rehabilitation and elimination of road damage is not included in the List of projects for which an impact assessment is required and the List of projects for which an environmental impact assessment can be required, and accordingly there is no obligation entering into the impact assessment procedure, in accordance with the Law on Environmental Impact Assessment.

In their conditions for the design for heavy maintenance and rehabilitation - upgrading of the State road IIA-186 Cuprija – Despotovac, PE "Srbija vode" gave the viewpoint in which they agree that during the rehabilitation of the road, parcels on water ground which are run by PE Srbija vode, owned by RS, could be used, but under certain terms, of which the most important one is that during the rehabilitation work of culverts, the existing state of flood protection system must not be worsen. Mentioned culverts are located within the second-level watercourse. In terms of treatment of storm water before discharging them into the recipient, PE "Serbia vode" does not set any conditions for this road section.

Under the conditions issued by INCS, as for water flow from the pavement surface, if loaded with oil and other petroleum products, it is necessary to provide precipitators and separators of fats and oils, if the Environmental Management Plan determines/estimates that average annual daily traffic will adversely affect the quality of the Dubnica river and other watercourses with which the state road crosses or is parallel, meaning that the limit values would be unbalanced compared to values defined by the Regulation on emission limit values for polluting materials in the waters and deadlines for their reach (Official Gazette of the Republic of Serbia No. 67/2011, 48/2012 and 1/2016) and the Regulation on Limit Values of Pollutants in Surface and Ground Water and Sediment and Deadlines for their Completion ("Official Gazette of RS" No. 50/2012). This condition is accomplished as explained in following paragraph.

In accordance with previously mentioned conditions by INCS and based on the analytical calculation for certain types of pollutants according to the method defined in the "Calculation of loads of chronic pollution from roadways runoffs (Sétra, July 2006)", which gives a link between emissions of pollutants and average annual daily traffic, as well as by comparing the obtained results with the values from the Regulation on the emission limit values of pollutants in waters and the deadlines for their achievement ("Official Gazette of the Republic of Serbia" Nos. 67/2011, 48/2012 and 1/2016) and the Regulation on Limit Values of Pollutants in Surface and Ground Water and Sediment and Deadlines for their Completion ("Official Gazette of RS" No. 50/2012), it was estimated that it is not necessary to treat the water before the discharge into the recipient on the subject section, it is not necessary to construct filters in any part of the section.

Along the mentioned section there are no industrial facilities that would lead to a cumulative effect on the environment.

Within the current situation, while on visiting the terrain, waste dump was detected at the chainage ~km 5+530 (Figure 21 and Figure 22). The worrying fact is that in the zone of the waste dump a channel that continues on the existing road channel is buried. The channel behind the waste dump flows into the zone of the lake Mucava, which is environmentally unacceptable, so that the complete remediation and removal of the waste dump must be planned.

Along the subject section, there are many waste dumps (accumulated garbage, in some places even the remains of dead animals), especially in the places of existing road culverts, which endangers the efficient drainage of the road. Waste dumps are partly out of the road belt, and partly within it. The designer required the cleaning of the ground belt terrain, and suggest that the local community solve the problem of illegal waste dumps outside the road belt, in order to ensure efficient drainage of the road.



Figure 21. Waste dump



Figure 22. Waste dump

At the chainage km 13+953,81, in the zone of the outlet of the existing culvert, another waste dump is located (Figure 23 and Figure 24). In addition to the environmental problem, this waste dump blocks the passage of water from culvert.



Figure 23. Waste dump - front of the culvert



Figure 24. Waste dump - front of the culvert

A similar situation is repeated at chainage ~km 15+110 (Figure 25 and Figure 26).



Figure 25. Waste dump



Figure 26. Waste dump

There are no protected natural areas along the subject road section that could be influenced by the works on heavy maintenance, and also there are no protected cultural areas. 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

Municipality Despotovac

The beginning and end of the section can be defined as a city-road type. After leaving the settlement Cuprija, until the entrance into the settlement Despotovac, the route can be characterized as a typical out of the city zone route.

On two locations of the subject section, appearance of the high density of population is noticed around the zone of local roads that lead to a populated area Virine, which is located eastbound of the subjectsection.

The Municipality Despotovac belongs to Pomoravski Administrative District and consists 33 settlements: Balajnac, Bare, Beljajka, Bogava, Brestovo, Bukovac, Veliki Popovic, Vitance, Vojnik, Grabovica, Dvoriste, Despotovac, Zidilje, Zlatovo, Jasenovo, Jezero, Jelovac, Lipovica, Lomnica, Makviste, Medvedja, Miliva, Panjevac, Plazane, Popovnjak, Ravna Reka, Resavica (selo), Resavica, Senjski Rudnik, Sladaja, Stenjevec, Strmosten and Trucevac, divided into 30 cadastral municipalities. The territory of the Municipality Despotovac has a total area of 62 278 ha.

The subject section passes through the Municipal Center Despotovac, Beljajka, Vojnik and Vitance in the municipality of Despotovac, the route does not pass near objects of

public importance, since it ends before the traffic light intersection with the street of the Savez Boraca in Despotovac. At the Cuprija municipality, the subject section passes through Isakovo, Ivankovac, Virine, Paljane and the municipality centre of Cuprija, where the only object of public importance is the Hospital Cuprija, at the crossroads of Ivankovacka Street and Kapetana Koce.

According to the last census (2011), there are 23 191 inhabitants in the Municipality Despotovac in 31 settlements. The Municipality Despotovac has an average population density of 37 inhabitants per 1km².

In the area of the Municipality Despotovac there is an infrastructure for two types of traffic: road and rail.

The Municipality Despotovac is well connected with the eight municipalities surrounding it, by roads. Also, it is connected with the Belgrade-Nis highway (Corridor 10), there is also a railway that is connected by the Belgrade-Nis-Skopje railway.

Municipality Cuprija

The Municipality of Cuprija belongs to the Pomoravski District and the area of the Municipality of Cuprija covers 28 700 ha. According to the last census (2011), there are 30 645 inhabitants. The Municipality of Cuprija has an average population density of 106 inhabitants per 1km².

Bicycle traffic

Bicycle traffic is low in intensity and occurs only in populated areas, on the road.

Railway traffic

At km 21+357, in the settlement of Despotovac at the end of the section, the route crosses with the railway Markovac-Resavica. Through the subject technical documentation arrangement of the railway crossing will be required.

Watercourse

Subject road section Cuprija (Despotovac) – Despotovac passes and intersects only one river - Dubnica. Earlier in this text, in the paragraph Baseline conditions assessed during route survey, place of road crossing with this river is explained in detail and the plan is in accordance with the Project Task (measures of watercourse regulation).

Air

There are no significant additional sources of air pollution within the road section Cuprija (Despotovac) – Despotovac. 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 the heavy maintenance. In the road rehabilitation and operational phase, no increase in the air pollutants concentration is expected.

Noise

Based on the current and expected traffic loading during and after the works, no increase in the existing noise level is expected.

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.

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	low	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)	Without impact	Under the terms of the Institute for Nature Conservation
Monuments	Without impact	Under the terms of the Institute for Protection of Cultural Monuments Kragujevac.
Noise	low	Temporary impact
Access/crossing points of the main road and local roads	low	The rehabilitation and widening works will not affect significantly 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	low	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 on heavy maintenance on the section Cuprija (Despotovac) – Despotovac. 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

During the rehabilitation works, use of construction machinery and equipment with exhaust fumes leads to an increase in the concentration of nitrogen oxide and sulfur oxide in the air. Local residents will be temporarily impacted by non-significant air and noise pollution and dust emission.

Possible water contamination

Water pollution may occur on site, on the locations where the equipment, vehicles and machinery are washed and also on the parking area. The contaminated water shall be filtered through a gravity oil-water separator. If there is a spillage on the road, especially near the rivers Dubnica and its tributaries, the Contractor shall use absorbent materials and remove the contaminated layer of soil, which is then transported to a location defined in the Law on Water.

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 road maintenance are expected to generate a certain amount of solid waste, which is collected on site and transported into a landfill (determined by the local community in agreement with the contractor), outside the site zone. The proposal is to use landfills that are sanitary and in accordance with European standards and legislation of the Republic of Serbia. For example, location for landfill decided by the Municipality Despotovac is a regional landfill in Lapovo that is in compliance with European standards (Municipal waste management plan of Despotovac, 2010), while the Municipality Cuprija has decided to use a regional landfill in Jagodina which is together with recycling centre and also is in accordance with European standards.

5. ENVIRONMENTAL MANAGEMENT PLAN

Environmental impacts of the project for urgent maintenance and remedy of damages on the road section Cuprija (Despotovac) – Despotovac will be insignificant and reversible. Mitigation measures provided in the EMP, relating to the design, construction 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 1). The Plan conforms to the conditions received from the Institute for Nature Protection and Serbian Institute for Protection of Cultural Monuments Kragujevac and valid laws. It states 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 INCS 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. The following conditions have to be met when selecting the location and organizing the site:

- ❖ 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 rivers: Dubnica and its tributaries, littoral zone of the river Dubnica and its tributaries 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 road works directly along the rivers: Dubnica and its tributaries, river bed, river bank and littoral 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 tipping 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 (RS Official Gazette of RS, No. 30/10, 93/12);
- ❖ Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the stormwater 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, Indigo bush, ash leaf maple, ailanthus, American ash and species that cause allergic reactions, such as poplar, should be avoided.

PERS is responsible for checking, via his 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, and by the financier. The Contractor shall be obligated to follow and to implement the plan with continuous supervision of plan implementation by the 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. Public Enterprise "Roads of Serbia" 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* – procedures for storing, transporting and using oil and fuel, refueling the facilities and machines, procedures for decreasing the risk of water and soil pollution. Vehicles used for refueling 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* – contains details of temporary waste storage, waste transport and treatment before its final disposal or recycling. Licensed facilities must be used for storing solid and liquid waste and the waste leaving the site must be traceable, in accordance with the jurisdictions. As part of the Plan, Contractor shall provide chain-of-responsibility forms for the waste that leaves the site. Therefore, waste controller shall keep one copy of the form, and the driver shall have a copy, to make sure that all the listed waste is brought to the landfill. Contractor shall keep all records for audit purposes.
5. *Sewerage and Waste Water Management Plan*
6. *Soil Management Plan* – steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
7. *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 Protection against Environmental Noise (RS Official Gazette No. 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 07:00 am to 07:00 pm.
8. *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;
9. *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;
10. *Management Plan for Works on the River* – includes plans and procedures for water habitat and fish preservation during the works.

11. *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. Equipment to be brought on site to minimize the effects of the spillage of polluting substances must be included in the Plan.
12. *Re-cultivation Plan* – cleaning and re-cultivation 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 (RS Official Gazette Nos. 36/09, 88/10, 14/10), 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 (RS Official Gazette Nos. 135/04, 36/09, 72/09,43/11, 14/16), 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.
13. *Plan of Environmental Complaints* – means 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 4, 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 is 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 Occupational Health and Safety (RS Official Gazette Nos. 101/05, 91/15);
- ❖ Contractor shall provide to his 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 by-laws 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 loads which may create dust emissions are 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 2). The list is used by the supervision engineer on site. Signed control lists are 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 1);
- ❖ 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 roads. 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 (RS Official Gazette Nos. 135/04, 36/09, 72/09, 43/11, 14/16);
- ❖ Implementation of the requests for environmental protection through Contractor's specifications;
- ❖ Project supervision via consulting services for supervision and project implementation;
- ❖ Environmental monitoring supervision via consulting services for environmental monitoring;
- ❖ Preparation of final environmental reports.

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

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

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

The Contractor Reporting Arrangements

1. Contractor to PERS

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

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

In the event of any accidents or environmental threats, there will be immediate reporting about these events. Contractor shall inform the project manager and local authorities immediately after the accident. If the project manager is not available, Contractor shall

inform PERS about the accident (phone number +381113040701 or by e-mail: office@putevi-srbije.rs).

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

2. Project Supervisor Consultant to PERS

Conclusions of regular monitoring activities, including the activities stated in the Monitoring Plan, performed by the Contractor, will be included in the quarterly progress report.

In the case of an accident or environmental threat, these events must be reported immediately.

3. PERS – MoCTI, World Bank, EBRD and EIB

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 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 section of the road.

6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

As requested by IFI safeguard policy, public consultations regarding EMP were held on December 18th 2018. EMP and other project-related information were disclosed to the public and made available to the local community.

PERS office	Vlajkovicева St. 19a, Belgrade, Contact person: Igor Radovic, 011 3206811
Local community centres	The Municipalities: Despotovac and Cuprija
Web site - PERS	www.putevi-srbije.rs

A detailed report on the public consultation process is shown in Appendix 4 to this document and contains a list of participants identified.

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

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

7. REFERENCES

- ❖ Environmental Assessment No. 25, Environmental Management Plans, World Bank Environment Department, January 1999.
- ❖ Roads and the Environment: A Handbook, World Bank Environment Department.
- ❖ EIB, Environmental and Social Practices Handbook, Environmental and Social Office, version 2 24/02/2010
- ❖ EBRD, Environmental and Social Policy 2008
- ❖ EIB, Environmental and Social Principles and Standards (2008)
- ❖ 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
- ❖ 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 1 MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
Pre-construction	Main Design			
	Following the environmental protection procedure	Conditions from the Institute for Nature Protection of Serbia and Institute for Protection of Cultural Monuments Kragujevac are obtained to avoid environmental risks	PERS And Main Design Designer- Consultant	PERS
	Site location and organization will be approved by PERS and selected so as to:	<ul style="list-style-type: none"> - be outside of the river banks and river flood area of Dubnica and tributes - have no impact on the environment and the local community (noise, dust, vibrations etc.) - be outside the high vegetation area - minimize the size of the facilities to minimize the unnecessary removal of vegetation - have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water (RS Official Gazette No. 101/05) - properly drain the locations. Paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator - whenever possible, limit the area to be cleared and avoid topsoil degradation - the material removed will be collected, disposed and/ or re-used as needed - prevent soil erosion on site - contractor is responsible for implementing the measures for erosion protection - contractor shall limit the scope of the excavations to mitigate soil erosion 	PERS Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ul style="list-style-type: none"> - contractor shall implement soil conservation method in sensitive areas to prevent or minimize the storm water runoff, which causes material erosion - contractor is to avoid excavation and machine operations in damp site conditions. 		
	<p>Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement</p> <p>Influence on public health and sociological circumstances</p>	<ul style="list-style-type: none"> - minimum distance must be kept (buffer zone) between the site and the nearest populated area - influence of the local conditions must be accounted for (wind) to avoid or minimize harmful effects -contractor's EMP defines health and safety and environmental measures - independent water and electricity supply, in addition to a medical service station on site must be planned for. 	Contractor	PERS
	Safety of pedestrians and suitable crossings	<ul style="list-style-type: none"> - a suitable pedestrian crossing must be provided, equipped with kerb ramps that allow the use of wheelchairs, trolleys, bicycles and prams. 	Main Design Designer- Consultant	<p>Main Design Technical Control</p> <p>PERS</p>
	Stakeholder engagement	<p>Details of the proposed road route, 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.</p>	PERS and Main Design Designer- Consultant	<p>Main Design Technical Control</p> <p>PERS</p>
Construction	Management plans			
	<p>Contractor shall prepare the implementation of the Plans described in the EMP, to ensure that the legislation and Creditor's requirements have been met:</p> <ul style="list-style-type: none"> - Site Organization Plan 			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	<ul style="list-style-type: none"> - Sewerage and Wastewater Management Plan - Soil Management Plan - Dust Management Plan - A plan indicating the location of borrow-pits, and measures for re-cultivation of borrow-pits and access roads after the project is completed - Waste and Wastewater Management Plan, in line with the Law on Waste Management (RS Official Gazette No. 36/09) - Oil and Fuel Storage Management Plan - In-river Works Management Plan - Emergency Response Plan - Complaints Procedure - Safety and Hazard Assessment - Safety and Labour Management Plan 			
Construction	Site Induction			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
Construction	Material Supply			
	asphalt plant: dust, fumes, health and safety of workers, ecosystem disturbance	<ul style="list-style-type: none"> - use the existing asphalt plants; - requirement for official approval or valid operating license 	asphalt plant	asphalt plant
	quarry: dust, health and safety of workers, ecosystem disturbance	<ul style="list-style-type: none"> - use the existing quarries; - 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	- use the existing borrow pits or buy material from licensed separation facilities; - requirement for official approval or valid operating license	contractor or gravel and sand separation facility	contractor or gravel and sand separation facility
Construction	Material Transport			
	asphalt: dust, fumes	- all trucks need to be covered - contractor's machinery to be carefully selected	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	- haul material at off-peak traffic hours (9-14h) - use alternative roads to avoid main roads - proper road signs and markings of the site, to minimise chances of a wrong turn	transport manager truck operator	transport manager truck operator
	Possibility of encountering an archaeological site	if an archaeological site is encountered, contractor shall immediately suspend the works and inform IPCM and PERS.	contractor	contractor's supervision
Construction	Construction Site			
	negative impact of noise on the workers and local community	- limit the activities to daylight working hours - use equipment with noise mufflers, licensed and approved in accordance with the EU standards - use noise barriers for the works that produce noise for	contractor	contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ul style="list-style-type: none"> more than one day on the same location. - locate noise-making equipment as far away as possible from residential buildings and other noise-sensitive receptors. 		
	dust	<ul style="list-style-type: none"> - spray the problematic areas on site with water - cover the material stored and limit vehicle speed - implement the Dust Management Plan: measures for avoiding dust emission, including hoarding, spraying the problematic areas, accesses, material and stockpiles during the loading and unloading activities, covering the trucks that carry dusty material, washing the trucks etc. 	contractor	contractor
	vibrations	<ul style="list-style-type: none"> - limit activities to daylight working hours - 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 - locate the equipment for earth works as far away as possible from vibration-sensitive receptors 	contractor	contractor
	traffic disruption during construction activities	<ul style="list-style-type: none"> - Traffic Management Plan with appropriate measures for traffic diversions that can be easily noted and followed, including traffic police assistance - Traffic Management Plan which will define a speed limit for the construction vehicles and organize traffic in such a way that populated areas are avoided as much as possible - during the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation - inform the local community about the works planned 	contractor	contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	reduced access to roadside activities	provide an alternative access to roadside activities at all times	contractor	contractor
	safety of vehicles and pedestrians when / where there are no construction activities	lighting and well-defined safety signs and protection measures	contractor	contractor
	soil and water pollution from improper material storage, management and use	<ul style="list-style-type: none"> - organize and cover material storage areas - isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers - 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 - organize the site so as to minimize the risk of generating sediments and accumulating waste water, which could cause pollution of the surrounding soil and water - Soil Management Plan to provide controlled removal, storage and re-use of topsoil - use local controlled measures to prevent sediment flowing into surface water and drainage channels. Some of the measures include physical obstacles such as fences, mulch barriers, geotextile, rock groyne, sediment basins. - to prevent sediment flowing into surface water, slope of the soil and protection from wind erosion must also be considered, by installing fences, covers etc. - 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. 	contractor	contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> - dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorized landfill (According to the Waste Management Strategy in the Municipality of Despotovac, has been selected a regional landfill in Lapovo which meets European standards, while according to the Local Environmental Action Plan of the Municipality of Cuprija it is planned that the Municipality of Cuprija be connected to a regional landfill in Jagodina together with a recycling centre in accordance with the European standard, which was done in 2010), in view of this, the proposal of an authorized landfill can be two previously mentioned regional landfills or some other landfill that is sanitary and in accordance to the legislation and European standards). - dispose waste in accordance with best international practice (IFC, EHS – general guidelines). - apply additional measures for storing hazardous waste (secondary containment, limiting the access, providing PPE etc.) to prevent negative effects on the workers, local community or environment - nominate a person responsible for waste collection and storage (hazardous and non-hazardous) 	contractor	contractor
	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 authorized recycling locations	contractor	contractor
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> - transport the waste in marked vehicles designed for waste transport, to minimize the risk of releasing hazardous and non-hazardous substances - train the drivers in handling and disposal of the load they transport and transport documents describing the nature of the load (waste) and its degree of hazard 	contractor	contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	safety of workers	<ul style="list-style-type: none"> - provide workers with safety instructions and PPE - provide a safe alternative traffic flow 	contractor	contractor
	areas temporarily occupied	<ul style="list-style-type: none"> - undertake re-vegetation with native species and monitor the effects (avoid invasive species those that cause allergic reactions) -where initial plantings were not successful, carry out re-planting 	contractor	contractor
Operation	Maintenance			
	negative impact of noise on local residents and workers	<ul style="list-style-type: none"> - limit activities to daylight working hours, or as agreed with the authorities - use the equipment with noise mufflers installed 	maintenance contractor	maintenance contractor
	potential air, water and soil pollution: dust, exhaust fumes, spilt fuel, oil and lubricants	<ul style="list-style-type: none"> - apply the best engineering practice in handling and safe storage of lubricants, fuel and oil - ensure proper loading of fuel and maintenance of equipment - collect and dispose all waste in accordance with the Law on Waste Disposal - properly organize and cover the areas for material storage - isolate concrete and asphalt works from the watercourse by using sealed formwork - 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 rivers - dispose the waste material to suitable locations protected from washing out 	maintenance contractor	maintenance contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	vibrations	limit activities to daylight working hours, or as agreed with the authorities	maintenance contractor	maintenance contractor
	safety of workers	- provide workers with safety instructions and PPE - organize safe traffic bypass	maintenance contractor	maintenance contractor
	increased vehicle speed	install speed limit signs	maintenance contractor	maintenance contractor
	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

APPENDIX 2 MONITORING PLAN

MONITORING PLAN

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
Construction	Material supply					
<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
Construction	Material transport					
<i>asphalt</i>	truck load covered	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	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	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	site	supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
Construction	Construction site					
<i>negative effects of noise on the workers and local residents</i>	noise levels	site; nearest homes in the local settlement	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)	on the river Dubnica and their tributaries	unannounced sampling, 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 (or at a reference point downstream of the site during) 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 organization	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
Operation	Maintenance					
<i>negative effect of noise on the workers and local residents</i>	noise levels	site; nearest homes	sound meter with suitable software	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<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

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>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
Operation	Road safety					
<i>increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in the design	visual observation; radar speed detectors	during the maintenance activities; unannounced	ensure a safe and economical traffic flow	maintenance contractor; traffic police
<i>erosion, rockfall and hazardous situations</i>	condition of traffic signs	road section included in the design	visual observation	during the maintenance activities	ensure a safe and economical traffic flow	maintenance contractor, monitoring

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

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

	No <input type="checkbox"/>	
Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or labour reasons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:
<p>Please describe any environment or social programs, 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 Data⁷

Please provide the name and contact details for your environmental manager:				
Parameter ⁸	Value ⁹	Unit	Compliance Status ¹⁰	Comments ¹¹
Waste Water				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
Air Emissions				
SO ₂				
NO _x				
Particulates				
CO ₂				
CH ₄				
N ₂ O				
HFCs				
PFCs				

⁷ 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.

⁸ 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.

⁹ Please ensure that the units of measurement are clearly stated

¹⁰ Please report on compliance against the standards agreed with EBRD for this project (typically local, EU and/or World Bank Group)

¹¹ 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 ⁸	Value ⁹	Unit	Compliance Status ¹⁰	Comments ¹¹
SF ₆				
[Other]				
Other Parameters				
Noise				
[Other]				
Solid Waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments ¹²
Fuels used			
Oil			
Gas			
Coal			
Lignite			
Grid Electricity			
Heat Purchased			

¹² 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 ¹²
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

5. Human Resources Management

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

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

<p>Have employees raised any grievances with the project during the reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please state how many, split by gender, summarize the issues raised in grievances by male and female staff and explain how the Company has addressed them:</p>
<p>Have employees raised any complaints about harassment or bullying during the reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please state how many, split by gender, summarize the issues raised by male and female staff and explain how the Company has addressed them:</p>
<p>Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please summarize nature of, and reasons for, disputes and explain how they were resolved</p>
<p>Have there been any court cases related to labour issues during the reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please summarize the issues contested and outcome:</p>
<p>Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas:</p> <ul style="list-style-type: none"> • Union recognition • Collective Agreement • Non-discrimination and equal opportunity • Equal pay for equal work • Gender Equality • Bullying and harassment, including sexual harassment • Employment of young persons under age 18 • Wages (wage level, normal and overtime) • Overtime • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety 	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please give details, including of any new initiatives:</p>

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 ¹³ :		
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) ¹⁴ :		
Number of lost workdays ¹⁵ resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					
Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):					
Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarize any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarize any emergency response exercises or drills that have been carried out during the report period:					

¹³ If you have not already done so, please provide a separate report detailing the circumstances of each fatality.

¹⁴ Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.

¹⁵ Lost workdays are the number of workdays (consecutive or not) beyond the date of injury or onset of illness that the employee was away from work or limited to restricted work activity because of an occupational injury or illness.

7. Stakeholder Engagement

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

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

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

Please describe any changes to the Stakeholder Engagement Plan agreed with EBRD:

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

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

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

Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made:
--	--	---

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

New Land Acquisitions

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

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

9. Community Interaction and Development

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

APPENDIX 3 LEGISLATION

RELEVANT SERBIAN ENVIRONMENTAL LEGISLATION:

The main laws and regulations currently in force in Republic of Serbia which are relevant to the environmental protection are listed below:

- ❖ Law on planning and construction (RS Official Gazette Nos. 72/2009, 81/2009, 64/2010, 24/2011, 121/2012, 42/2013, 50/2013, 98/2013, 132/2014, 145/2014);
- ❖ Law on nature protection (RS Official Gazette Nos. 36/09, 88/10, 91/10, 14/16);
- ❖ Law on environmental protection (RS Official Gazette Nos. 135/04, 36/09, 72/09, 43/11, 14/16);
- ❖ Law on EIA (RS Official Gazette Nos. 135/2004, 36/2009);
- ❖ Law on Strategic EIA (RS Official Gazette Nos. 135/2004, 88/10);
- ❖ Law on waste management (RS Official Gazette Nos. 36/09, 88/10, 14/16);
- ❖ Law on noise protection (RS Official Gazette Nos. 36/09, 88/10);
- ❖ Law on water (RS Official Gazette Nos. 30/10, 93/12, 101/16);
- ❖ Law on forests (RS Official Gazette Nos. 30/10, 93/12, 89/15);
- ❖ Law on air protection (RS Official Gazette Nos. 36/09, 10/13);
- ❖ Law on safety and health at work (RS Official Gazette Nos. 101/05, 91/15, 113/17).

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

- ❖ 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 (RS Official Gazette No. 114/08);
- ❖ Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (RS Official Gazette No. 69/05);
- ❖ Rulebook on the contents of the EIA Study (RS Official Gazette No. 69/05);
- ❖ Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study (RS Official Gazette No. 69/05);
- ❖ Rulebook on the work of the Technical Committee for the EIA Study (RS Official Gazette No. 69/05);
- ❖ Regulations on permitted noise level in the environment (RS Official Gazette No. 72/10);
- ❖ Decree on establishing class of water bodies (RS Official Gazette No. 5/68);
- ❖ Decree on limit values of pollutants in surface and groundwater and sediment and deadlines for their reach ("Official Gazette of RS", No. 50/12)
- ❖ Regulations on dangers pollutants in waters (RS Official Gazette No. 31/82).

Other relevant Serbian legislation

- ❖ Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (RS Official Gazette No. 38/09);
- ❖ Law on Roads ("Official Gazette of the Republic of Serbia", No. 41/18).

APPENDIX 4 STAKEHOLDER ENGAGEMENT

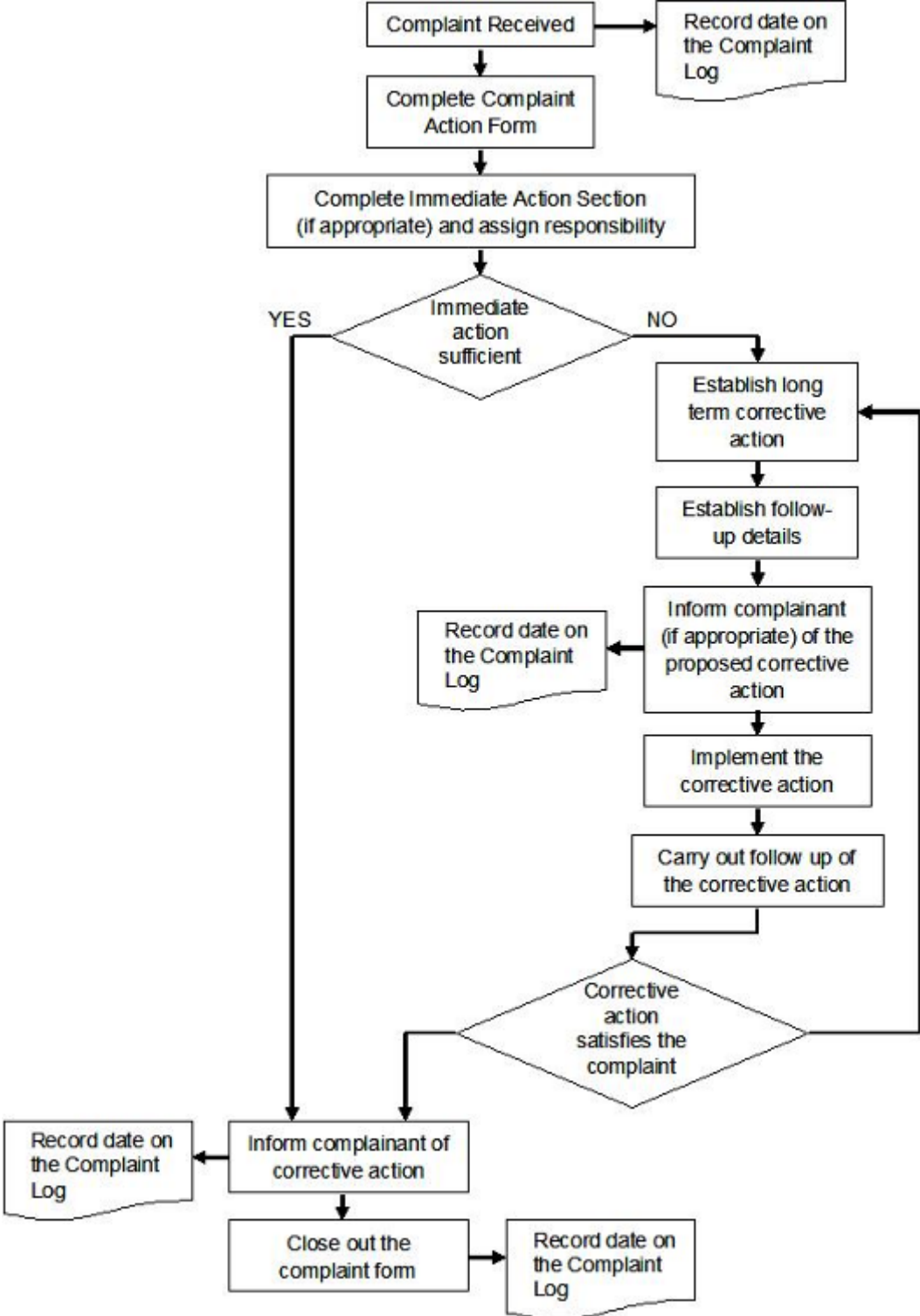
Identification of stakeholders

The stakeholders are people and organizations which may affect, be affected by, or believe to have been affected by a decision or activity. The stakeholders on this Project may be classified as follows:

1. Potentially affected parties:
 - ❖ PERS employees and Contractors;
 - ❖ Representatives of companies directly bordering the Project;
 - ❖ Residents of areas in the Project Influence zone;
 - ❖ Local or regional authorities within the legal framework, such as: local land-owners and tenants and potentially affected industry and businesses.
2. Other interested parties:
 - ❖ Public;
 - ❖ Other companies operating in the National Network;
 - ❖ NGOs.

As the Project develops, more stakeholders may appear. Once it is identified, each stakeholder will be characterized as regards its interests, problems and requests and included in the list accordingly.

Grievance mechanism and form



Grievances are to be resolved within 15 working days.

Grievance reference number:			
Contact details	Name:		
	Address:		
	Tel:		
	e - mail:		
How would you prefer to be contacted? Please tick a box	by post	by phone	by e - mail
Name and personal information (JMBG from identity card).			
Details of your grievance. Please describe the problems, whom they occurred to, when, where and how many times, as relevant			
What is your proposal for resolving the grievance?			
How to submit this form to the authorized persons	by post:		
	by hand: please drop this form at:		
	by e - mail: Please e-mail your grievance, proposed resolution and contact details to the following e – mail address:		
Signature		Date	



**PUBLIC ENTERPRISE
ROADS OF SERBIA**

Beograd, Bulevar kralja Aleksandra 282
tel: +381 11 30 40 700
fax: +381 11 30 40 699

REPORT ON PUBLIC CONSULTATION

for site-specific **ENVIRONMENTAL MANAGEMENT PLAN**

for

Preparation of Main Design for Heavy
Maintenance (Road Rehabilitation - Upgrading) of
the State road IIA 186, section:

**CUPRIJA (DESPOTOVAC) – DESPOTOVAC,
L = 21,440 km**

– Environmental Category B –



BELGRADE, December 2018

1. BACKGROUND

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation Project (RRSP). International financing institutions are: World Bank, European Investment Bank and European Bank for Reconstruction and Development.

The Republic of Serbia plans to invest part of the funds for the project of heavy maintenance (road rehabilitation – upgrading) of the State road IIA no. 186 section: Cuprija (Despotovac) - Despotovac, L= 21,440 km.

This Environmental Management Plan (EMP) has been prepared for heavy maintenance (road rehabilitation – upgrading) of subject road section, 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 (RRSP).

Company Panpro Team d.o.o., as partner in Joint Venture who is preparing subject design, has prepared a draft document, the Environmental Management Plan, for the rehabilitation of the national road IIA no. 186 section: Cuprija (Despotovac) - Despotovac, which has been submitted for pre-final review on November 9th 2018 to the Technical Control and Client for comments and no objection. The Environmental Management Plan was created with the aim to ensure the implementation of best practices and projects in accordance with the requirements of international financial institutions in environmental protection funded the rehabilitation of roads and Security Project. Creating an Environmental Management Plan was carried out through study and research in the field, including consultations with representatives at regional and local participants. Environmental Management Plan is based primarily on studies in the field completed during summer months in 2018.

On November 29th 2018 the Public Enterprise "Roads of Serbia" approved to start the public consultation process of the Environmental Management Plan. Public Enterprise "Roads of Serbia" has started a public consultation and disclosure of the document on November 30th 2018.

PE "Roads of Serbia" on November 30th 2018 issued a call for a public discussion to the authorities, organizations and the public concerned for the Environmental Management Plan for the rehabilitation works on the section of road Cuprija (Despotovac) - Despotovac. Public auditorium, organizations and other interested parties are invited to participate in the public debate on the draft document Environmental Management Plan. Before its advertising in newspapers, Environmental Management Plan has been submitted to the Municipality Cuprija and later to Municipality Despotovac also. City representatives informed the public through announcement board and municipalities Cuprija and Despotovac websites about the time and place of the public discussion. The call is also published on the website of PE "Roads of Serbia".

Access to a document was provided at the following addresses:

- the headquarters of PE "Roads of Serbia", Sector for Investments, Vlakoviceva 19a, Belgrade, on the first floor, every working day from 11:00 AM to 01:00 PM, within 15 days starting from November 30th 2018
- within the premises of the Municipality of Cuprija, Office for Urbanisam, property-legal affairs and environmental protection (Courtyard of the Municipality of Cuprija) street 13. Oktobra no. 7, 35230 the Municipality of Cuprija, on working days from 8:00 AM to 1:00 PM (local time), within 15 days starting from November 30th 2018
- the PE "Roads of Serbia" website: www.putevi-srbije.rs

Public discussion and presentation of the Environmental Management Plan was held in the premises of the Municipality of Cuprija on December 18th 2018, with the beginning at 10:00 AM.

2. REPORT ON PUBLIC CONSULTATION, CUPRIJA, DECEMBER 18th 2018

In accordance with OP 4.01 World Bank, PE "Roads of Serbia" has prepared a document - Environmental Management Plan for work on urgent maintenance and rehabilitation of State road IIA no. 186, section: Cuprija (Despotovac) - Despotovac, L= 21,440 km.

Presentation of the Environmental Management Plan began on November 30th 2018, the invitation to interested parties in the daily newspaper Politika was published, which was inviting the public auditorium, 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 the documents were submitted to the municipalities Cuprija and Despotovac and publicly available on the spot, and also placed on the website of PE "Roads of Serbia".

Representatives of local self-government informed the public through announcing the time and place of the public consultation. Publication of the pre-final document of the Environmental Management Plan ended on December 18th 2018 when the public meeting was held in the Municipality of Cuprija.



Photo 1: Public discussion in Cuprija, December 18th 2018



Photo 2: Public discussion in Cuprija, December 18th 2018



Photo 3: Public discussion in Cuprija, December 18th 2018



Photo 4: Public discussion in Cuprija, December 18th 2018

Public discussion in Cuprija was attended by 6 people. Interested representatives of Municipality of Cuprija, representative of local office for the environmental protection, representatives of local office for the economic development and representatives of local office for urbanisam, property-legal affairs and environmental protection.

The meeting began as planned at 10:00 AM. A representative of the Panpro Team, spatial planner Milica Simic presented electronically EMP, and together with environmental specialist Marina Komad, dipl.ing.civil., presented in detail the Environmental Management Plan to the participants. During the public discussion, there were no complaints regarding to the environmental issues.


During the EMP presentation, questions were not raised by present auditorium, but it was confirmed that everything was presented in detail in the presentation of the EMP document.

The public discussion ended at 10:45 PM local time.

3. PARTICIPANTS LIST

р.б.	Име и презиме	Организација / Адреса	Телефон, Факс, Е-пошта
<p>СПИСАК ПРИСУТНИХ НА ЈАВНИМ КОНСУЛТАЦИЈАМА</p> <p>МЕСТО ОДРЖАВАЊА КОНСУЛТАЦИЈА: ЈП Путеви Србије, сектор за инвестиције, Влајковићева бр. 19а, 11000 Београд Општина Туприја, Канцеларија за урбанизам, имовинско-правне послове и заштиту животне средине (Дворштите Општине Туприја), улица 13. Октобра бр. 7, 35230 Општина Туприја</p> <p>МЕСТО ОДРЖАВАЊА ДИСКУСИЈЕ: Сала за састанке Општине Туприја</p> <p>ТЕРМИН ЈАВНИХ КОНСУЛТАЦИЈА: 30. новембар 2018. до 18. децембар 2018.</p> <p>ТЕРМИН ЈАВНЕ ДИСКУСИЈЕ: 18. децембар 2018. у 10.00 часова</p>			
<p>ПРЕДМЕТ: План управљања заштитом животне средине - Јавне консултације - дискусија -</p> <p>ПУТ: Државни пут IIА реда бр. 186</p> <p>ПРОЈЕКАТ: Појачано одржавање државног пута Туприја (Деспотовац)-Деспотовац</p>			
1.	Марко Ђуковић	Одељење за урбанизам, имовинско правне послове и заштиту животне средине	06111030738 marko.jukovic@putevi.com
2.	Светлана Костић	Работнички центар за животну средину, Сектор за заштитну животну средину	066/225875 svetlana.kostic@suptr.rs
3.	Шрена Швањковић	Организацни одбор за избор кандидата	060/7331-232 shrena.svajkovic@gmail.com
4.	Мирјана Станковић	Организацни одбор за избор кандидата	063/1065807 mirjana.stanovic@suprija.rs
5.	Љубиша Бото Савковић	Организацни одбор за избор кандидата	062/1538301 ljubisa.botosavic@suprija.rs
6.	Жељко Целатовић	Организацни одбор за избор кандидата	062 609689 zeljko.celatic@suprija.rs

4. DOCUMENTATION



Сaгласно оперативнoј пoлитикa Сaетскe бaнкe (OП 4.01)
Јaвнo пpeдузeћe „Путeви Србије“
пoзивa нa
ЈAВНE КOНСУЛТАЦИЈE
Јaвнoст, oргaнe и oргaнизaцијe зaинтeрeсoвaнe зa
**ПЛАН УПРAВЉAЊA
ЗAШТИТОМ ЖИВОТНE СРЕДИНE**
**зa пpoјeкaт пoјaчaнoг oдржaвaњa
држaвнoг путa IIА рeдa бр. 186**
дeоницa: Цупријa (Дeспoтoвaц) – Дeспoтoвaц

Увид у пpeдмeтнoм Плaну упрaвљaњa зaштитoм живoтнe срeдинe мoжe сe извршити:


- у пpoстoријaмa ЈП „Путeви Србије“, сeктoр зa инвeстицијe, Влaђкoвићeвa 19a, Бeогрaд, први спрaт, свaкoг рaднoг дaнa oд 11 дo 13 чaсoвa у рoкy oд 15 дaнa oд дaнa oбјaвљивaњa oвoг oбaвeштeњa;
- у пpoстoријaмa Oпштинe Цупријa, Улицa 13. oктoбрa бр. 7, Кaнцeлaријa зa урбaнизaм, имoвинскo-прaвнe пoслoвe и зaштиту живoтнe срeдинe (двoриштe Oпштинe Цупријa), 35230 Цупријa, свaкoг рaднoг дaнa oд 8 дo 13 чaсoвa у рoкy oд 15 дaнa oд дaнa oбјaвљивaњa oвoг oбaвeштeњa;
- нa интeрнeт стрaници oпштинe Цупријa: www.cuprija.rs;
- нa интeрнeт стрaници ЈП „Путeви Србије“: www.putevi-srbije.rs

Пpимeдбe и мишљeњa у вeзи сa Плaнoм упрaвљaњa зaштитoм живoтнe срeдинe сe пoднoсe у писaнoм oблoску и дoстaвљaју нa aдрeсу ЈП „Путeви Србије“, Сeктoр зa инвeстицијe, Влaђкoвићeвa 19a, Бeогрaд. Пpимeдбe сa мoгу дoстaвити и eлeктрoнскoм пoштoм нa aдрeсу office@putevi-srbije.rs

Дaнe 18. 12. 2018. гoдинe, сa пoчeткoм у 10 чaсoвa бићe oдржaнe јaвнe кoнсyлтaцијe и пpeзeнтaцијa пpeдмeтнoг Плaнa у Сaли зa сaстaнкe у oпштини Цупријa, Улицa 13. oктoбрa бр. 7, 35230 Цупријa.

Зa дoдaтнe инфoрмaцијe oбрaтити сe нa слeдeћy aдрeсу:

ЈП „Путeви Србије“
Сeктoр зa инвeстицијe
Влaђкoвићeвa 19a,
11000 Бeогрaд, Рeпyбликa Србијa,
тeл./фaкс +381 11/32 06 813
e-mail: igor.rndovic@putevi-srbije.rs



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 (road rehabilitation-
upgrading) of the State Road IIA No. 186 section:
CUPRIJA (DESPOTOVAC) – DESPOTOVAC

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 15 days in regards to the date of public announcement of this invitation.
- within the premises of the Municipality of Cuprija, Office for Urbanisam, property-legal affairs and environmental protection (Courtyard of the Municipality of Cuprija) street 13. oktobra no. 7, 35230 the Municipality of Cuprija, on working days from 8:00 AM to 1:00 PM (local time), within 15 days from the date of publication of this invitation.
- on the web site of the Municipality of Cuprija: www.cuprija.rs
- on PE "Roads of Serbia" web site: 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. On December 18, 2018, at 10:00 PM (local time), public consultations and presentation of the subject EMP document will be organized within the Conference Room of the Municipality of Cuprija, street 13. oktobra no. 7, 35230 the Municipality of Cuprija.

If you need any additional information, please contact:

PE "Roads of Serbia"
Sector for investments
19a Vojkovičeva Street
11000 Belgrade, Serbia

Photo 5: Announcement of public consultation in daily newspaper ("Politika")

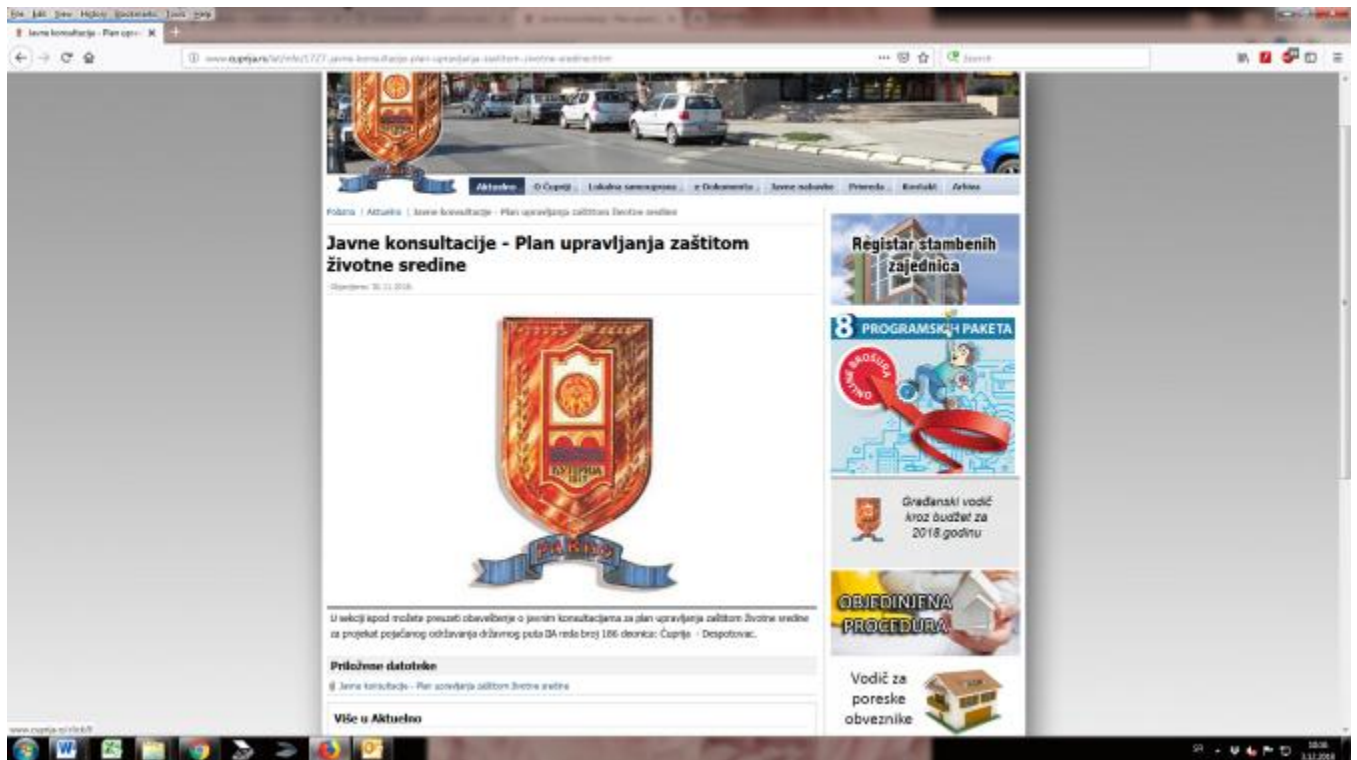


Photo 6: Announcement of public consultation on the web site of Cuprija

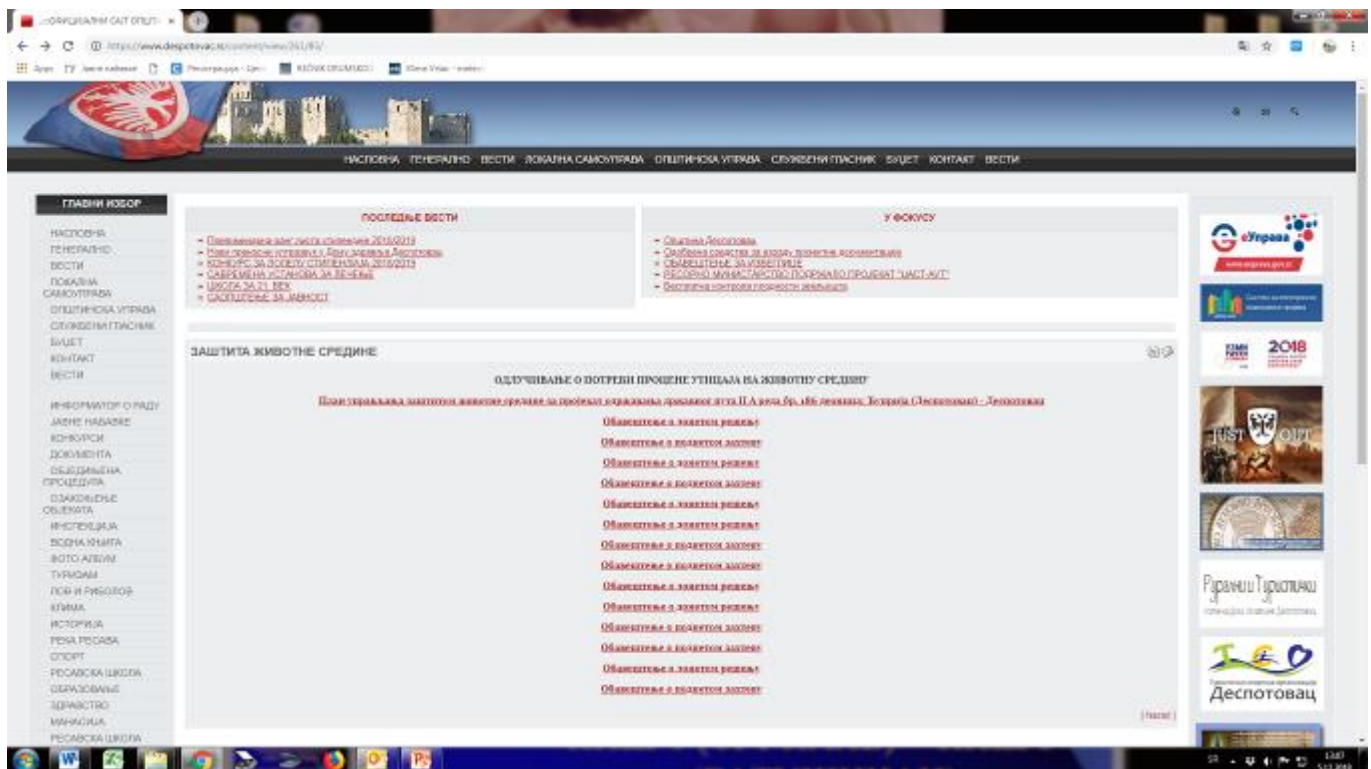


Photo 7: Announcement of public consultation on the web site of Despotovac

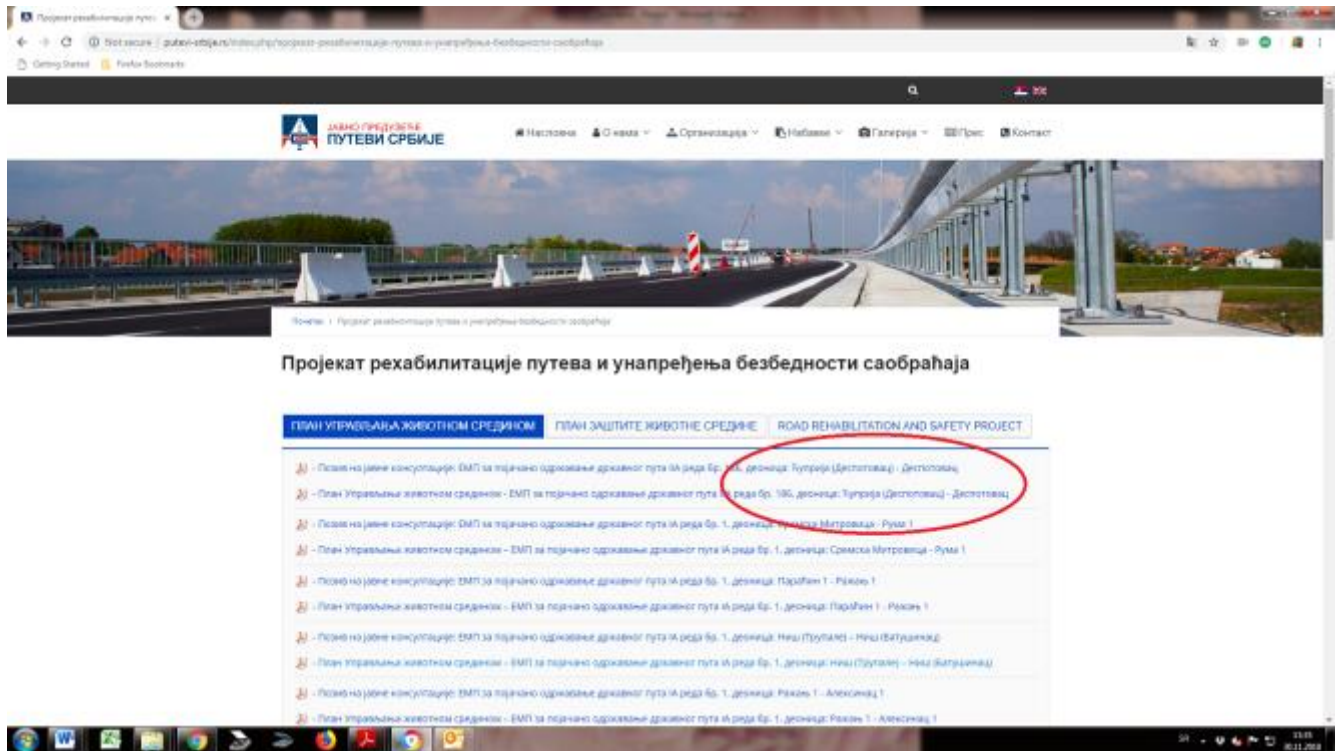


Photo 8: Announcement of public consultation on the web site of PE "Roads of Serbia"



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 (road rehabilitation- upgrading) of the State Road
IIA No. 186 section:**

CUPRIJA (DESPOTOVAC) – DESPOTOVAC

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 Vojkoviće St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 15 days in regards to the date of public announcement of this invitation.
- o within the premises of the Municipality of Cuprija, Office for Urbanisam, property-legal affairs and environmental protection (Courtyard of the Municipality of Cuprija) street 13. Oktobar no. 7, 35230 the Municipality of Cuprija, on working days from 8:00 AM to 1:00 PM (local time), within 15 days from the date of publication of this invitation.
- o on the web site of the Municipality of Cuprija: www.cuprija.rs
- o on PE "Roads of Serbia" web site: 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 Vojkoviće St., Belgrade. Remarks can be also provided on following internet address: office@putevi-srbije.rs

On December 18, 2018, at 10:00 PM (local time), public consultations and presentation of the subject EMP document will be organized within the Conference Room of the Municipality of Cuprija, street 13. Oktobar no. 7, 35230 the Municipality of Cuprija.

If you need any additional information, please contact:

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

Photo 8: Announcement of public consultation on the web site of PE "Roads of Serbia"

APPENDIX 5 CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

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

ЈВ
ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"
Број 953-18138/17-1
Датум 19-10-2017
БЕОГРАД, Булевар краља Александра бр. 230

Завод за заштиту природе Србије, Београд, Ул. др Ивана Рибара бр. 91, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010 – исправка и 14/2016) и члана 136. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), поступајући по захтеву П Бр. 953-18138 Јавног предузећа „Путеви Србије“ из Београда, Булевар краља Александра 282, за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута ПА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Ћуприја - Деспотовац, дана 18.10. 2017. године под 03 бр. 020-2122/3 доноси

РЕШЕЊЕ

1. Предметно подручје (деоница пута) се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у обухвату простора сколошке мреже. Сходно томе, издају се следећи услови заштите природе:
 - 1) Пројектом Појачаног одржавања деонице државног пута ПА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Ћуприја - Деспотовац предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода у непосредном окружењу (посебно реке Дубнице и њених притока).
 - 2) При извођењу радова на траси пута, која је непосредно уз реку Дубницу, предвидети максимално очување корита, обала и приобалне вегетације.
 - 3) Предвидети противерозионе мере због заштите од клизишта, одрона и сл., пожељна је већа примена биолошких и биотехничких мера, у комбинацији са одговарајућим техничким мерама, до нивоа функционалне стабилизације терена.
 - 4) Дефинисати да се одводњавање саобраћајнице врши гравитационим отицањем површинских вода и по потреби изградњом отворених канала за прихват површинских вода.
 - 5) За воде које настају спирањем са коловоза и оптерећене су уљима и другим нафтним дериватима мора се предвидети изградња таложника и сепаратора масти и уља. Пре упуштања у реципијент или канализацију, обавезна је контрола њиховог квалитета.
 - 6) Као коловозни застор користити материјале који могу, са аспекта заштите, обезбедити смањење нивоа буке и вибрација и омогућити ефикасно дренарање воде са површине коловоза.
 - 7) Предметне радове на траси пута изводити само у току периода дана због могућег негативног утицаја буке од грађевинских машина и возила на животињски свет, чија су станишта у непосредном окружењу.
 - 8) При извођењу радова строго се придржавати трасе и коридора пута како се при манипулацији возилима и машинама не би оставиле последице на шири

- простор. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта.
- 9) Током извођења радова дуж целе трасе одржавати максимални ниво комуналне хигијене.
 - 10) Предвидети превентивне мере ради спречавања акцидентних ситуација, као и одговарајуће активности санације уколико до њих дође, уз обавезу обавештавања надлежних инспекцијских служби.
 - 11) Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање.
 - 12) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати и обезбедити:
 - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван простора са високом вегетацијом, као и плавних зона реке Дубнице, и ограничити искључиво на време трајања радова;
 - привремене или трајне локације (постојеће уређене комуналне објекте/депоније) за одлагање и депоновање шута и другог отпадног грађевинског материјала у било каквом стању, као и комуналног отпада насталог у току извођења радова, односно забрану њиховог одлагања/депоновања у приобаљу реке Дубнице и њених притока, као и пољопривредном земљишту, осим на локацијама дефинисаним Пројектом;
 - предвидети да се након завршетка предметних радова све површине које су на било који начин деградирале грађевинским и другим радовима, што пре санирају.
 - 13) По изведеним грађевинским радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго.
 - 14) Уколико је дошло до нарушавања предметног подручја (терена дуж трасе) треба га санирати. У том смислу, успоставити биљни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре и врста које су биолошки постојане у датим климатским условима, отпорније на штетне утицаје (издувне гасове и сл.), као и да је избор врста усклађен са околним простором и његовом наменом.
 - 15) Избегавати врсте, које су за наше поднебље препознате као инвазивне: *Acer negundo* (јасенолисни јавор или негундовац), *Amorpha fruticosa* (багремац), *Robinia pseudoacacia* (багрем), *Ailanthus altissima* (кисело дрво), *Fraxinus americana* (амерички јасен), *Fraxinus pennsylvanica* (пенсилвански јасен), *Celtis occidentalis* (амерички копривић), *Ulmus pumila* (ситнолисни или сибирски брест), *Prunus padus* (сремза) и *Prunus serotina* (касна сремза), као и врсте које су детерминисане као алергене (тополе и сл.).
 - 16) Уколико се током радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести Министарство заштите животне средине, односно предузме све мере како се природно добро не би оштетило до доласка овлашћеног лица.
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
 3. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је Заводу за заштиту природе Србије поднети нови захтев.

4. Уколико подносилац захтева у року од две године од дана достављања овог Решења не отпочне радове и активности за које је ово Решење о условима заштите природе издато, дужан је да од Завода прибави ново Решење о условима.
5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013). Подносилац захтева је дужан да наведену таксу уплати у корист рачуна Завода у року од 5 дана од дана достављања предрачуна.

Образложење

Завод за заштиту природе Србије примио је дана 04.09.2017. године захтев бр. 020-2122/1 Јавног предузећа „Путеви Србије“ из Београда за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IIА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Туприја - Деспотовац.

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

Почетак деонице је раскрсница државног пута IA реда бр. 186 и државног пута IIА реда бр. 158 у Туприји, крај деонице је раскрсница државног пута IIА реда бр. 186 и улице Савеза бораца у Деспотовцу.

Врста радова која се планира, углавном обухвата радове ојачања постојеће коловозне конструкције (на појединим местима до дубине од 50-60 см од постојећег коловоза), у постојећим габаритима коловозне конструкције са постојећим и санираним системом одводњавања, уз пројектовање свих елемената који продужавају трајност радова и унапређују систем безбедности саобраћаја и у потпуности је регулисана одредбама (чл. 57-60) Закона о јавним путевима („Сл. гласник РС“, бр. 101/05, 123/07, 93/12 и 104/13).

Увидом у Централни регистар заштићених природних добара Србије и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. При томе се имало у виду да се предметно подручје (траса пута) не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у обухвату простора еколошке мреже.

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

Предметни радови могу се реализовати под условима дефинисаним овим Решењем, јер је процењено да неће угрозити 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, 50/2016 и 61/2017).

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

ДИРЕКТОР

Александар Драгишић



Достављено:
 Подносиоцу захтева
- Архиви x 2

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

ПРЕДУЗЕЊЕ "ПУТЕВИ СРБИЈЕ"
Београд
Датум: 29-06-2018
Београд, Булевар краља Александра бр. 282

Завод за заштиту природе Србије, Београд, Ул. др Ивана Рибара бр. 91, на основу члана 144. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), а поступајући по предлогу број: 953-13041 од 08.06.2018. године ЈП „Путеви Србије“ из Београда, Бул. Краља Александра 282, за исправљање грешке у Решењу 03 бр. 020-2122/3 од 18.10.2017. године, дана 4.06. 2018. године, под 03 бр. 020-1551/2 доноси

РЕШЕЊЕ

1. У Решењу 03 бр. 020-2122/3 од 18.10.2017. године о условима заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IIА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Ђуприја – Деспотовац, исправља се грешка, и то:

- тачка 1. подтачка 5) се мења, тако да сада гласи:

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

2. У свему осталом предметно Решење остаје непромењено.

3. Ово решење почиње да производи правна дејства од када и Решење које се исправља.

Образложење

Завод за заштиту природе Србије примио је дана 11.06.2018. године захтев заведен под бр. 020-1551/1 ЈП „Путеви Србије“ из Београда за исправљање грешке у Решењу Завода 03 бр. 020-2122/3 од 18.10.2017. године о условима заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IIА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Ђуприја - Деспотовац.

У току писања наведеног решења у тачки 1. став 5) диспозитива направљена је очигледна грешка прописивањем мера које се односе на обавезно прикупљање воде које настају спирањем са коловоза и оптерећене су уљима и другим нафтним дериватима и њихово пречишћавање изградњом таложника и сепаратора масти и уља, а пре испуштања у реципијент или канализацију.

Будући да прописани услов не разматра функционалну везу између величине саобраћајног оптерећења, као емитера загађујућих материја, и количину загађујућих материја коју тај саобраћај емитује, нити помиње граничне вредности загађујућих материја које су дефинисане Уредбом о граничним вредностима емисије загађујућих материја у воде и роковима за њихово достизање („Службени гласник РС“, бр. 67/2011, 48/2012 и 1/2016), наведену и описану грешку у писању Решења је требало исправити.

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



Достављено:
- Подносиоцу захтева
- Архива х 2

Број: 1136-02/11

Завод за заштиту споменика културе Крагујевац, на основу члана 27, 99. став 2. тачка 1, 100. став 1. и 104. Закона о културним добрима („Сл. Гл. РС” бр. 71/94) и члана 104. Закона о општем управном поступку (“Службени гласник РС” бр.18/2016), а на захтев предузећа **Јавно Предузеће „ПУТЕВИ СРБИЈЕ“**, Булевар краља Александра 282, 11050 Београд 22, Сектор за инвестиције, Влајковићева 19а, Београд, дана 04.10.2017.год, доноси

Број: 55-18140/17-1
Датум: 19-10-2017
Београд, Булевар краља Александра бр. 282

РЕШЕЊЕ

I Услови и мере техничке заштите, за израду техничке документације пројекта Појачаног одржавања деонице државног пута IIА реда бр. 186 (стара ознака: магистрални пут М-216), деоница Ћуприја – Деспотовац, могу се предузети на основу следећих услова:

- Дозвољава се израда техничке документације, Главни пројекат, којим се предвиђају радови ојачања постојеће коловозне конструкције у постојећим габаритима, уз обавезно поштовање члана 109. Закона о културним добрима (Сл. гласник РС бр. 71/94) који гласи: *"Ако се у току извођења радова наиђе на археолошка налазишта или археолошке предмете, извођач радова је дужан да одмах, без одлагања, прекине радове и обавести надлежан Завод за заштиту споменика културе и да предузме мере да се налаз не уништи и не оштети и да се сачува на месту и у положају у коме је откривен"*.

II. Пројекат и документација морају бити израђени у свему у складу са издатим условима из тачке I овог решења.

III. По изради пројекта и документације у складу са овим условима, подносилац захтева је дужан да на исте прибави сагласност Завода за заштиту споменика културе у Крагујевцу.

IV. Ово решење не ослобађа подносиоца захтева обавезе прибављања и других услова, дозвола и сагласности предвиђених прописима о планирању и уређењу простора и насеља и изградњи објеката.

V. Ово решење важи годину дана од дана издавања.

VI. Жалба не одлаже извршење овог решења.

Образложење

Дана 05.09.2017. год. Заводу за заштиту споменика културе Крагујевац достављен је захтев број 953-18140 од 01.09.2017.год (заведено у Заводу под бр. 1136-02 од 05.09.2017.год.)предузећа *Јавно Предузеће „ПУТЕВИ СРБИЈЕ“*, Булевар краља Александра 282, 11050 Београд 22, Сектор за инвестиције, Влајковићева 19а, Београд. Захтевом се траже услови потребни за израду техничке документације, Главни пројекат, који обухвата радове ојачања постојеће коловозне конструкције, (на појединим местима до дубине 50-60 см од постојећег коловоза), у постојећим габаритима коловозне конструкције са постојећим и санираним системом одводњавања.

Почетак деонице је раскрсница државног пута ПА реда бр. 186 и државног пута ПА реда бр. 158 у Туприји – крај деонице је раскрсница државног пута ПА реда бр. 186 и улице Свеза бораца у Деспотовцу.

Након изласка на терен и увида у постојећу документацију утврдили смо да у оквиру планираног захвата и у непосредној околини нема утврђених споменика културе, добара која уживају претходну заштиту и регистрованих археолошких локалитета, на основу чега су утврђени услови за извођење мера техничке заштите и других радова из диспозитива овог решења.

ПРАВНА ПОУКА: Против овог решења дозвољена је жалба Републичком заводу за заштиту споменика културе, Београд у року од 15 дана од дана његовог достављања. Жалба не задржава извршење овог решења.

Обрадили:

Александра Стефановић, дипл. ист. уметности
Зоран Јаглић, дипл. инж. арх.
Бојана Шаренац, дипл. археолог
Јелена Муњић, дипл. етнолог – антрополог
Предраг Вукашиновић, дипл. правник



ДИРЕКТОР
Марко Грковић



ДОСТАВИТИ

- подносиоцу захтева
- архиви завода
- досијеу

APPENDIX 6 FINAL ENVIRONMENTAL APPROVAL



Република Србија
МИНИСТАРСТВО ЗАШТИТЕ
ЖИВОТНЕ СРЕДИНЕ
Број: 011-00-00187/2018-03
Датум: 12.03.2018.
Београд

ЈП ПУТЕВИ СРБИЈЕ
Тим за имплементацију Пројекта
11 000 БЕОГРАД
Влајковићева 19а

Предмет: Допис у вези са захтевом

Министарству заштите животне средине обратили сте се Захтевом за давање мишљења о потреби израде студије о процени утицаја на животну средину пројекта појачаног одржавања и отклањања оштећења на државном путу ПА-186 (стара ознака пута Р-216), ЛОТ 4; Ђуприја (Деспотовац) – Деспотовац, L=21,440 км), заведен под бројем 011-00-00187/2018-03 од 06.03.2018.

У допису наводите да пројекат обухваћен и интегралним “Пројектом рехабилитације путева и безбедности саобраћаја (Road Rehabilitation and Safety Project – RRSP)” који се финансира из међународног кредита.

Пројекат подразумева грађевинско-путарске радове у оквиру трасе већ постојећег државног пута који представља најкраћу везу са аутопута IA-1 из Ђуприје према Деспотовцу у Централно-источно делу Србије, дужине 21,914 км.

Уз Захтев је приложена и додатна документација:

- Правилник о ургентном одржавању државног пута („Сл. гласник РС“ 74/2014 и 87/2014), којим су дефинисане врсте радова, технички услови и начин извођења радова;
- Правилник о периодичном одржавању државног пута (на основу чл. 61 ст. 1 Закона о путевима, Сл. гласник РС“ 101/05, 123/07, 101/11, 93/12 и 104/13)
- Кратак опис пројекта уз графички прилог;
- Решење бр. 020-2122/3 од 18.10.2017. које је издао Завод за заштиту природе Србије;
- Решење бр. 18140/17-1 од 04.10.2017. које је издао Завод за заштиту споменика културе Крагујевац;

- Пуномоћје бр. 953-3673 од 12.02.2018. за групу пројектаната: Projekt Biro Utiber doo, Utiber LTD, Pampro team doo, DUODEC doo, VIA Inženjering doo, које је издало ЈП ПУТЕВИ СРБИЈЕ;

На основу члана 4, ст. 1. и 3. Закона о процени утицаја на животну средину („Сл. гласник РС“, 135/04 и 36/09) донета Уредба о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину („Сл. гласник РС“, 114/08), којом су утврђени пројекти за које се обавезно израђује процена утицаја-Листа I и пројекти за које се процењује значајан или могућ утицај на животну средину-Листа II.

Пројекат ургентног одржавања, рехабилитације и отклањања оштећења на путевима не налази се на прописаним Листама и, сагласно томе, *носилац пројекта није у обавези* да уђе у процедуру процене утицаја, у складу са Законом о процени утицаја на животну средину („Сл. гласник РС“ 135/04 и 36/09).



Доставити:

- наслову
- ✓ -Project biro utiber doo,
21 000 Нови Сад, Војводе Мишића 2
- архиви