ЈАВНО ПРЕДУЗЕЋЕ
ПУТЕВИ СРБИЈЕ

# ENVIRONMENTAL MANAGEMENT PLAN

## Contract ID: RRSP/CS3-IB39VS/2015-04

**PREPARATION OF MAIN DESIGN FOR HEAVY MAINTENANCE (ROAD REHABILITATION - UPGRADING) OF THE STATE ROAD IB 39, SECTION: VLASOTINCE – SVODJE, L=12,510 KM**

**ENVIRONMENTAL CATEGORY B**


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Document Information

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## TABLE OF CONTENTS

**ABBREVIATIONS AND ACRONYMS**

| | |
|---|---|
| AADT | Annual Average Daily Traffic |
| CEP | Contractor's Environmental Plan |
| EBRD | European Bank for Reconstruction and Development |
| EIA | Environmental Impact Assessment |
| EIB | European Investment Bank |
| EMP | Environmental Management Plan |
| IFIs | International Financing Institutions |
| INP | Institute for Nature Protection of the Republic of Serbia |
| IPCM | Institute for Protection of Cultural Monuments of the Republic of Serbia |
| MoAEP | Ministry of Agriculture and Environmental Protection |
| 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 State road IB 39, Section: Vlasotince – Svodje km 46+361,07 to km 58+876,56.

This Environmental Management Plan (EMP) has been prepared for 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).

The section starts at the exit from the municipality Svodje, at the class Ib state road no. 39 (Pirot – Leskovac - Lebane), from chainage km 46+361,07 in direction towards Vlasotince (integration into the current state). The end of the section is on the class Ib state road no. 39, at the chainage km 58+876,56 in direction towards Vlasotince, in the municipality Manastiriste, at the intersection of the town streets, Street 22. Divizije (Ib 39) and Street Milosa Obrenovica. The Project has been classified as Environmental Category B. i.e. a project requiring an EMP pursuant to IFIs Safeguard Policies.

The purpose of the EMP is to present the potential negative environmental impacts during the rehabilitation works, as well as the necessary mitigation measures and appropriate monitoring program.

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 is under preparation in accordance with Serbian legislation, procedures and policies and IFIs safeguard policies. The preparation of this EMP is undertaken through a desk study and field investigations, including consultations with regional level representatives and local stakeholders.

# EXECUTIVE SUMMARY

## Project description

Road section from Vlasotince to Svodje is located in southwest Serbia, Jablanica District and the entire length is located in the municipality of Vlasotince.

The beginning of the section is at the exit of the village Svodje km 46 + 361.07 (Fig. 1), the end of the section is at IB state road no. 39 km 58 + 876.56 in Vlasotince, at the intersection of streets, 22.divizije - (Ib.39) and Milosa Obilica. (Fig. 2)

The start of the section is at the exit of the village "Svodje" on the road that is coming out of the left curve, without connections and side content along the way. (Fig. 1). The end of the road section, is in municipality "Vlasotince" at the existing road intersection (Fig. 2).

Figure 1. The start of the section – exit from the municipality Svodje


Figure 2. The end of the Section, existing intersection of Street 22. Devizije and Street M.Obilica

## Policy, legal and administrative framework

The Ministry of Agriculture and Environmental Protection (MoAEP), former Ministry of Energy, Development 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 summarised in the Appendix 4.

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 assessment is not done for road rehabilitation projects, except when a section is in the vicinity or passes through protected natural or cultural properties.

PE „Roads of Serbia“, during February 2016., submitted a request to the Institute for Nature Protection in order to get the conditions under which the proposed design should be implemented. Acting on the request by PE „Roads of Serbia“ from Belgrade, the

Institute for Nature Protection issued a statement on conditions for nature protection no. 020-309/3 dated 22.03.2016.

PE „Roads of Serbia“, during February 2016., submitted a request to the Institute for Protection of Cultural Monuments in order to get the conditions under which the proposed design should be implemented. Acting on the request by PE „Roads of Serbia“ from Belgrade, the Nis Institute for Protection of Cultural Monuments issued a statement on conditions for protection of cultural monuments no. 225/2 dated 07.03.2016.

A request for decision on the need for producing EIA Study is submitted to the MoAEP together with other relevant technical documentation, including the conditions of the Institute for Nature Protection and Institute for Protection of Cultural Monuments.

**Final Environmental Approval is obtained from the MoAEP (No. 011-00-00634/2016-16 dated May 18, 2016) stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project.** (see Appendix 6)

Upon receiving the stated documentation (the conditions of the Institute for Nature Protection and Institute for Protection of Cultural Monuments and the decision of the Ministry of Agriculture and Environmental Protection), as well as based on the conditions set in the Environmental Management Plan, PE „Roads of Serbia“ 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 Institute for Nature Protection of the Republic of Serbia (INP), the subject road section is not located within a protected area for which a procedure for protection was carried out or initiated, and is not within the scope of an ecological network.

Conditions of the Nis Institute for Protection of Cultural Monuments state that there is no information about existing locations, so the presence of archaeologists is required during the earthworks on the section of the road. The Investor has to notify the Institute 15 days before start of the works in order to organise supervision. The archaeologist monitoring the works can prescribe additional requirements according to the situation on site. 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 road section that is the subject of heavy maintenance (road rehabilitation and upgrading) is situated in the southwest Serbia, Jablanicki county, and it is in its entirety situated on the territory of the Municipality of Vlasotince, CM Vlasotince, CM Boljare, CM Borin Do. The beginning of the subject road section is in municipality Svodje, and along the section to be rehabilitated there are villages: Kamenjari, Gornji I Donji Dejan, Krusevica, Boljare and Manastiriste.

The road section is parallel with the river Vlasina and intersects other smaller waterways in several places. Riverbed of River Vlasina is not regulated. Quality of the water in River Vlasina is between Class I and III. From its spring to water intake plant for drinking water (located in Boljare), river water quality is between class I and II.

In the town of Rakov Do, about 40km from the village Vlasotince ,there is a stone quarry. The stone from that quarry is used for the construction of highway close to Pirot. Trucks using the subject road section, are often loaded over the limit and dust is spreading to all road zone, impacting the residents of local villages along the road and causing additional negative impact on road pavement.

Two local gravel roads are connected to a subject road section (Fig. 3).

Figure 3. Gravel extension at km 52+050,00

There are no protected natural or cultural properties in the vicinity of the subject section.

Stormwater of the existing road is drained using designed transverse and longitudinal gradients and via stabilised shoulders into a drainage ditch. In the area where the runoff water is not able to reach through embankment slope to the existing drainage ditch, concrete channels are planned to be placed. Apart from the Vlasina, that runs in parallel with the subject road section, there are other smaller waterways that cross the road: stream Crnotovka, Bezimeni stream, Pusta river and stream Dejancina as well as a lot of dry valleys.

Along the subject road section there are no industrial facilities. Existing factory IMZ „Besko“ in municipality of Vlasotince is closed. In the village Manastiriste there is water treatment plant.

For section Vlasotince – Svodje, a seven-day continuous traffic counting was performed and the existing traffic load of 2,450 vehicles/day is collected.

The section of the state road Ib no. 39 Vlasotince - Svodje, there are 9 junctions with municipal roads, as well as 35 local streets and many individual approaches to households in the settlements, i.e. farms and recreational areas along the river, on the section outside of the village.

Two local cemeteries are placed close to subject road section, on km 47+000 and km 56+200.

Also, on the subject section, there are 6 bus stops with non-standard dimensions. Their positions are mostly located on extensions on shoulders and do not meet the minimum security requirements in terms of safe bus stops, as well as in respect to the visibility of other traffic participants.

## 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 on access roads, dust and gas emissions and temporary disturbance of residents of the neighbouring areas (due to air pollution and increased noise pollution). Short-term biocenosis disturbance may occur, and 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 local and regional roads, and no increase in traffic volume or vehicle speed is anticipated after the rehabilitation works.

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 Vlasina river is expected to be minimal or negligible, since the expected amount of water drained from the carriageway is small.

In 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 for. In 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), 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 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 will be organised and performed during the EMP preparation. In accordance with the World Bank Operational Policy OP 4.01 draft EMP document will be available to local communities within the premises of the local Municipality, 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 5)

## Summary of public disclosure process

EMP will be presented to public and all the comments will be collected, but the conclusions will be presented in the report from public presentation, which will be included in this document.

# 1. PROJECT DESCRIPTION

Geometric profile of the existing road is made of two traffic lanes 4,9-6,50 m wide in total, shoulder on the left side of the road 0,80 - 1,20 m wide, with partial extensions that have formed the parking or walkways. The major part of the section is in the classic side cut, so that the coastal side is drained through concrete gutter 0,6 m wide to the culvert or through the earth trench to the culvert.

In the municipality Vlasotince and Manastiriste is existing sidewalk, but in other places pedestrian and bicycle traffic is performing along the pavement or along mentioned extensions of the existing shoulders.

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 |
| - gutters | r = 0,60 m |
| - berms | b = min 0,50 m |

Total width of the subject road is 6.50 m, with shoulders on one side and gutters on the other. Newly designed road section is conditioned by the position of the existing road, that is, by the borders of road reserve and terrain configuration.

Roadway width is 6.0 m through the village. Due to the limitations of the existing building and reducing of max. speed limit of 50 km/h has been adopted geometric profile without edge strip in the zones where the curb is predicted and walkways are planned.

Design of the new axle 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. The biggest changes in the newly designed section in relation to the existing one are in the parameters of horizontal curves and in transverse gradients of the carriageway.

Seven bus stops were designed on the subject road section, and through municipality Vlasotince and Manastiriste, 2m width, and at the outer part of the section from Manastiriste to Boljare, 2.5m width, pedestrian path is designed.

## Location Description

Considered section is located in southwest Serbia, Jablanica District and the entire length is located in the municipality of Vlasotince. (Figure 4)

The beginning of the section is at the exit of the village Svodje km 46 + 361.07 (Fig. 1), the end of the section is at IB state road no. 39 km 58 + 876.56 in Vlasotince, at the intersection of streets, 22.divizije - (Ib.39) and Milosa Obilica. (Fig. 2)

Section starts in municipality Svodje, and then, through villages Kamenjari, Gornji and Donji Dejan, Krusevica, Boljare and Manastiriste.

The road section is parallel with the river Vlasina and intersects other smaller waterways in several places.

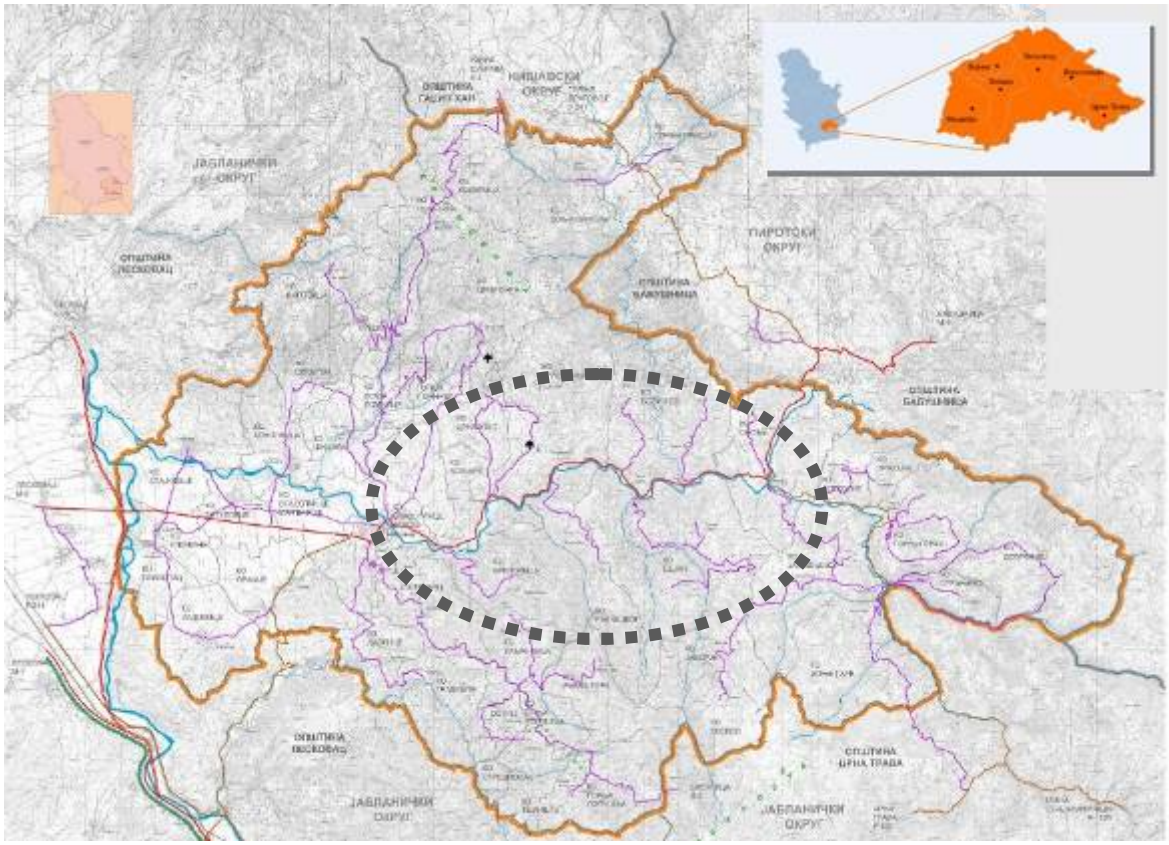


Figure 4. Location of the section Vlasotince - Svodje

Stormwater is drained using designed transverse and longitudinal gradients. Terms of reference and traffic load do not provide for the filtering system and closed drainage system. The amount of water drained from the carriageway is minimal and does not influence the quality of water in the Vlasina river. There is cumulated waste in the existing ditches and culverts and they are covered in bushes. Considering the terrain configuration and creation of torrents it is necessary to clean and maintain them regularly to function properly. Pollution of the river is possible if there is an environmental accident during the road operational phase. Then the procedures setting out actions to be conducted in accident situations (defined by Ministry of the Interior and in accordance with the Law on Water) shall be applied.

## Rehabilitation works description

On the section there will be changes of the road axle, increasing the road width from existing 5 - 6.0 m to 6.50 m, upgrading of pedestrian and bicycle paths, construction of 7 bus stops. The design does not require resettlement of the local residents or any long-term disturbance of the natural environment, settlements or activities of the locals.

In order to ensure greater traffic safety of the subject road section, it is necessary to do the appropriate traffic signage. It is necessary to check whether the existing signs are in accordance with the applicable standards and supplement vertical signalization. It is necessary to eliminate the damage at the remaining part of the road section caused by

erosive action of water, to eliminate the causes of damage to the greatest possible extent, enhance operational value, durability of the road, and road safety (Fig. 5).

Figure 5. Example of the damage of the section – soil deposit at the road

## 2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

### Relevant Institutions

The relevant Ministry of Agriculture and Environmental Protection of the Republic of Serbia is responsible for producing and implementing the environmental policy. Other relevant institutions are: PERS, INP and Institute for Protection of Cultural Monuments of the Republic of Serbia (IPCM).

### Existing Serbian legislation

The environmental laws and by-laws in force in the Republic of Serbia are summarised in Appendix 4.

### 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 MoAEP. The Law on Environmental Impact Assessment regulates the EIA procedure and is in accordance with European Directive EIA - 85/337/EEC.

In the statement no. 020-309/3 of 22.03.2016. the Serbian Institute for Nature Protection issued nature conditions for the subject road section. By reviewing the Central Register of Protected Goods and documentation of the Institute for Nature Protection, and in accordance with the legislation governing the field of nature protection concluded that the subject area is not situated within a protected area, nor it covers an area of an environmental network. It was established that planned works do not endanger nearby areas of the environmental networks

In the statement no. 953-6377 of 23.03.2016. Institute for Protection of Cultural Monuments Nis issued technical protection measures needed for development of project technical documentation. It states that there is no available data about archeological site and that it is necessary to monitor the works and the obligations of the Contractor/Investor during the project implementation.

**Final Environmental Approval is obtained from the MoAEP (No. 011-00-00634/2016-16 dated May 18, 2016) stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project.** (see Appendix 6). Consequently, the 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 sections situated in the southwest Serbia, Jablanicki county.

The road section is parallel with the river Vlasina and intersects other smaller waterways in several places. Riverbed of River Vlasina is not regulated. Quality of the water in River Vlasina is between Class I and III. From its spring to water intake plant for drinking water (located in Boljare), river water quality is between class I and II.

There are no protected natural or cultural properties in the vicinity of the subject section.

In the town of Rakov Do, about 40km from the village Vlasotince, there is a stone quarry. The stone from that quarry is used for the construction of highway close to Pirot. Trucks using the subject road section, are often loaded over the limit and dust is spreading to all road zone, impacting the residents of local villages along the road and causing additional negative impact on road pavement.

Two local gravel roads are connected to a subject road section.

Stormwater of the existing road is drained using designed transverse and longitudinal gradients and via stabilised shoulders into a drainage ditch. In the area where the runoff water is not able to reach through embankment slope to the existing drainage ditch, concrete channels are planned to be placed. Apart from the Vlasina, that runs in parallel with the subject road section, there are other smaller waterways that cross the road:

stream Crnotovka, Bezimeni stream, Pusta river and stream Dejancina as well as a lot of dry valleys.

Along the subject road section there are no industrial facilities. Existing factory IMZ „Besko“ in municipality of Vlasotince is closed. In the village Manastiriste there is water treatment plant.

For section Vlasotince – Svodje, a seven-day continuous traffic counting was performed and the existing traffic load of 2,450 vehicles/day is collected.

The section of the state road Ib no. 39 Vlasotince - Svodje, there are 9 junctions with municipal roads, as well as 35 local streets and many individual approaches to households in the settlements, i.e. farms and recreational areas along the river, on the section outside of the village.

Two local cemeteries are placed close to subject road section, on km 47+000 and km 56+200. Also, on the subject section, there are 6 bus stops with non-standard dimensions.

Figure 6. Existing state of the beginning of the section of the state road in Manastiriste

There are no protected natural properties on the section that could influence the works on heavy maintenance, while about cultural properties Institute for Protection of Cultural Monuments has no data. 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 the public land.

Figure 7. Connection with the bridge. Large amounts of soil sediment on the roadway

Figure 8. Road in the bed condition

## Settlements

Section Vlasotince - Svodje runs through the municipality Vlasotince and villages: Kamenjari, Gornji and Donji Dejan, Krusevica, Boljare and Manastiriste. Vlasotince is a town in the central part of the Vlasina valley (Jablanica district), and belongs to the Vlasina basin. A center of the same name municipality.

The relief of the municipality is very jagged with considerable differences in height (1200 masl – 230 masl). The municipality Vlasotince, according to the Spatial Plan of the Municipality, is about 308km$^2$, with 102 inhabitants / km$^2$. Of a total of 33,312 inhabitants, 49% live in urban areas and 17,100 in rural areas. The prevailing population up to 500. Because of the mixed terrain, there are two basic types of settlements. Compressed-plain type, which can be determined by a unique building region and broken mountainous tip containing center and hamlets throughout the district. The variety of these types is semi compact type (e.g. Boljare) where arable land mixes with the physical structures of the village. A special type of settlement the villages along the subject road section,, the so-called road settlement (e.g. Krusevica).

The resorts Boljare and Krusevica there are branch schools of preschools. In the municipality there are 9 primary schools directly to the relevant road section, and schools are in the villages Boljare, Krusevica and Donji Dejan. In the municipality there are cultural centers that are now out of operation. In the village there is a church Krusevica St. Archangel.

The area of the municipality of Vlasotince belongs to migration and depopulation areas. Positive demographic trend continued until 1971., followed by a decrease in the total population and the deterioration of vital demographic characteristics. Depopulation is characterized by an outflow of younger, working-age population. Today, the economy is in very bad condition. A large number of major companies in bankruptcy or made unsuccessful privatization. In Vlasotince there is a factory IMZ "Besko" that is closed. In the village Manastiriste there is water treatment plants.

## Watercourses

The nearest watercourse concerned section of the state road B 39 Vlasotince- Svodje is the Vlasina River, right bank tributary of the Juzna Morava river. The most important tributaries of the Vlasina river are Luznica, Tegosnica and Pusta river. Vlasina length is about 70 km.

The road section is parallel with the river Vlasina and intersects other smaller waterways in several places. Riverbed of River Vlasina is not regulated. Quality of the water in River Vlasina is between Class I and III. From its spring to water intake plant for drinking water (located in Boljare), river water quality is between class I and II.

On the surface water of the river more often one can see foam and fat, and the greatest danger threatens from sewage and municipal wastewater. Carelessness and callousness, mostly residents of rural settlements around watercourses, forming landfill waste, leading to a progressive bacteriological water pollution.

However, due to its mountainous environment and, as yet, a limited number of pollutants, Vlasina is one of the cleanest rivers in Serbia. In the spring, due to the melting of snow in the mountain area, which surrounds the bed of the river Vlasina, there is often an increased water level. In rainy periods too. The road section is located parallel to the Vlasina river on the left bank and cut Crnatovka, Bezimeni stream, Pusta river and stream Dejancina as a number of dry valley. Watercourses with which intersects the road alignment has not regulated and with the torrential character. The pass road over the river is performed through culverts, circular and plate cross section, and bridges. On the section there are three bridges that require specific rehabilitation and protection from erosion (Pusta river and the bridge Crnatovka in Krusevica).

Figure 9: One of the bridges on the road section

In all culverts, mostly are visible smaller damage in the form of cracks and damage of the inlet and the outlet of culvert.

Most of the flaws are buried with applied material, natural or artificial means.

Also, the inlet and the outlet of culverts are covered with lush vegetation.

It is necessary to carry out thorough cleaning, in order to smoothly carry out the functions of dewatering and determine the precise extent of remediation.

Figure 10: Example of reducing bandwidth needs and vulnerabilities for remediation

Shoulder with its ditches, gutters and road culverts form drainage System of the section of the state road IB 39.

Dewatering is performed via the projected cross and longitudinal fall of the carriageway.

The final recipient of atmospheric water which is evacuated through system of gutters, culverts and tranches, is the River Vlasina. Based on the terms of reference content and elements of traffic load system is not intended for treatment. The amount of water that originates from the roadway is minimal and does not lead to deterioration of water quality

in Vlasina. Due to the configuration of the terrain, and the creation of torrential flows, require regular cleaning and maintenance.

In populated areas through which the road section passes were observed areas with inadequate drainage system. In these sections a combined sewer system will be designed (open and closed), due to the characteristics dictated by the cross section of the street. This includes installation of concrete drains and drain channels with piped parts that fit into existing or planned storm sewers.

Pollution of the river is possible if there is an environmental accident during the road operational phase. Then the procedures setting out actions to be conducted in accident situations (defined by Ministry of the Interior and in accordance with the Law on Water) shall be applied.

### Air

There are no significant additional sources of air pollution within the planned road section Vlasotince - Svodje. No information on the measured air pollution values on the subject section was available.

On the basis of traffic counting performed in recent years (information available on PERS website), no increase in the traffic volume is anticipated after heavy maintenance. 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 realisation of the project, there will be no exproproation of land |
| Ground and surface water | low | Due to low amount of water that can come to the recipient by drainage, the consequential impact is minimal to negligible |
| Air quality | low | Temporary impact |
| Flora and fauna (protected areas and species) | low | Under the terms of the Institute for Nature Conservation of Serbia |
| Monuments | low | Under the terms of the Institute for Protection of Cultural Monuments of Serbia |
| Noise | low | Temporary impact |
| Access/crossing points of the main road and local | low | The rehabilitation and widening works will not affect existing crossing points. |

| | | |
|---|---|---|
| roads | | Without impact. |
| 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 | Medium/ moderate | 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 cease after the completion of works on heavy maintenance on the section Vlasotince - Svodje. 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 sulphur 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 Vlasina river, 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 onto a landfill, outside the site zone.

# 5. ENVIRONMENTAL MANAGEMENT PLAN

Environmental impacts of the project for heavy maintenance on the section Vlasotince - Svodje will be insignificant and reversible. Mitigation measures provided in the EMP, relating to the design, road rehabilitation and operational phase, must be carried out appropriately. EMP consists of the Mitigation Plan and Monitoring Plan and is based on the types of environmental impact, their scope and duration. PERS manages the design, supervision and the contractor in the implementation of EMP

## A. MITIGATION PLAN

The Environmental Mitigation Plan defines the environmental impacts and measures to be implemented during the design, construction and operational phase (Appendix 2). The Plan conforms to the conditions received from the Institute for Nature Protection and Serbian Institute for Protection of Cultural Monuments 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 Organisation Plan. Conditions issued by INP shall be included in the Site Organisation 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 organising 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 organised 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 Vlasina river littoral zone shall be prohibited;
- ❖ 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 Vlasina river, river bed, coast 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 minimise 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 Organisation 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. Contractor shell be obligated to follow and to implement the plan with continious supervision of plan implementation by consultant for supervision of road rehabilitation works at the site.

The contractor is required to have a qualified and experienced person in the team, which will be responsible for coherence between the works, the environment and the Environmental Management Plan. PE "Roads of Serbia" will independently monitor the works, and if any irregularity is noticed, it will be is 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 Organisation 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 minimise 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 minimise the effects of the spillage of polluting substances must be included in the Plan.
12. *Recultivation Plan* – cleaning and recultivation of the site and removal of Contractor's facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management (RS Official Gazette No 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 stabilisation and landscaping of all sites. In line with the Law on Environmental Protection (RS Official Gazette No 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 organise 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, Grievance Mechanism);

## Safety

Contractor is to 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 No 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 load which may create dust emissions is covered and secured (e.g. excavated soil and sand);
- ❖ Safety and instant removal from site of the drivers who disregard any of the conditions regarding the safety of the local community;
- ❖ Obeying speed limits;

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

**Operational Phase**

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

Regular road maintenance consists of the following: grass mowing, cleaning the drainage system, road patching and various repairs and regular checks and maintenance of drainage structures. Seasonal maintenance, regular maintenance of safety characteristics and road signs shall be performed as needed. Primary road maintenance, which includes asphalting 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 3). 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 mobilisation 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 2);
- 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 penalising 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 organised 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 No 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.

MoAEP 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 – Ministry of Transport, 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 Ministry of Transport 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 form 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 were held in the EMP preparation. EMP and other project-related information were disclosed to the public and made available to the local community.

| | |
|---|---|
| PERS office | Vlajkoviceva St 19 a, Belgrade,<br><br>Contact person: Igor Radovic,<br><br>011 3206811 |
| Local community centres | Municipality Vlasotince |
| Web site - PERS | www.putevi-srbije.rs |

A detailed report on the public consultation process is shown in Appendix 5 to this document and contains a list of participants identified, which will be updated accordingly.

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

The Report on Public Consultation is presented in Appendix 5 to this EMP.

## 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 and Institute for Protection of Cultural Monuments Nis are obtained to avoid environmental risks | PERS<br>And Main Design Designer- Consultant | PERS |
| | Site location and organisation will be approved by PERS and selected so as to: | - be outside of the Vlasina river flood area<br>- have no impact on the environment and the local community (noise, dust, vibrations etc.)<br>- be outside the high vegetation area<br>- minimise the size of the facilities to minimise the unnecessary removal of vegetation<br>- 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 30/10, 93/12)<br>- properly drain the locations. Paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator<br>- whenever possible, limit the area to be cleared and avoid topsoil degradation<br>- the material removed will be collected, disposed and/ or re-used as needed<br>- prevent soil erosion on site<br>- contractor is responsible for implementing the measures for erosion protection<br>- contractor shall limit the scope of the excavations to | PERS<br><br>Contractor | PERS |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | | mitigate soil erosion<br>- contractor shall implement soil conservation method in sensitive areas to prevent or minimize the storm water runoff, which causes material erosion<br>- contractor is to avoid excavation and machine operations in damp site conditions. | | |
| | Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement<br><br>Influence on public health and sociological circumstances | - minimum distance must be kept (buffer zone) between the site and the nearest populated area<br>- influence of the local conditions must be accounted for (wind) to avoid or minimise harmful effects<br>-contractor's EMP defines health and safety and environmental measures<br>- 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 | - 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 | Main Design Technical Control<br><br>PERS |
| | Stakeholder engagement | Details of the proposed road section, access points and safety features will be disclosed at the location of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered will be recorded in the Main Design. | PERS and Main Design Designer- Consultant | Main Design Technical Control<br><br>PERS |
| **Construction** | **Management plans** | | | |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | Contractor shall prepare the implementation of the Plans described in the EMP, to ensure that the legislation and Creditor's requirements have been met:<br>- Site Organisation Plan<br>- Sewerage and Wastewater Management Plan<br>- Soil Management Plan<br>- Dust Management Plan<br>- A plan indicating the location of borrow-pits, and measures for recultivation of borrow-pits and access roads after the project is completed<br>- Waste and Wastewater Management Plan, in line with the Law on Waste Management (RS Official Gazette No 36/09, 88/10, 14/16)<br>- Oil and Fuel Storage Management Plan<br>- In-river Works Management Plan<br>- Emergency Response Plan<br>- Complaints Procedure<br>- Safety and Hazard Assessment<br>- 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:<br>dust, fumes, health and safety of workers, ecosystem disturbance | - use the existing asphalt plants;<br>- requirement for official approval or valid operating license | asphalt plant | asphalt plant |
| | quarry:<br>dust, health and safety of workers, ecosystem disturbance | - use the existing quarries;<br>- 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;<br>- 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:<br>dust, fumes | - all trucks need to be covered<br>- contractor's machinery to be carefully selected | truck operator | truck operator |
| | stone:<br>dust | wet truck load | truck operator | truck operator |
| | sand and gravel:<br>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)<br>- use alternative roads to avoid main roads<br>- proper road signs and markings of the site, to minimise chances of a wrong turn | transport manager<br>truck operator | transport manager<br>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<br>- use equipment with noise mufflers, licensed and approved in accordance with the EU standards<br>- use noise barriers for the works that produce noise for more than one day on the same location. | contractor | contractor |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | | - locate noise-making equipment as far away as possible form residential buildings and other noise-sensitive receptors. | | |
| | dust | - spray the problematic areas on site with water<br>- cover the material stored and limit vehicle speed<br>- 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 | - limit activities to daylight working hours<br>- 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<br>- locate the equipment for earth works as far away as possible form vibration-sensitive receptors | contractor | contractor |
| | traffic disruption during construction activities | - Traffic Management Plan with appropriate measures for traffic diversions that can be easily noted and followed, including traffic police assistance<br>- Traffic Management Plan which will define a speed limit for the construction vehicles and organise traffic in such a way that populated areas are avoided as much as possible<br>- during the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation | contractor | contractor |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | | - inform the local community about the works planned | | |
| | 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 | - organise and cover material storage areas<br>- isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers<br>-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<br>- 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<br>- Soil Management Plan to provide controlled removal, storage and re-use of topsoil<br>- 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 groynes, sediment basins.<br>- to prevent sediment flowing into surface water, slope of the soil and protection form wind erosion must also be considered, by installing fences, covers etc.<br>- 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 | contractor | contractor |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | | degraded by the works must be done. | | |
| | soil and water pollution from improper waste material disposal | - dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorised landfill<br>- dispose waste in accordance with best international practice (IFC, EHS – general guidelines).<br>- 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<br>- 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 fueling of equipment | apply the best engineering practice in handling and safe storage of lubricants, fuel and solvents, ensure proper loading of fuel and equipment maintenance, collect all waste and dispose it on authorised recycling locations | contractor | contractor |
| | soil and water pollution from improper waste material disposal | - transport the waste in marked vehicles designed for waste transport, to minimise the risk of releasing hazardous and non-hazardous substances<br>- 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 |
| | safety of workers | - provide workers with safety instructions and PPE<br>- provide a safe alternative traffic flow | contractor | contractor |
| | areas temporarily occupied | - undertake re-vegetation with native species and monitor the effects (avoid invasive species those that cause allergic reactions)<br>-where initial plantings were not successful, carry out re-planting | contractor | contractor |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| **Operation** | **Maintenance** | | | |
| | negative impact of noise on local residents and workers | - limit activities to daylight working hours, or as agreed with the authorities<br>- use the equipment with noise mufflers installed | maintenance contractor | maintenance contractor |
| | potential air, water and soil pollution:<br>dust, exhaust fumes, spilt fuel, oil and lubricants | - apply the best engineering practice in handling and safe storage of lubricants, fuel and oil<br>- ensure proper loading of fuel and maintenance of equipment<br>- collect and dispose all waste in accordance with the Law on Waste Disposal<br>- properly organise and cover the areas for material storage<br>- isolate concrete and asphalt works from the watercourse by using sealed formwork<br>- 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 Vlasina river<br>- dispose the waste material to suitable locations protected from washing out | maintenance contractor | maintenance contractor |
| | 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<br>- organise safe traffic bypass | maintenance contractor | maintenance contractor |
| | increased vehicle speed | install speed limit signs | maintenance contractor | maintenance contractor |

| Phase | Issue | Mitigation measure | Institutional responsibility | |
|---|---|---|---|---|
| | | | Implementation | Supervision |
| | 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** | | | | | |
| *asphalt plant* | possession of an official approval or valid (operating) license | asphalt plant | inspection / supervision engineer | prior to the start of the works | ensure the compliance of the plant with the health and safety and environmental requirements | plant manager |
| *quarry* | possession of an official approval or valid (operating) license | quarry | inspection / supervision engineer | prior to the start of the works | ensure the compliance of the quarry with the health and safety and environmental requirements | quarry manager |
| *sand and gravel borrow-pit* | 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** | | | | | |
| *asphalt* | 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 |

| 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 |
| *stone* | 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 |
| *sand and gravel* | 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 |
| *traffic management* | 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** | | | | | |
| *negative effects of noise on the workers and local residents* | noise levels | site;<br>nearest homes in the local settlement | sound meter with suitable software | -once at the beginning of the project and later quarterly<br>-after receiving a complaint<br>-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) |

| 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 |
| *dust* | 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) |
| *vibrations* | limited time of activities | site | supervision | unannounced inspections during road rehabilitation works and after a complaint is received | ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic | Contractor's supervision |
| *disruptions to traffic during road rehabilitation works* | existence of a Traffic Management Plan and traffic pattern | on and near the site | inspection and visual observation | prior to the start of the works; once a week in peak and non-peak hours | ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic | Contractor's supervision |
| *reduced access to roadside activities* | alternative access provided | site | supervision | random checks at least once a week during the road rehabilitation works | ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic | Contractor's supervision |

| 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 |
| *safety of vehicles and pedestrians where there are no construction activities* | visibility and suitability | on and near the site | observation | random checks at least once a week in the evening | ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic | Contractor's supervision |
| *water and soil pollution resulting from improper material storage, management and use* | soil and water quality (suspended solids, oils, Ph values, conductivity) | the Vlasina river | 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 upstream 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) |
| *safety of workers* | PPE;<br>bypass traffic organisation | site | inspection | unannounced inspections during the works | ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic | supervision contractor |
| **Operation** | **Maintenance** | | | | | |
| *negative effect of noise on the workers and local residents* | noise levels | site;<br>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 |

| 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 |
| *vibrations* | 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 |
| *safety of workers* | PPE;<br>bypass traffic organisation | 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** | | | | | |
| *increased vehicle speed* | condition of traffic signs; vehicle speed | road section included in the design | visual observation; radar speed detectors | during the maintenance activities; unannounced | ensure a safe and economical traffic flow | maintenance contractor; traffic police |
| *erosion, rockfall and hazardous situations* | condition of traffic signs | road section included in the design | visual observation | during the maintenance activities | ensure a safe and economical traffic flow | maintenance contractor, monitoring |

**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 ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | If yes, please provide details, including how the Company is ensuring that corrective actions are implemented by the Contractor? |
| Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or labour reasons? | Yes ❑<br>No ❑ | If yes, please describe: |
| Please describe any environment or social programmes, initiatives or sub-projects undertaking during the reporting period to improve the company's environmental or social performance and/or management systems:<br><br>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: | | |

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

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

## 3. Environmental Monitoring Data[1]

| **Please provide the name and contact details for your environmental manager:** | | | | |
|---|---|---|---|---|
| **Parameter[2]** | **Value[3]** | **Unit** | **Compliance Status[4]** | **Comments[5]** |
| **Waste Water** | | | | |
| Total waste water generated | | | | |
| BOD | | | | |
| COD | | | | |
| Suspended Solids | | | | |
| Phosphorus | | | | |
| Nitrates | | | | |
| Heavy metals | | | | |
| [Other] | | | | |
| **Air Emissions** | | | | |
| $SO_2$ | | | | |
| $NO_X$ | | | | |
| Particulates | | | | |
| $CO_2$ | | | | |
| $CH_4$ | | | | |
| $N_2O$ | | | | |

[1] Please provide the results of any environmental monitoring carried out by the Company or its consultants. If you already have all the data requested available in another format, then this can used instead.
[2] Not all parameters will necessarily apply. Please complete those rows that are most relevant to the industry sector. Additional parameters can be added as necessary.
[3] Please ensure that the units of measurement are clearly stated
[4] Please report on compliance against the standards agreed with EBRD for this project (typically local, EU and/or World Bank Group)
[5] In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility

| Please provide the name and contact details for your environmental manager: | | | | |
|---|---|---|---|---|
| **Parameter**[2] | **Value**[3] | **Unit** | **Compliance Status**[4] | **Comments**[5] |
| HFCs | | | | |
| PFCs | | | | |
| $SF_6$ | | | | |
| [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[6] |
|---|---|---|---|
| **Fuels used** | | | |
| Oil | | | |
| Gas | | | |
| Coal | | | |

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

## 4. Resource Usage and Product Output

| Parameter | Value | Measurement Unit | Comments[6] |
|---|---|---|---|
| Lignite | | | |
| Grid Electricity | | | |
| Heat Purchased | | | |
| Feedstocks and raw materials consumed | | | |
| Name 1 | | | |
| Name 2 | | | |
| Product output | | | |
| Product 1 | | | |
| Product 2 | | | |

## 5. Human Resources Management

| **Please provide the name and contact details for your Human Resources manager:** | | | |
|---|---|---|---|
| | **Total** | **Recruited in this reporting period** | **Dismissed in this reporting period** |
| **Number of direct employees:** | | | |
| **Number of contracted workers:** | | | |

| | | |
|---|---|---|
| Were there any collective redundancies during the reporting period? | Yes ❑<br>No ❑ | 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 ❑<br>No ❑ | 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 ❑<br>No ❑ | If yes, please provide details, and summarise engagement with trade unions during reporting period: |

| | | |
|---|---|---|
| Were there any other worker representatives (e.g. in the absence of a trade union)? | Yes ❑<br>No ❑ | If yes, please provide details and summarise engagement with them during reporting period: |
| Were there any changes in the status of Collective Agreements? | Yes ❑<br>No ❑ | If yes, please provide details: |
| Have employees raised any grievances with the project during the reporting period? | Yes ❑<br>No ❑ | If yes, please state how many, split by gender, summarise the issues raised in grievances by male and female staff and explain how the Company has addressed them: |
| Have employees raised any complaints about harassment or bullying during the reporting period? | Yes ❑<br>No ❑ | If yes, please state how many, split by gender, summarise the issues raised by male and female staff and explain how the Company has addressed them: |
| Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period? | Yes ❑<br>No ❑ | If yes, please summarise nature of, and reasons for, disputes and explain how they were resolved |
| Have there been any court cases related to labour issues during the reporting period? | Yes ❑<br>No ❑ | If yes, please summarise the issues contested and outcome: |
| Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas:<br>• Union recognition<br>• Collective Agreement<br>• Non-discrimination and equal opportunity<br>• Equal pay for equal work<br>• Gender Equality<br>• Bullying and harassment, including sexual harassment<br>• Employment of young persons under age 18<br>• Wages (wage level, normal and overtime)<br>• Overtime | Yes ❑<br>No ❑ | If yes, please give details, including of any new initiatives: |

| | | |
|---|---|---|
| • Working hours<br>• Flexible working / work-life balance<br>• Grievance mechanism for workers<br>• Health & safety | | |

## 6. Occupational Health and Safety Data

| **Please provide the name and contact details for your Health and Safety manager:** | | | | | |
|---|---|---|---|---|---|
| | **Direct employees** | **Contracted workers** | | **Direct employees** | **Contracted workers** |
| Number of man-hours worked this reporting period: | | | Number of Fatalities[7]: | | |
| Budget spent on OHS in this period (total amount and currency): | | | Number of disabling injuries: | | |
| OHS training provided in this period in person-days: | | | Number of Lost Time Incidents (including vehicular)[8]: | | |
| Number of lost workdays[9] resulting from incidents: | | | Number of cases of occupational disease: | | |
| Number of sick days: | | | | | |
| Accident causes (falling, heavy loads, struck by object, contact with energy source etc.): | | | | | |
| Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency): | | | | | |

[7] If you have not already done so, please provide a separate report detailing the circumstances of each fatality.
[8] Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.
[9] Lost workdays are the number of workdays (consecutive or not) beyond the date of injury or onset of illness that the employee was away from work or limited to restricted work activity because of an occupational injury or illness.

| |
|---|
| Please summarise any emergency prevention and response training that has been provided for company personnel during the report period: |
| Please summarise any emergency response exercises or drills that have been carried out during the report period: |

## 7. Stakeholder Engagement

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

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

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

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

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

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

**Existing Land Acquisitions**

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

| | | |
|---|---|---|
| Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project? | Yes ❑ No ❑ | 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 payment 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 ❑ No ❑ | 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 ❑ No ❑ | 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 ❑ No ❑ | 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 ❑ No ❑ | If yes, specify how many persons effectively made use of the legal support. |

| | | |
|---|---|---|
| Have all outstanding land and/or resource claims been settled? | Yes ❑ No ❑<br><br>Not applicable ❑ | 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 ❑ No ❑ | 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 ❑ No ❑ | If yes, please state how many meetings were held and how many participants attended. |
| **New Land Acquisitions**<br>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 ❑ No ❑ | If yes, how many? |
| Have any persons been economically displaced? | Yes ❑ No ❑ | If yes, how many? |
| Was it a government assisted resettlement? | Yes ❑ No ❑ | |

## 9. Community Interaction and Development

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

# APPENDIX 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 No 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 No 36/09, 88/10, 91/10, 14/16);
- Law on environmental protection (RS Official Gazette No 135/04, 36/09, 72/09, 43/11, 14/16);
- Law on EIA (RS Official Gazette No 135/2004, 36/2009,);
- Law on Strategic EIA (RS Official Gazette No 135/2004, 88/10);
- Law on waste management (RS Official Gazette No 36/09, 88/10, 14/16);
- Law on noise protection (RS Official Gazette No 36/09, 88/10);
- Law on water (RS Official Gazette No 30/10, 93/12);
- Law on forests (RS Official Gazette No 30/10, 93/12, 89/15);
- Law on air protection (RS Official Gazette No 36/09, 10/13);
- Law on safety and health at work (RS Official Gazette No 101/05, 91/15).

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);
- 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 public roads (RS Official Gazette No 101/2005, 123/07, 101/11, 93/12, 104/13).

# APPENDIX 4 STAKEHOLDER ENGAGEMENT

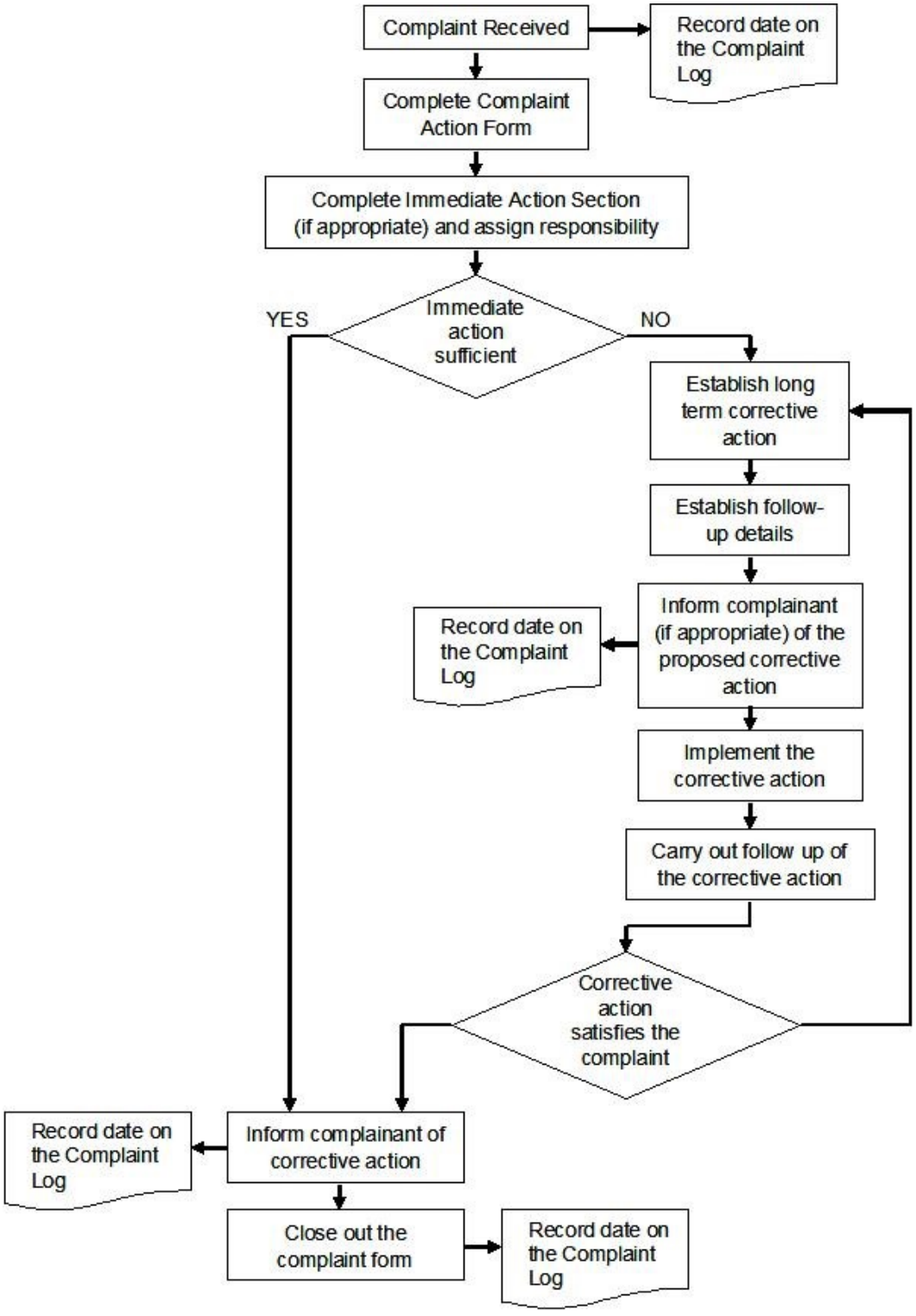
**Identification of stakeholders**

The stakeholders are people and organisations 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 characterised 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 authorised persons | by post: | | |
| | by hand:<br>please drop this form at: | | |
| | by e - mail:<br>Please e-mail your grievance, proposed resolution and contact details to the following e – mail address: | | |
| Signature | | Date | |

**Feedback from public consultations on EMP:**

To be completed after public consultation!

# APPENDIX 5 CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

РЕПУБЛИКА СРБИЈА
**ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ**
03 Број: 020-3097/3
Датум: 22.08.2016.
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91
Тел: +381 11/2093-802; 2093-803
Факс: + 381 11/2093-867



Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС", бр. 36/2009, 88/2010 и 91/2010-испрaвка) и члана 192. Закона о општем управном поступку („Службени лист СРЈ", бр. 33/1997 и 31/2001 и „Службени гласник РС", бр. 30/2010), поступајући по захтеву ЈП „Путеви Србије" Београд, за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iб реда бр. 39 (стара ознака) Власотинце - Сводје, доноси

**РЕШЕЊЕ**

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

1) Пројектом Појачаног одржавања деонице државног пута Iб реда бр. 39 (стара ознака) Власотинце - Сводје предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода (посебно већих река поред предметне деонице пута, као и мањих водотокова повременог карактера).
2) При извођењу радова на траси пута, која је неопосредно уз реку Власину, предвидети максимално очување корита, обала и приобалне вегетације.
3) Предвидети све неопходне антиерозионе мере због заштите од клизишта, одрона и сл.
4) Предметне радове на траси пута изводити само у току периода дана због могућег утицаја буке од грађевинских машина и возила.
5) При извођењу радова строго се придржавати трасе и коридора пута како се при манипулацији возилима и машинама не би остављале последице на шири простор. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта.
6) Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање.
7) Током извођења радова дуж целе трасе одржавати максимални ниво комуналне хигијене.
8) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати и обезбедити:
   - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван простора са високом вегетацијом, као и плавних зона река, и ограничити искључиво на време трајања радова;
   - привремене или трајне локације (постојеће уређене комуналне објекте/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 већих река и мањих водотокова

повременог карактера, као и пољопривредном земљишту, осим на локацијама дефинисаним Пројектом;
- предвидети да се након завршетка предметних радова све површине које су на било који начин деградиране грађевинским и другим радовима, што пре санирају.

9) По извођењу грађевинским радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго.
10) 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.
11) Приликом одабиру врста, избегавати оне 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.).
12) Прекинути радове и обавестити Министарство пољопривреде и заштите животне средине ако се у току радова нађе на природно добро које је геолошко-палеонтолошког типа и минералошко-петрографског порекла.

2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
3. За све друге радове/активности на предметном подручју, потребно је Заводу за заштиту природе Србије поднети нови захтев.
4. Уколико подносилац захтева у року од две године од дана достављања овог Решења не отпочне радове и активности за које је ово Решење о условима заштите природе издато, дужан је да од Завода прибави ново решење о условима.
5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС", бр. 73/2011, 106/2013). Подносилац захтева је дужан да наведену таксу уплати у корист рачуна Завода у року од 5 дана од дана достављања предрачуна.

***О б р а з л о ж е њ е***

ЈП „Путеви Србије" Београд (ул. Булевар краља Александра бр. 282, 11050 Београд) обратило се дописом наш бр. 020-309/1 од 17.02.2016. године, са захтевом за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iб реда бр. 39 (стара ознака) Влакотинце - Сврље.

На основу достављеног захтева и пратеће документације подносиоца 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.

Врста радова која се планира, углавном обухвата радове ојачања постојеће коловозне конструкције (на појединим местима до дубине од 50-60 cm од постојећег коловоза), у постојећем путном профилу, 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 („Службени гласник РС", бр. 101/05, 123/07, 93/12 и 104/13).

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

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

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

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

Такса на захтев и такса за решење, по Тар. бр. 1. и Тар. бр. 9 су наплаћене у складу са Законом о републичким административним таксама („Службени гласник РС", бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 57/2014 и 45/2015).

**Упутство о правном средству:** Против овог решења може се изјавити жалба министарству надлежном за послове заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје Заводу за заштиту природе Србије уз доказ о уплати Републичке административне таксе у износу од 4-40,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

ДИРЕКТОР

Александар Драгишић

Достављено:
- Подносиоцу захтева
- Архиви

Република Србија
**ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ НИШ**
Ниш, Добричка 2, тел. 018/523-414, факс 018/523-412
E-mail: kontakt@zzsknis.rs
Број: 225/2
Датум: 07.03.2016.



Завод за заштиту споменика културе Ниш, на основу чл. 104 "Закона о културним добрима" (Сл. гласник РС бр. 71/94) и чл. 131 "Закона о општем управном поступку" (Сл. лист СРЈ бр.33/97, 31/01) и на основу чл. 104, а у вези са чл. 100 "Закона о културним добрима" (Сл. гласник РС бр. 71/94) решавајући по захтеву ЈП "Путеви Србије" 11050 Београд, Сектор за инвестиције, Београд, Влајковићева 19а, доноси

**Р Е Ш Е Њ Е**

**О утврђивању услова за предузимање мера техничке заштите за израду техничке документације пројекта *Појачаног одржавања деонице државног пута Iб бр. 39 (стара ознака М-9) Власотинце – Свође***

**I** Мере техничке заштите: израда техничке документације пројекта *Појачаног одржавања деонице државног пута Iб бр. 39 (стара ознака М-9) Власотинце – Свође*, може се предузети уз неизостављно поштовање следећих услова:

1. Подносилац захтева је дужан да обезбеди све услове и омогући несметано и константно праћење радова, за све време трајања радова од стране археолошке екипе – археолошки надзор;

2. Подносилац захтева је дужан да благовремено, односно најкасније у року од 8 дана пре почетка радова, о томе званично обавести овај Завод;

3. Ако се у току извођења радова наиђе на археолошке и/или историјске локалитете или археолошке предмете, односно предмете из прошлости, извођач радова је дужан да одмах, без одлагања на том месту обустави радове и обавести надлежни Завод за заштиту споменика културе Ниш 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, као и да обезбеди услове за заштитна археолошка истраживања;

4. У случају да се радови обављају на површини на којој се налази археолошки или историјски локалитет чије постојање до сада није регистровано, подносилац захтева је дужан да обезбеди средства за археолошка истраживања, заштиту, чување, публиковање и презентацију истог, а што ће се регулисати посебним уговором између Подносиоца захтева и Завода.

**II** Подносилац захтева је дужан да изради пројекат у свему у складу са издатим условима из тачке I овог Решења.

**III** Инвеститор је у обавези да по изради пројектне документације исту достави Заводу ради добијања сагласности да је урађена према прописаним условима. Један примерак пројектне документације доставља се за потребе Завода.

**IV** Ово Решење не ослобађа подносиоца захтева прибављања услова о заштити природе и других решења предвиђених прописима.

**V** Ово Решење важи годину дана.

**VI** Жалба на Решење не одлаже извршење.

***О б р а з л о ж е њ е***

ЈП "Путеви Србије" 11050 Београд Булевар краља Александра 282,, Сектор за инвестиције, Београд, Влајковићева 19а, поднело је захтев наш бр. 225/1 од 02.03.2016. године за добијање услова **за израду техничке документације пројекта *Појачаног одржавања деонице државног пута Iб бр. 39 (стара оунака М-9) Власотинце – Своње***, на територији општине Власотинце.

Разматрајући захтев, у току поступка установљено је да на наведеном простору није извршена систематска проспекција непокретних културних добара.

У циљу заштите археолошких локалитета и добара која уживају претходну заштиту, ЈП "Путеви Србије" 11050 Београд Булевар краља Александра 282,, Сектор за инвестиције, Београд, Влајковићева 19а дужно је да поступи по мерама прописаним овим Решењем.

Имајући у виду наведено, као и одредбе "Закона о културним добрима" (чл. 7, 8, 12, 27, 109, и 110) које прописују обавезу предузимања мера техничке заштите у циљу очувања добара која уживају претходну заштиту, донето је решење као у диспозитиву.

На основу чл. 104 став 3. "Закона о културним добрима" прописано је да уложена жалба не одлаже извршење решења.

ПРАВНИ ЛЕК: Против овог решења може се изјавити жалба Републичком заводу за заштиту споменика културе Београд у року од 15 дана од дана пријема решења. Жалба се непосредно предаје или шаље поштом доносиоцу овог решења.

Обрадио:
Александар Алексић, археолог

В.Д.ДИРЕКТОРА ЗАВОДА,
Елена Васић Петровић

Доставити:
- Подносиоцу захтева
- Документацији

## APPENDIX 6 FINAL ENVIRONMENTAL APPROVAL

Република Србија
**МИНИСТАРСТВО ПОЉОПРИВРЕДЕ И ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ**
Број: 011-00-00634/2016-16
Датум: 18.05.2016.
**Београд**

ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"
Број 33-4038
Датум 27-05-2016
БЕОГРАД

**ЈП ПУТЕВИ СРБИЈЕ**
**Сектор за инвестиције**

**11 000 БЕОГРАД**
**Влајковићева 19а**

Предмет: Допис у вези са захтевом

ЈП Путеви Србије се преко овлашћеног инвеститора UTIBER Project Biro-a, обратило Министарству пољопривреде и заштите животне средине Захтевом за давање мишљења о потреби израде студије о процени утицаја на животну средину главног пројекта појачаног одржавања државног пута IБ 39, деоница: Власотинце – Свође (L=12.510 км).

У допису наводите да пројекат подразумева грађевинско-путарске радове у оквиру трасе већ постојећег пута и да ће се за рехабилитацију предметне саобраћајнице користити уобичајени грађевински материјали (агрегат, цемент, бетонско гвожђе, итд.).

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
- Кратак опис пројекта;
- Решење које је издао Завод за заштиту природе Србије;
- Решење које је издао Завод за заштиту споменика културе Ниш;
- Графички прилози, прегледне карте;

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, *посилац 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).

**Државни секретар**
по решењу о овлашћењу
бр. 119-01-13/2015-09 од 12.01.2015.

**Проф. др Зоран Рајић**

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