



**Client:**

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ROADS OF SERBIA**

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**Project name:**

## **ROAD REHABILITATION AND SAFETY PROJECT**

**STATE ROAD IB 21  
SECTION: IRIG 2 – RUMA 1 (HIGHWAY)  
from km 26+680 to km 42+260**

**MAIN DESIGN FOR HEAVY MAINTENANCE**

## **ENVIRONMENTAL MANAGEMENT PLAN**

**Environmental Category - B**

**Date:**

**October 2016.**

## CONTENTS:

INTRODUCTION.....	4
SUMMARY.....	5
1. PROJECT DESCRIPTION.....	20
2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK.....	22
3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY.....	24
4. SUMMARY OF ENVIRONMENTAL IMPACTS.....	28
5. ENVIRONMENTAL MANAGEMENT PLAN.....	32
A.MITIGATION PLAN.....	32
B.MONITORING PLAN.....	41
C. INSTITUTIONAL IMPLEMENTATION AND REPORTING.....	42
6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATIONS, AND PARTICIPATION.....	45
7. REFERENCES.....	45
Attachment I.....	47
MITIGATION PLAN.....	47
Attachment II.....	57
MONITORING PLAN.....	57
Attachment III.....	74
LEGISLATION.....	74
Attachment IV.....	76
STAKEHOLDER ENGAGEMENT AND REPORTING FROM PUBLIC CONSULTATIONS.....	76
Attachment V.....	81
DECISIONS OF RELEVANT INSTITUTIONS.....	81

## ABBREVIATIONS AND ACRONYMS

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

## INTRODUCTION

This Environmental Management Plan (EMP) has been prepared for the proposed rehabilitation of the state road of the IB class, no. 21, section Irig 2 – Ruma 1 (highway) to ensure good environmental practice and documented compliance with the requirements of the International Financing Institutions which will finance the Project. This section starts 200 m after the node 2104 Irig (Vrdnik), old marking Irig 2, and ends at app. 280 m after the node 2108 Ruma (link with A3), old marking Ruma 1 – highway. New marking of the nodes has been taken from the map of the reference system of state roads of I and II category. Total length of the section is 15.245 km.

In accordance with the Safeguard Policies issued by the International Financing Institutions, the Project has been classified as Environmental Category B, i.e., a project requiring an EMP.

The Project Proponent is the Government of Serbia. Project implementing Agency is the Public Enterprise “Roads of Serbia” (PERS).

The objective of this EMP is to address the environmental impacts and management issues associated with the proposed road rehabilitation and define necessary mitigation measures that need to be applied by the Contractor. The key parts of the EMP are: Mitigation Plan and Environmental Monitoring Plan

The project development will comply with Serbian legislation, rulebooks and policies, international conventions and safeguard policies published by the International Financing Institutions.

The EMP for the proposed section is focused on heavy maintenance and is a part of the relevant contract for execution of civil works. The activities related to regular maintenance of the section, although not being in focus of this plan, will be mentioned briefly in order to make the Plan complete.

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

## SUMMARY

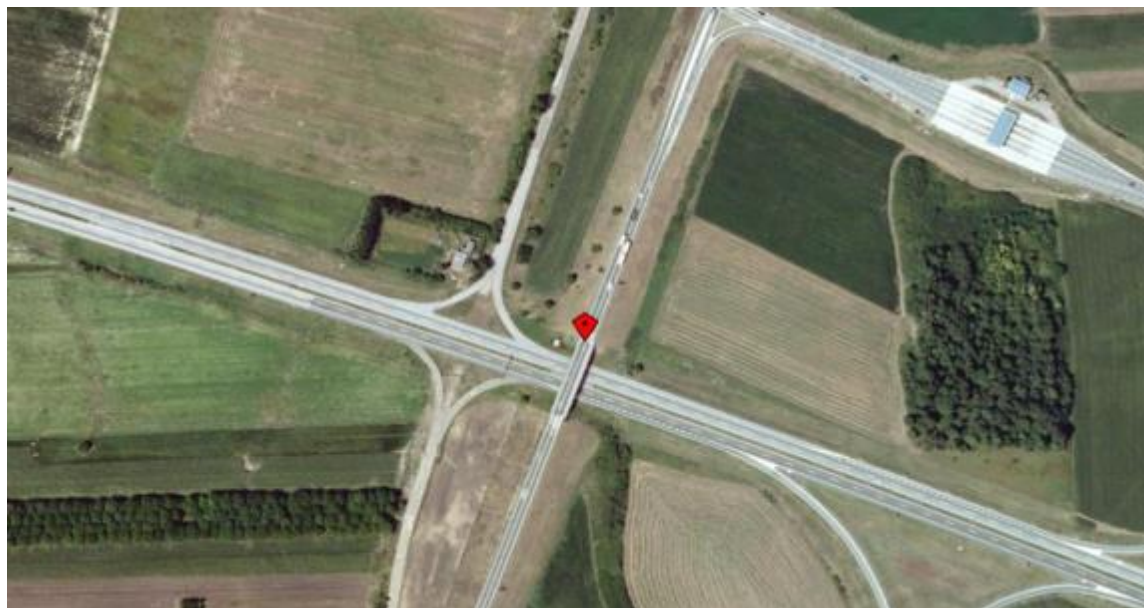
- **Project Description**

The Republic of Serbia has applied for a loan from the World Bank, European Investment Bank and European Bank for Reconstruction and Development for financing of the costs of Road Rehabilitation and Safety Project and intends to apply a part of loan proceeds for heavy maintenance on state road IB no. 21 Irig 2 – Ruma 1 (highway).

The observed section belongs to Vojvodina Region and is located in Srem Administrative District. The municipalities where the section is located are Irig and Ruma.



*Picture 1 – Start of the section – Irig 2*



*Picture 2 – End of the section – Ruma 1*





*Picture 3 – Overpass on the motorway E 75 – end of the section*



*Picture 4 – Position of the whole section*

The section of the state road IB no. 21 Irig 2 – Ruma 1 (highway) starts at the exit of Irig settlement (km 26+680), tangents the settlement of Ruma and ends at location where the subject section goes over the E-75 motorway (km 42+259.66).

The observed road represents the shortest road between Novi Sad and the border with Bosnia and Herzegovina, therefore all heavy goods vehicles and passenger vehicles use it for traffic when travelling to Novi Sad. The road is the shortest link between Zlatibor and Novi Sad, so all tourist traffic in that direction is done over it. Additionally, the touristic importance of this road section is even more highlighted by a fact that it goes through the national park "Fruška Gora" and near numerous monasteries on slopes of Fruška Gora (Hopovo, Mala and Velika Remeta, Krušedol, Jazak, etc.). Besides, in Vrdnik settlement there is a special hospital for rehabilitation „Termal“, which, in addition to medical treatments and rehabilitation, offers great conditions for recreation and training of sportsmen. There are four bus lines provided daily from the bus station at Novi Sad. The average annual daily traffic amounts to app. 9000 vehicles/day, and out of this number 17% are heavy goods vehicles.

The Works planned by this design will be performed on the existing road, without any change of the road axis. The design does not state resettlement of population or land acquisition as defined by the OP 4.12, or long lasting disturbance of environment, settlements or regular activities. More details on this matter may be found in the Resettlement Policy Framework.

- **Policy, legal and administrative framework**

The Ministry in charge of the environmental protection (Ministry of Agriculture and Environmental Protection) is the key institution in Serbia responsible for formulation and implementation of environmental policy matters.

The environmental legislation in force in Serbia is summarized in the Attachment III.

In the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment, which is completely in line with the European EIA Directive - 85/337/EEC. Therefore, an Environmental Impact Assessment is not required for road rehabilitation projects unless their alignment is placed within or in the vicinity of natural/cultural protected areas. According to the decision issued by the Institute for Nature Conservation of Vojvodina Province provided in the Attachment V (Decisions of relevant institutions), the road section is not placed in vicinity of any protected area for which the protection proceedings have been initiated or completed. The decision issued by the Institute for protection of cultural monuments "Sremska Mitrovica" (please refer to the Attachment V (Decisions of relevant institutions) listed the cultural monuments and natural resources under preliminary protection for which technical protective measures have been planned. The Secretariat for Urban Planning and Environmental Protection of the Province issued the opinion (no. 140-501-1074/2016-01) which stated that there was no obligation for having the Environmental Impact Assessment done (please see the Attachment V).

Under this project, the following creditors' requirements will be applied:

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

The EBRD and EIB require that the project is compliant with requirements of the Republic of Serbia and EU standards.

- **Baseline conditions assessed during route survey**

In the area of the subject road section Irig 2 – Ruma 1 there are following cultural monuments and natural resources that under the preliminary protection: “Kipovi”, “Kriilo” monument, archeological site “Kod barutane”, archeological site “Batinačka strana”, archeological site “Gradina”, archeological site “Turski šanac”.



*Picture 5 – “Kipovi” monument, left side of the road*





Picture 6 - "Kipovi" monument, right side of the road

From the aspect of protection of immovable cultural assets, execution of the Works on maintenance and remedy of defects on the state road is permitted with appliance of conditions and measures of technical protection as stated by the Decision of the Institute for protection of cultural monuments Sremska Mitrovica (no. 77-07/16-4 from March 31, 2016). Out of the mentioned cultural monuments, the monument "Kipovi" is located immediately close to the subject section and it is composed of 2 monuments, on the left and right side of the road. The monument was erected in memory of the plague and represents an immovable cultural asset. Within the specified decision of the Institute for protection of cultural monuments Sremska Mitrovica there are special conditions and protective measures prescribed for the monument "Kipovi".



Picture 7 - "Kipovi" monument - board



*Picture 7 – Position of the monument “Kipovi” compared to the road position*



*Picture 8 – Monument “Kriilo”*

During the project implementation, there will be no land acquisition as defined by the operational policy 4.12.

Along the subject section, the following industrial structures and facilities have been identified:

- Municipal solid waste landfill – on the left from the subject section, at the entrance to Ruma;
- Asphalt plant “Borovica” – on the right from the subject section;
- Asphalt and concrete plant - on the right from the subject section, towards the very end of the section;
- “Galenika – Fitofarmacija” - production of pesticides and herbicides;
- Space of special purposes (military) – at the immediate vicinity of the section, on the left side.



*Picture 9 – Facilities in the immediate vicinity of the section*





*Picture 10 – Municipal solid waste landfill*



*Picture 11 – Asphalt Plant “Borovica”*



*Picture 13 - „Galenika – Fitofarmacija“ and asphalt and concrete plant*





*Picture 12 - Space of special purposes -military*

In the immediate vicinity of the section, on the left, there is an office building „Planter“ - cold storage units, pumping station and reservoir used for water supply in Irig.



*Picture 13 – Office building „Planter“*



Picture 14 – Water reservoir

A dispersive drainage system has been applied on the subject section i.e. all water from pavement is drained along the shoulders and slopes of the embankment onto the surface of the surrounding terrain or into the side channels. Stretches on high embankments from km 34+160 to km 34+380 on the left, from km 35+200 to km 35+480 on the right, from km 37+700 to km 38+340 on the left, from km 38+340 to km 39+100 on the right and from km 41+920 to km 42+260 on the right are excluded from this principle as the water on these stretches is drained from pavement by means of channeling by curbs and then by means of drain flumes it is directed to the foot of the embankment where it is discharged onto the terrain without treatment.

In the subject area there are two watercourses – Jelenački potok and Borkovački potok (two streams – Jelenački and Borkovački). On one part the observed section (Ruma Bypass) is located in the immediate vicinity of Jelenački potok and it goes over it by means of a bridge on km 37+740. On app. 500 m from the bridge on the Jelenački potok, on the right of the road, there is a place of separation of Jelenački potok and Borkovački potok. After the bridge, Jelenački potok flows in parallel with the road and is located to its left .



*Picture 15 – Bridge on the Jelenački potok*

The traffic load was taken from the publication “Traffic counting on state roads of the Republic of Serbia” for 2011, issued by the PE “Roads of Serbia” and it is used for preparation of the technical documentation. In accordance with the data, the AADT is 9605 vehicles/day for the section Irig 2 – Ruma 2, while for the section Ruma 3 – Ruma 1, the AADT is 8508 vehicles/day.

For the observed area, dominant source of noise is the traffic itself performed on the section Irig 2 – Ruma 1, as well as railway traffic on the state railway Belgrade – Šid – Zagreb and regional railway Ruma – Šabac – state border. Both railways have a junction grade separation with the subject section near Ruma.



*Picture 16 – Intersection with railroad*

- **Summary of environmental impacts**

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

No relocation and resettlement issues are anticipated.

In terms of exploitation, based on position of the road in the road network, no increase of road traffic is expected as a result of rehabilitation. The impact of potential increase of speed of vehicles on the rehabilitated section will be resolved as part of traffic safety analysis which is an integral part of the design and embraces implementation of active and passive measures for speed control.

During the execution of the Works on heavy maintenance of road, local population will not be exposed to a greater air pollution or increased levels of noise as the first houses, located in the suburbs of Ruma, are at 60 to 200 m away from the road.

During the execution of the Works on heavy maintenance of road on the road, as well as during the life of the road, water pollution may occur. Waste water being discharged during construction may have an adverse impact on quality of ground and surface water. In compliance with the Law on Waters ("Official Gazette of RS", 54/96, 101/05), appropriate measures for mitigation and monitoring have been planned. Regarding possible water pollution during road exploitation, it is limited to occurrence of accidents. In such cases, as defined by the Ministry of Interior and Law on Waters, procedures for acting in accidental situations will be closely followed.

Due to presence of asphalt and concrete plant, industrial plant "Fitofarmacija" and intersection with the railroad as well as due to potential construction and functioning of new buildings and facilities, there is a possibility for occurrence of cumulative impacts in the observed area, which will not have a significant impact on condition of the environment.

By proper appliance of measures from the Environmental Management Plan, as stated in the Attachment I (Mitigation Plan), impacts on biotope and local population, which may be in connection with any other long-term negative effect, are prevented or minimized.



- **Environmental management plan**

Possible environmental impacts will be mitigated during the design, rehabilitation, and operation phases, as summarized in the Attachment I of the Environmental Management Plan.

A basic assessment of the proposed road rehabilitation project concluded that with proper appliance of mitigation measures, the adverse impacts will be minor. The EMP consists of 3 parts: Mitigation Plan (Attachment I), Monitoring Plan (Attachment II) and institutional arrangements and reporting procedures (Attachment IV).

Prior to any work, the Contractor will prepare the Contractor's Environmental Protection Plan. During the road rehabilitation, the Contractor will work in accordance with requirements of the Contractor's Environmental Protection Plan (which is based on the Environmental Management Plan). The Contractor's Environmental Protection Plan will present in detail how the Contractor will act in regards to activities described in the section and in relation to rehabilitation within the Environmental Management Plan. The Contractor shall submit its Environmental Protection Plan to the PE "Roads of Serbia" for approval.

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

The Contractor's obligation shall be to include the costs of implementation of measures for mitigating negative impact on environment into the total costs. The Contractor shall provide a brief statement to confirm that:

- The EMP has been included in the price;
- The Contractor has qualified and experienced member of staff in its team, who will be made responsible for harmonized relations between the environment and EMP;
- Contractor and sub-contractors work in accordance with national laws of the Republic of Serbia, EU standards and Borrower's requirements.

PE "Roads of Serbia" is responsible for issuing and implementing penalties for incompliance with contract provisions.

A monitoring plan for the proposed project (Attachment II) has been prepared. The main components of the monitoring plan include:

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



- **Information disclosure, consultations and public participation**

Within the forthcoming period, the EMP will be made publicly disclosed.

- **Summary of public disclosure (public consultations)**

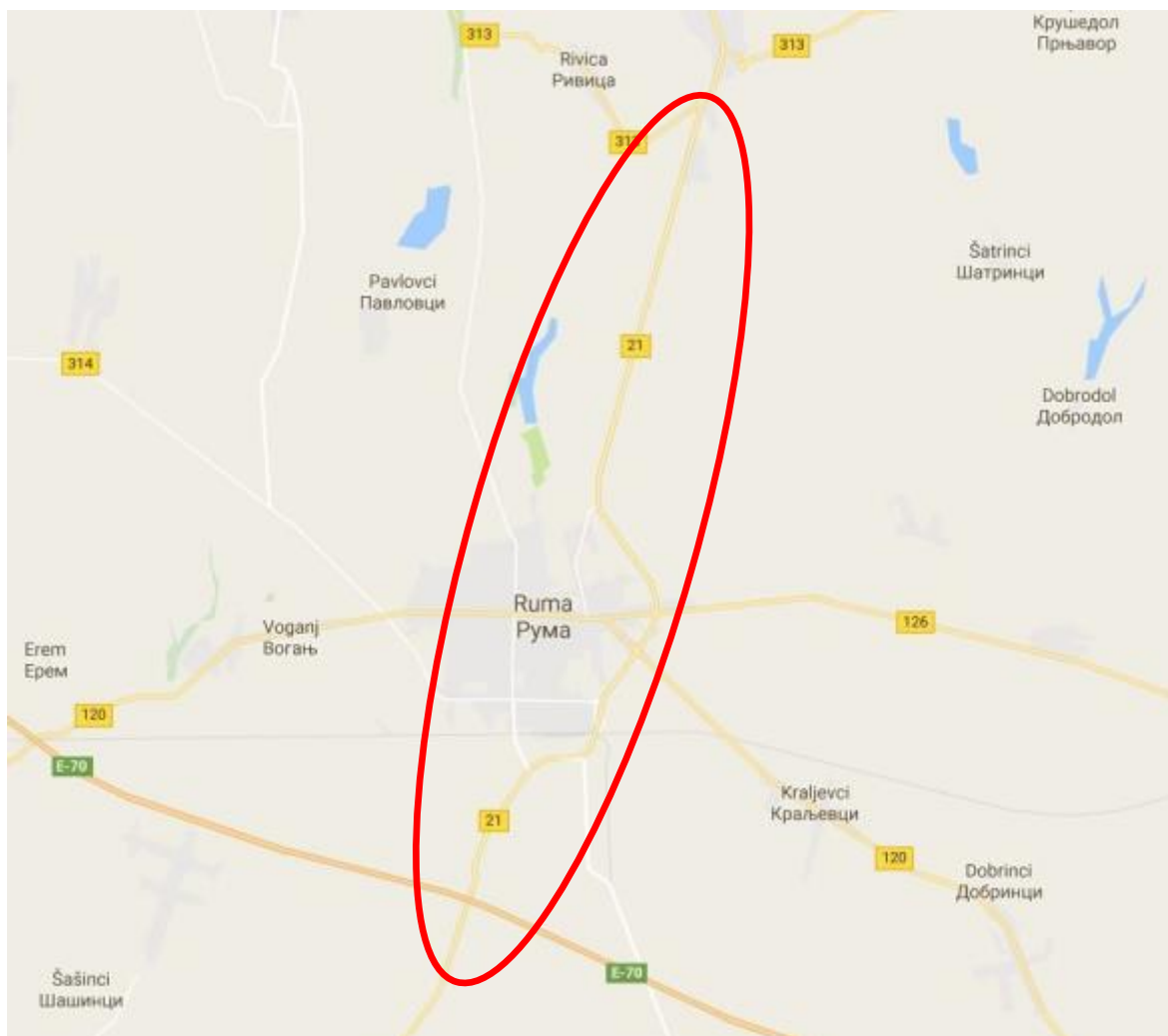
Within the forthcoming period, the EMP will be made publicly disclosed.

## 1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing from the World Bank, European Investment Bank and European Bank for Reconstruction and Development towards the costs of the Road Rehabilitation and Safety Project. Part of the funds is allocated for maintenance and remedy of damages on state road IB 21, Novi Sad – Ruma – Šabac - Valjevo – Požega – Ivanjica – Sjenica, section Irig 2 – Ruma 1.

- **Location Description**

The subject section is located in Vojvodina region and belongs to Srem administrative district. It goes through municipalities of Irig and Ruma and belongs to the state road of IB category no. 21. The starting chainage is on km 28+680 (Irig – intersection to Vrdnik), and ending chainage is on km 42+259.66 (Ruma - to motorway).



*Picture 17 – Presentation of the section*

In the territory of Irig, the observed section is away from the urban settlement and it goes through agricultural areas, close along the road there are industrial

facilities, warehouses, nursery gardens, cold storages, etc. In the territory of municipality of Ruma, the section firstly goes through arable land, and then goes along the periphery of the settlement near solid waste landfill, warehouse, cold storage, two asphalt plants, railway station and factory “Galenika – Fitofarmacija”.

The lack of major watercourses was successfully compensated by three Ruma streams (Borkovački potok, Kudoški potok and Jelenački potok), which can be also found on the coat of arms of the city, and in the early seventies there was an artificial lake built in the immediate vicinity of Ruma called Borkovac lake with water accumulation from the stream of the same name.

The subject section embraces total of 11 intersections, out of which 7 are three-way intersections, 1 is four-way intersection and 3 are junctions at grade separation. The section in question has a big number of accesses of local roads and streets, as well as of individual accesses, 31 on the right and 36 on the left side of the road.

The following industrial facilities have been identified along the section: solid waste landfill, asphalt plant “Borovica”, asphalt and concrete plant, space of special purposes (military), “Galenika – Fitofarmacija” – production of pesticides and herbicides.

A dispersive drainage system has been applied on the subject section i.e. all water from pavement is drained along the shoulders and slopes of the embankment onto the surface of the surrounding terrain or into the side channels. Stretches on high embankments from km 34+160 to km 34+380 on the left, from km 35+200 to km 35+480 on the right, from km 37+700 to km 38+340 on the left, from km 38+340 to km 39+100 on the right and from km 41+920 to km 42+260 on the right are excluded from this principle as the water on these stretches is drained from pavement by means of channeling by curbs and then by means of drain flumes it is directed to the foot of the embankment where it is discharged onto the terrain without treatment.

Heavy maintenance of the drainage system comes down to cleaning of side channels and trench drain systems. This means that the existing drainage system is kept.

As for possible contamination during operation, they are limited to accidents. In this case, as defined by the Ministry of Interior and the Law on Waters, procedures for the actions in emergency situations are to be followed.

- **Rehabilitation works description**

Newly designed road in terms of a layout follows the existing condition. Major Works cover: removal of the existing pavement, construction of new asphalt layers, cleaning of culverts and ditches, construction of accesses on classified and unclassified local roads and construction of individual accesses.

The project therefore entails no resettlement and land acquisition, nor long lasting disruptions to the natural environment and human settlements and activities.

## 2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

### • Relevant Institutions

The Ministry in charge of environmental protection (Ministry of Agriculture and Environmental Protection) is the key institution in Serbia responsible for formulation and implementation of environmental policy matters.

The other aspects of environmental management related to road projects are dealt with by several other institutions, among which are the Institute for Nature Conservation of Serbia (INC) and the Institute for Protection of Cultural Monuments of the Republic of Serbia (IPCM) and the Public Enterprise "Roads of Serbia" (PERS).

### • Existing Serbian legislation

Environmental protection in Serbia is regulated by several national laws and by-laws. The environmental legislation in force in Serbia is summarized in the Attachment III.

### • EIA procedure in the Republic of Serbia

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

The Secretariat for Urban Planning and Environmental Protection of the Province issued an opinion (no. 140-501-1074 / 2016-01 from 08/08/2016) that there is no obligation for having the environmental impact assessment done (see Attachment V).

### • Important guidelines and requirements of International Financing Institutions

Road rehabilitation is financed by the International Financing Institutions, so the following requirements of the Borrower shall apply for all the Works:

- World Bank: Operational Policy OP 4.01 Environmental Assessment which requires a partial EIA, as well as EMP for B category Projects;
- European Bank for Reconstruction and Development: Environmental and Social Policy 2008;

- European Investment Bank: Statement of Environmental and Social Principles and Standards (2008).

European Bank for Reconstruction and Development and European Investment Bank require that the design is prepared in accordance with the legislation of the Republic of Serbia and EU standards. However, in accordance with the regulations of the Government of the Republic of Serbia for this type of investment, the EMP preparation is not required, while in accordance with the policies of the World Bank, preparation of the EMP is mandatory for every section.



### 3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

The section Irig 2 – Ruma 1 in length of 15.245 km goes through the territory of municipalities of Irig and Ruma.

Immediately close to the road, there is a cultural monument, “Kipovi”, an immovable cultural asset for which conditions and measures of protection have been defined by a decision of relevant Institute for Protection of Cultural Monuments. During the design appliance, there will be no land acquisition as defined by the operational policy 4.12.

- **Natural resources and cultural heritage**

Immediately on the route of the road Irig 2 – Ruma1 there are no protected natural resources that could become endangered in the course of heavy maintenance on the road. According to the decision of the Institute for the Nature Conservation of the Province no. 03-438/2 from March 25, 2016, there are certain conditions for the environmental protection that need to be met.

Through a decision of the relevant Institute for Protection of Cultural Monuments Sremska Mitrovica, no. 77-07/16-4 from March 21, 2016, conditions and measures for technical protection for preparation of technical documents have been specified due to existence of the following cultural monuments and resources under preliminary protection:

- „Kipovi“ – the monument erected in the memory of plague epidemic. It is positioned on the cadastral parcel 9724 of Irig Cadastral Municipality – road in property of the state, Beneficiary is PERS, it is an immovable cultural asset – Decision of the Institute for Protection of Cultural Monuments Sremska Mitrovica No. 170 from May 05, 1976;



*Picture 18 - Monument "Kipovi"*

- Monument „Kriilo“ on part of the exit lane towards the E-70 motorway which is an asset under preliminary protection;



*Picture 19 - Monument „Kriilo“*

- Archeological site „Kod barutane“ in Ruma;
- Archeological site „Batinačka strana“ in Irig;
- Archeological site „Turski šanac“ in Irig.

- **Settlements**

The subject section goes over the territories of municipalities of Irig and Ruma.

**Irig** is an urban settlement in Serbia, in the municipality of Irig in Srem District. According to the census in 2011, there were 4,415 residents. There are two primary schools, secondary vocational school and health center in the settlement.

It lies on a very important road, which starts at Novi Sad and goes over Iriški venac (Irig wreath), middle part of the southern slopes of Fruška Gora and descends to Ruma. It is recognized as fruit and wine growing region and a center of vineyards of Fruška Gora with famous "Irig vine cellar". Fruška Gora monasteries provide a significant tourism potential of this settlement.

**Ruma** is a town in Serbia, in the municipality of Ruma in the Srem District. According to the census from 2011, there were 30,076 inhabitants, while the entire

municipality has 54,339 inhabitants, 16 villages and one urban settlement. Ruma is located near the southern slopes of Fruška Gora, at an altitude of 111 meters. It is characterized by lowland terrain, fertile soil and gentle landscapes of central Srem.

In addition to developed agriculture, there are also other industrial branches: leather, rubber and footwear industry, industry of building materials, metal, graphics, food, transport, trade, crafts and catering.

There are four elementary schools in the town, three vocational schools, gymnasium, pre-school, four churches and a health center.



*Picture 20 – Town unity Square in Irig*



*Picture 21 Town square in Ruma*

- **Watercourses**

The route of the subject section in terms of territory belongs to the water management area of Sremska Mitrovica. The nearest watercourses are Jelenci, Channel no. 34 and Channel no. 35 and these belong to the Sava River basin.

Jelenci watercourse intersects with the subject section on km 3+248, while the mentioned channels are positioned in parallel with the road.

- **Air**

In the corridor of the section Irig 2 – Ruma 1 there is no significant source of air pollution.

Data on measured values of air pollution on the observed corridor were not available.

Based on the previous experience and expected traffic load, in the course of Works on rehabilitation and after them there should be no increase in the current level of air pollutants.

- **Roads and Railroads**

There are 11 intersections on the subject section, out of which 7 are three-way intersections, 1 is a four-way intersection and three are junctions at grade separation. The subject section also involves a great number of accesses of local roads, streets and of individual accesses, 31 on the right and 36 on the left side of the road.

In the subject area there is a state road of IIA category number 120 Croatian state border (Šid Border Crossing) – Šid – Kuzmin – Sremska Mitrovica – Ruma – Pećinci – Bečmen – Obrenovac, road of IIA category Ruma – Putinci – Inđija – Stari Slankamen, state railroad Belgrade – Šid – Zagreb and regional railroad Ruma – Šabac – state border. Both railroads have delevelled intersections with the subject section near Ruma.

- **Noise**

Based on the previous experience and expected traffic load, in the course of Works on road rehabilitation and remedy of defects, as well as during the use of the road after the rehabilitation, there should be no increase in the noise levels.



#### 4. SUMMARY OF ENVIRONMENTAL IMPACTS

The following table provides a summary of environmental impacts expected during the project	Importance	Comment
impacts on use of land / settlements	low	During the project realization there will be no new land acquisition
groundwater and surface water	low	Due to the small quantity of water which by draining can reach watercourses, the negative impact is minimal or negligible
air quality	low	Temporary impact
flora and fauna (protected areas and species)	low	In accordance with recommendations stated within conditions received from the Institute for Nature Conservation
noise	low	Temporary impact
access points of intersections of main and local roads	low	The rehabilitation shall not have impact on the existing points of intersections
land management	low	With appliance of relevant measures for waste management
waste	low	Secured through waste management - waste and waste water management plan will be prepared and implemented
cumulative impacts, etc.	low / medium	Execution of rehabilitation works temporarily may cause a slight increase in the noise level and concentration of pollutants in the air

Road rehabilitation project for the proposed section Irig 2 – Ruma 1 will have a low impact on the environment (B category). Most impacts are of temporary nature and will cease after completion of the Works on the road rehabilitation.

The subject section belongs to the road network where no increase of traffic is expected as a result of the road rehabilitation. A potential increase in speed of



vehicles on the rehabilitated road will be regulated through a traffic safety design which will include the appliance of active and passive measures for speed control.

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

The EMP is more focused on the phase of execution of the Works on road heavy maintenance and remedy of defects as it will become a part of appropriate contract for implementation and as such shall become the Contractor's activity. The actions related to routine maintenance of the section will not be in focus of the EMP, but shall be presented only with the aim of getting a full picture.

- **Air and noise pollution within the residential areas**

It is expected that local residents will be affected with air pollution and increased noise levels during rehabilitation works on the proposed road section. It is expected that air quality will undergo some moderate and temporary deterioration. Generally, dust from construction traffic and elevated levels of nitrogen oxide (NO<sub>x</sub>) and sulphur oxide (SO<sub>x</sub>) from construction equipment exhaust will be the primary pollutants. The dust will settle on vegetation, crops, structures and buildings.

Noise caused by the rehabilitation Works will have only a temporary impact.

- **Potential water contamination**

Water contamination may occur during the rehabilitation of the project road. Wastewater discharged during the works will consist of wash-water from the equipment maintenance shops and sanitary wastewater effluent from the work camps.

Regarding possible water pollution during road exploitation, it is limited to occurrence of accidents. In such cases, as defined by the Ministry of Interior and Law on Waters, procedures for acting in accidental situations are closely followed. Fuel and lubricant spills can, in most instances, occur at the contractor's work camp and motorpool while maintaining and washing equipment and work vehicles. The oily wash-water should be passed through an adequately sized, gravity oil separator prior to discharge.

Should spills occur in any part of the road, especially where the road intersects the watercourses or makes a linear contact with them, to mitigate the problem the contractor should use absorbing materials, such as absorbent mats/fabrics, or sand and scrape off the contaminated soils and disposed them in

approved facility in accordance with the Law on Waters (“Official Gazette of the RS”, 54/96, 101/05).

- **Potential cumulative impacts**

During the execution of the Works on heavy maintenance on the section Irig 2 – Ruma there are no cumulative impacts such as noise, pollution of the air, water and soil expected.

A proper appliance of EMP would minimize any negative impact on people and biotope, which could be linked with negative cumulative effects. If defined protective measures are applied, a cumulative impact will be minimal.

## 5. ENVIRONMENTAL MANAGEMENT PLAN

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, rehabilitation, and operation phases, as summarized in the Environmental Management Plan.

A basic assessment of the proposed road reconstruction and rehabilitation project concluded that the rehabilitation impacts will be minor and manageable if the mitigation measures as given in the EMP are properly implemented. The EMP (Attachment I and Attachment II) is based on the type, extent and duration of the identified environmental impacts. PE "Roads of Serbia" will manage the design and supervision consultants and contractors on the implementation of the EMP.

### A. MITIGATION PLAN

The findings and proposed mitigation measures have been compiled into an Environmental Mitigation Plan (Attachment I). It summarizes all the anticipated environmental impacts and its associated mitigation measures during the design, rehabilitation and operational phases. It makes reference to the conditions as issued by the relevant institutions, laws, approximate location, timeframe, and the responsibility for its implementation and supervision.

- **Contractor's Management**

The recommendations and proposed mitigation measures are provided within the Attachment I. Mitigation measures constitute an integral part of design and execution of the Works on heavy maintenance and as such their costs are included in costs of the Works.

The experience shows that the inappropriate appliance of Environmental Management Plan by contractors results from its weak connection with the contract documents. The EMP is a constituting element of Program of Works and the Contractor should also see it as such and implement it as requested.

The Contractor shall use this document to check the compliance with the EMP. The Contractor's obligation shall be to include mitigation measures in its total costs.

The Contractor's obligation shall be to include the costs of implementation of measures for mitigating negative impact on environment into the total costs. The Contractor shall provide a brief statement to confirm that:

- The EMP has been included in the price;
- The Contractor has qualified and experienced member of staff in its team, who will be made responsible for harmonized relations between the environment and EMP;

Contractor and sub-contractors work in accordance with national laws of the Republic of Serbia, EU standards and Borrower's requirements.

- **Design phase**

Mitigation measures are part of the standard method of design preparation and rehabilitation and therefore their costs will be included in the costs of rehabilitation.

- **Site organization plan**

Preparation of the Site organization plan represents the Contractor's responsibility and at the same time the Contractor is obliged to act in accordance with the Plan.

The subject section is not located within the protected area for which the proceedings for the environmental protection have been initiated or completed nor it is covered by the area of ecological network. Accordingly, the Institute for Nature Conservation issued conditions related to the site organization (Attachment V) which must be taken into consideration while preparing the site organization plan. Preparation of the site and establishment of facilities relates to all Contractor's facilities such as: warehouses, workshops, concrete plant, asphalt plant, etc. The locations and development of the Contractor's facilities will be approved by the Engineer who is permanently engaged on the site.

Taking into consideration conditions for the environmental protection, protection of cultural monuments, legislation and requirements for the environmental protection, while deciding on the location and organization of the site, as well as while executing the Works, the following conditions shall be fully met:

1. temporary locations for storage of necessary construction and other materials and equipment shall be located beyond the coastal line of watercourses, areas with high vegetation and they shall be limited exclusively to time for execution of the Works;
2. temporary or permanent locations (the existing developed utilities/landfills) for storing and disposing debris and other waste material of any form, as well as communal waste generated from construction shall be provided. Storing/depositing in coastal lines of watercourses and on arable land shall be prohibited;
3. it is necessary to plan that all surfaces degraded in any manner by the construction works are repaired immediately upon completion of such works;
4. during execution of the works one must strictly comply with the designed route and surrounding corridor as to avoid adverse impact of earth works and machinery on the area;
5. material to be used for renewal of pavement surfacing from the aspect of protection should comply with the following requirements: decrease in noise levels and vibrations, enablement of efficient and effective water draining from pavement surfacing, etc.;



6. during execution of the works on the road alignment immediately close to watercourses, it is necessary to ensure a maximal preservation of coast and coastal vegetation. On banks of streams, where the road is with a bridge used for crossing of small animals, it is necessary to preserve low bushy vegetation which would direct animals towards the crossing. Vegetation in front of the crossing should be physically connected with the natural vegetation of the surroundings and of open type (grass or low bushes) in central part of the area, on both sides of the bridge or culvert;
7. functioning of local ecological corridors by cleaning of parts with pipes or culverts for water should be enabled;
8. during execution of the works, it is forbidden to deposit and store away any kind of waste material, especially construction material in the shore area;
9. servicing of vehicles and machinery along the road should be prohibited. In case of accidental spills of fuel, oils/lubricants and other harmful materials, it is necessary to remedy the surface and return it into original condition;
10. subject works on the section which goes through settlements shall be executed only during day due to possible noise nuisance generated by construction machinery and equipment;
11. erection of protective fences and pedestrian crossings and crossings shall be done on locations where it is reasonably needed and meaningful, especially on locations in vicinity of the existing settlements;
13. during execution of the works it is of utmost importance to maintain the maximum level of communal hygiene. Locations for the placement of containers for temporary storage of waste should be defined. For solid waste disposal it is necessary to use containers that provide isolation of waste substances from the environment. Containers must be emptied regularly by the relevant municipal services;
14. the area under the Contractor's facilities should be limited to minimum in order to reduce unnecessary clearing of vegetation;
15. Contractor's facilities should be fenced by proper protective fences;
16. the site must be properly drained. Asphalt surfaces, including parking areas, workshops and fuel storages, shall be drained in a manner that fluids are directed to a separator for water and oil;
17. sanitary waste and polluted water must be treated before discharging into recipient (the system of surface waters) in accordance with the Law on Waters ("Official. Gazette of RS", No. 101/05);
18. storage of fuel shall be at least 20 m away from watercourses;
19. if on the site more than 5000 liters of fuel is stored, it should be kept in closed tanks on concrete bedding which can withstand up to 110% of tank capacity;
20. all workshops need to be equipped with oil and water separators;
21. the Contractor must have trained staff, competent to handle fuel and repair the damage after accidental spill;
22. lubricants and fuel needed for machinery shall be transported, deposited (stored) and handled in close compliance with protective measures stated by the regulations related to hazardous materials;

23. all waste oil, filters for oil and fuel will be collected and deposited at safe locations. When closing the site, all contaminated soil must be excavated and replaced with a new layer of soil;
24. in case of accidental discharge of pollutants, the polluted layer of soil must be removed immediately and placed in the packaging that must be discharged to, for this purpose only, intended section, outside the natural habitat. At the location of the accident, new, uncontaminated soil layer shall be placed;
25. removed material should be stacked in heaps of appropriate size, in line with the requirements for handling and reuse of such material;
26. volume of excavation should be limited in order to reduce the possibility of soil erosion. The Contractor shall provide protective measures to prevent soil erosion;
27. the methodology for protection and conservation of areas at risk should be applied to reduce runoff of storm water with eroded material from the location;
28. excavation and use of machinery (work with machinery) should be avoided in wet terrain conditions;
29. upon completion of the Works, it is necessary to remove the machinery as soon as possible, as well as the construction materials, containers, spare parts and other pieces of equipment;
30. levelling of the terrain should be provided after completion of the works in order to reduce the potential spread of weeds;
31. after completion of the work, it is necessary to cultivate the terrain on all vulnerable locations by using appropriate flora and species that are biologically stable under the given climatic conditions, resistant to adverse impacts (emissions) and compatible with the surrounding area and purpose;
32. in length of at least 10 meters to the north and south from the location of the monument "Kipovi", i.e. in length of app. 30 meters on both sides of the road, it shall not be allowed to set up additional road signs and information boards – billboards;
33. in the specified road reserve it is allowed to execute the works on technical maintenance of pavement. The Works should be done with special care to prevent any damage to the monument. Use of vibrating equipment for compacting the bedding shall not be allowed on the section in length of app. 30 m. Execution of the works that may statically endanger the constructed monument "Kipovi" is prohibited;
34. during the execution of the Works within the specified area near the monument "Kipovi", it shall not be allowed to deposit materials and equipment, flammable and hazardous materials, and it shall be mandatory to carry out all measures to protect the monument from damage. The Employer's obligation will be to repair and retribute in accordance with special conditions of service for protection of immovable cultural heritage any damage possibly occurring during execution of the Works;
35. it is allowed to place the additional signage for access to the monument on both sides of the road at location of entrance to the subject road section of 30 m of length;

36. it is allowed to execute the Works on technical maintenance of pavement in the area of the monument "Kriilo".

PE "Roads of Serbia" shall be obliged to check, through the engaged supervision consultant, whether the requirements of EMP and Safety Management Plan are included in the site organization.

- **Mobilization – Contractor's EMP**

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

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

Contractor prepares CEP: following the award of the contract and before commencing the work, the Contractor will prepare a Contractor's Environmental Plan (CEP) that addresses the conditions of the rehabilitation in the EMP related to the Contract Documents including measures to comply with national legalization and Borrower's requirements. The CEP will detail how the Contractor will address the activities in the rehabilitation section of the EMP. The contractor will submit the CEP to the PERS for approval.

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

- **Works on urgent maintenance and repair of damages**

Technical specifications for execution of the Works that relate to the environmental protection, health and safety at workplace:

1. Preliminary Works;
2. Rehabilitation works on the existing pavement;
3. Earthworks;
4. Drainage;
5. Traffic signage systems.

- **Environmental Management during Rehabilitation works**

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

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

copy of the form and the driver will always carry a copy and will ensure that the load is signed for at the final disposal site. All records will be kept by the Contractor for audit purposes and to demonstrate that the project is complying with best practice and applicable legislation.

- Oil and fuel storage management plan. The Contractor's SSIP should cover all procedures for storage, transportation and usage of oils and fuels, refuelling of plant and machinery and procedures for minimizing the risk of ground and water contamination. All oils and fuels will be required to be stored within secondary containment of 110 % capacity and all spillages shall be cleaned up immediately. Re-fuelling vehicles will carry Spill Kits to enable spillages to be cleaned up as soon as possible. All categories of spillage will be reported in accordance with the Plan.
- In-river works management plan. The Contractor's SSIP should cover procedures and plans for safeguarding aquatic habitats and fish during in-river work.
- Site management plan. The Contractor's SSIP should contain procedures for establishing and operating construction camps in order to safeguard nearby communities and environmental resources.
- Emergency response plan. The Contractor's SSIP should contain procedures for emergency response in the event of accidents or major incidents, in order to safeguard people, property and natural resources. Details of the spill response equipment to be provided on site are to be specified to mitigate the consequences of hazardous materials spillage.
- Noise – all equipment shall be licenced and approved in accordance with EU standards. This applies to all machinery, vehicles and construction sites where noise and vibration may affect susceptible receptors. The contractor will be responsible for ensuring that noise and vibration do not affect the adjacent communities, in accordance with the Law on noise protection ("Official Gazette of RS", 36/09). The Contractor will confine all work to daylight hours (0700hrs - 1900hrs) should the community find that any night time operations become a nuisance.
- Rehabilitation Plan: Clearance and rehabilitation of construction sites and removal of contractor's facilities: It is the Contractor's responsibility to address site cleanup. This includes the removal of all waste materials, machinery and any contaminated soil. The contractor will develop a plan for handover, sale or removal of all plant, vehicles and machinery to ensure that no unserviceable items are left on the construction site, in accordance with the Law on Waste management ("Official Gazette of RS", 36/09). All construction sites and work areas will be rehabilitated so that these can be returned as close as possible to their previous uses. This includes the stabilization and landscaping of all of the construction sites. No waste will be left on site after the work is completed, in accordance with the Law on environmental protection ("Official Gazette of RS", 135/04, 36/09, 72/09). Should the Contractor fail to remove the waste, the PERS is entitled to withhold payment and arrange the clean-up and deduct the cost of the clean-up and administrative charges from the final payment.



- **Safety**

Safety and Hazard Assessment: Before commencing work, the Contractor will be required to identify potential hazards. Provisions for emergency responses are to be included in the Contractor's site safety plan which is to include nomination of a person who will be immediately contacted should an accident occur. The site safety plan will be submitted to the Supervision Consultant for approval one week prior to starting work.

- The contractor will be required to keep the site free of drugs and alcohol.
- The contractor's site safety plan will include provision for a safe work environment and provide safety measures and protective equipment to all workers including; hand, head, eye and ear protection and safety footwear.
- Safety and Labour Management Plan (SLMP), shall include a provision for first aid in situ and trained person for the first aid assistance shall be hired in accordance with the Law on health and safety at workplace ("Official Gazette of RS", No. 101/05).
- The Contractor shall provide supply of running water for its workers, wash water, water for toilets;
- SLMP is necessary to ensure provisions for health and safety during rehabilitation Works;
- Contractor is obliged to perform all project activities by respecting SMP recommendations and all Serbian laws and sub-laws which are covering H&S issues.

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

Community safety from increased vehicle movements: This applies to all vehicles and particularly to haul trucks that pass through settlements. The contractor will ensure that all vehicles which pass through settlements are operated safely without endangering these communities. The contractor is to ensure that:

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

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

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

- **Operational Phase**

**People Safety:** During operation, according to the assessment performed within the design phase, road safety features will include (i) measures to slow the traffic; e.g. decreasing of speed at selected places (e.g. settlements, schools, markets, etc.), (ii) dust suppression by wetting, (iii) improvements in road signage and pavement markings, and (iv) attention to road accident black spots.

**Road Maintenance:** Routine maintenance (grass cutting, clearing of drainage system and repairs, together with regular control and maintenance of drainage structures and retention) will be undertaken on regular basis. Seasonal maintenance and the regular upkeep of safety features and road signs will be undertaken as necessary. Major maintenance that include resurfacing and repairs are typically scheduled over periods of several years.

## B. MONITORING PLAN

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

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

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

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

## C. INSTITUTIONAL IMPLEMENTATION AND REPORTING

### • Project Implementation

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

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

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

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

- clearly set out that the Contractor’s obligation is to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan in Attachment I;
- No compensation for the costs of the required environmental mitigation measures and monitoring activities in the form of the particular item in the BoQ shall be given to the Contractor, except for the water quality analysis and noise measurement. It shall be regarded as if the Contractor has included these costs in the other items of the BoQ. Real expenditures of water quality analysis and noise measurement shall be compensated to the Contractor in the form of the particular item in the BoQ. For noncompliance with requested environmental mitigation measures and monitoring activities the Contractor shall suffer specific liquidated damages in a form of demerit points. Demerit points are provided as a measure that should stimulate the Contractor to carry out his obligations in an organized and timely way and to perform his duty meeting high standards. Demerit points have in the same time two meanings – numeric and monetary. Each demerit point has associated monetary value which represents permanent payments reduction for determined noncompliance of the contracted obligations. Number of received demerit points has cumulative effect. If the Contractor receives more than certain number of demerit points specified in the Contract, the Contractor will for a period of 2 years not be allowed to compete for any other PERS works contract. Also, if the Contractor is awarded over a specified number of demerit points, the Employer has a right to terminate the Contract. Monetary value of each demerit point as well as limits for other possible actions by the Employer shall be clearly specified in the Contract. Application of explained two measures - compensation for specific costs and penalties for noncompliance – should assure implementation of all requested environmental mitigation measures and monitoring activities, and
- Explicitly require the Contractor to recruit an environmental specialist. The contractor will be responsible for the implementation of environmental mitigation measures during construction and shall employ an environmental



specialist who will supervise implementation of the Contractor's environmental responsibilities and coordinate with the PERS and MoT. The contractor, in coordination with PERS and the ministry in line, shall deal with any complaints during project implementation. During project implementation, the PERS shall monitor the compliance of the Contractor with the EMP provisions. It is proposed that the project supervision consultants (PSC) employ an environment specialist (with civil engineering/environmental management background) to assist the environmental supervision.

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

The Public Enterprise "Roads of Serbia" (PERS) is also responsible for:

- Implementation of requests for environmental protection given by: national state environmental authorities, IFIs and other institutions, Law on environmental protection ("Official Gazette of RS", 36/09, 72/09),
- Implementation of requests for environmental protection through contractor's specifications,
- Supervision of the project through the consulting services for supervision and implementation of the project,
- Supervision of environmental monitoring through the consulting services for environmental monitoring,
- Preparation of the final environmental reports.

The Contractor will make proposal for environmental protection, including safety of persons associated with the works and the public within the Environmental Management Plan. This proposal will be reviewed by PERS in order to obtain the agreement with the proposal's recommendations. In this regard, attention will be given to:

- taking all reasonable steps to protect the environment during activities on the site and afterwards and avoid damage or nuisance to persons or property arising from its operations,
- maintaining conditions of safety for all persons entitled to be on site and
- provision of all lights, guards, fencing, warning signs, traffic control and watching for protection of the works and other property and for the safety and convenience of the public.

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

Public consultations will be organized in the forthcoming period.

- **The Contractor Reporting Arrangements**

A) Contractor to PERS

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

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

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

The Contractor will monitor quality of environmental conditions according to the monitoring plan which is a consisting part of EMP (Attachment II) through those phases and will report quarterly to the PERS. These reports will encompass a list and explanation of all undertaken activities at the site and results of the field research, as well as recommendations for future field activities and protection measures.

B) Project Supervision Consultant to PERS

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

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

C) PE "Roads of Serbia" to Ministry of Transport, World Bank, European Bank for Reconstruction and Development and European Investment Bank

Annual Environmental Health and Safety (EHS) reports, including monitoring indicators and reporting on the implementation of the requirements set forth in the EMP will be prepared by PERS and submitted for IFIs review. IFIs will review the reports and verify their contents through periodic site visits. The PERS shall provide Annual reports to MoT and IFIs regarding the status of implementation of mitigation measures by the Contractors, additional mitigation measures that may need to be implemented, incidents of non-compliance with applicable

environmental permits, complaints received from local residents, NGOs, etc. and how these were addressed.

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

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

EMP shall be publicly disclosed in the forthcoming period.

## 7. REFERENCES

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

# ATTACHMENTS



## Attachment IIIIII

# MITIGATION PLAN

## MITIGATION PLAN

Phase	Issue	Mitigating measure	Institutional responsibility		Comments
			Implementation	Supervision	
<b>Pre-Construction</b>	<b>Detailed Design</b>				
	Compliance with the procedure for the environmental protection	PE "Roads of Serbia" obtained conditions from the Institute for Nature Conservation of Vojvodina Province and Institute for Protection of Cultural Monuments Sremska Mitrovica to avoid environmental risks during heavy maintenance	PE "Roads of Serbia", Designer	PE "Roads of Serbia"	
	The location and development of the contractor's facilities will be approved by the PE. Location will be selected so that:	<ul style="list-style-type: none"> <li>• Is out of coastal line of Jelenački potok</li> <li>• There is no adverse impact on the environment, social welfare of community (e.g. dust, vibrations, etc.</li> <li>• Is out of the area covered with high vegetation</li> <li>• Size of the buildings and facilities is /limited to minimum to reduce unnecessary removal of vegetation;</li> <li>• sanitary waste and polluted water are /treated before discharging into the surface water system in accordance with the Law on Waters ("Official Gazette of RS", No. 101/05)</li> <li>• Paved areas, including vehicle parking areas, workshops and fuel storage areas, areas for oil and water takeoff to separators and fuel storage areas Clearing of sites and removal</li> </ul>	PE "Roads of Serbia", Contractor	PE "Roads of Serbia"	

		<p>and disposal of vegetation;</p> <ul style="list-style-type: none"> <li>• Wherever possible limit area to be cleared and avoid excessive machine disturbance of the topsoil.</li> <li>• Cleared material is to be piled, stored and/or used again according to the necessity.</li> </ul> <p>Prevention of soil erosion on construction site:</p> <ul style="list-style-type: none"> <li>• The contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods</li> <li>• The contractor will limit the extent of excavation to reduce soil erosion.</li> <li>• The contractor shall apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site.</li> <li>• The contractor shall avoid excavation and operating machinery in wet ground conditions.</li> </ul>			
	Site selection for construction camps, near or within existing settlements. Impact on public health and sociological setting	Proper site selection, observing criteria which primarily protect the public interest. Observe a minimum distance (buffer zone) between camp site and nearest residential area. Observe local wind conditions to avoid/reduce nuisances. Work safety and environmental protection measures to be specified by the Contractor in his Site Management Plan. Planning for independent water and electric supply network and a medical service station at the site.	Designer – Consultant for Detailed Design	PE “Roads of Serbia”	
	Road safety issues associated with pedestrians and pedestrian crossing	Plan for safe and adequate pedestrian crossing facilities that will be equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Designer – Consultant for Detailed Design	Technical Control for Detailed Design PE “Roads of	

				Serbia”	
	Stakeholder engagement	Details of the proposed road alignment, access points and safety features will be disclosed in the locality of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered in the final design will be recorded.	PE “Roads of Serbia” Designer – Consultant for Detailed Design	PE “Roads of Serbia” Technical Control for Detailed Design	
<b>CONSTRUCTION</b>	<b>MANAGEMENT PLAN</b>				
	<p>Contractor to prepare implement the following plans as described in the EMP to ensure compliance with legislative and Borrower requirements.</p> <ul style="list-style-type: none"> <li>• Site organization</li> <li>• Sewage and waste water</li> <li>• Project grievance mechanism</li> <li>• Soil Management Plan</li> <li>• Dust management plan</li> <li>• Location of the borrow pit, measures for restating for the borrow pits and access roads after completion of the project;</li> <li>• Waste and wastewater management plan in accordance with the Law on Waste Management (“Official Gazette of RS”, 36/09).</li> <li>• Oil and fuel storage management plan.</li> <li>• In-river works management plan.</li> <li>• Emergency response plan.</li> <li>• Rehabilitation Plan</li> <li>• Safety and Hazard Assessment</li> <li>• Safety and Labor Management Plan (SLMP),</li> </ul>				
<b>CONSTRUCTION</b>	<b>Entry to the site</b>				
	All workers and visitors to site shall be given a Health, Safety and Environment Induction and instructed in the need and use of PPE				



CONSTRUCTION		Supply of materials			
	Asphalt plant dust, fumes, workers' health and safety, ecosystem disturbance	Use existing asphalt plants; requirement should be placed for official approval or valid operating license	Asphalt plant	Asphalt plant	
	Stone quarry dust, workers health and safety, ecosystem disturbance	Use the existing stone quarries. requirement should be placed for official approval or valid operating license	Stone quarry	Stone quarry	
	Sand and gravel borrow pit disturbance of river bed, water quality, ecosystem disturbance	use existing borrow pits or buy material at licensed separations; requirement should be placed for official approval or valid operating license.	Contractor or sand and gravel separation	Contractor or sand and gravel separation	
CONSTRUCTION		Transport of material			
	Asphalt dust, fumes	All trucks are to be covered This is a problem area through-out the region and this will not be achieved unless the selection contractors operating trucks is managed	Truck operator	Truck operator	
	Stone Dust	wet or cover truck load	Truck operator	Truck operator	
	Sand and gravel Dust	wet or cover truck load	Truck operator	Truck operator	
	Traffic management noise, vehicle exhaust, road congestion	<ul style="list-style-type: none"> <li>haul material at off peak traffic hours (preferably 9-14h);</li> <li>use alternative routes to minimize major traffic sites;</li> <li>Need to ensure that adequate signs to work</li> </ul>	Transport manager; Truck operator	Transport manager; Truck operator	

		fronts to minimize 'wrong turn' chances causing even more congestion			
	Archaeological chance finds	In case of chance finds Contractor is obliged to stop the works immediately and inform institute for protection of Cultural Monuments and PE "Roads of Serbia" about it,.	Contractor	Contractor's Supervision	
<b>CONSTRUCTION</b>	<b>Construction site</b>				
	Harmful effect of noise on workers and local population	<ul style="list-style-type: none"> <li>• limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities);</li> <li>• equipment operating with noise mufflers and licenced and approved in accordance with EU standards;</li> <li>• Noise screens/barriers for noisy works for those longer than one day in the same location/area;</li> <li>• Noisy equipment will be located as far as possible from residential or other sensitive receptors.</li> </ul>	Contractor	Contractor	
	Dust	<ul style="list-style-type: none"> <li>• water construction site and cover material storage areas limited speed of vehicles;</li> <li>• Implement a Dust Management Plan: measures to avoid/minimize dust emissions, including use of hoardings;</li> <li>• wetting down/spraying of construction areas, accesses, materials stockpiles and during loading/unloading activities; covering of vehicles carrying dusty materials; wheel washing/spraying of vehicles, etc.</li> </ul>	Contractor	Contractor	
	Vibrations	<ul style="list-style-type: none"> <li>• limit activities to daylight working hours (not</li> </ul>	Contractor	Contractor	

		<p>between 8 p.m. and 7 a.m. or as agreed with public and authorities);</p> <ul style="list-style-type: none"> <li>• If any material damage proved to have been caused to local houses, buildings and other infrastructure (including access roads) by the works will be compensated for under the project and subject to repair on a timely basis;</li> <li>• Earthmoving equipment will be located as far away as possible from vibration-sensitive receptors.</li> </ul>			
	Traffic disruption during construction activity	<ul style="list-style-type: none"> <li>• traffic management plan with measures to redirect traffic that are easily seen or easy to follow; include traffic police assistance if needed</li> <li>• Preparation of the Traffic Management Plan will establish speed limits for construction vehicles and organize traffic to avoid as much as possible populated areas.</li> <li>• During execution of the Works, the existing road network shall be used to the greatest possible scope and construction of new roads for temporary use shall be avoided in order not to have additional fragmentation of space and the existing habitats;</li> <li>• Local residents should be kept informed about planned Works</li> </ul>	Contractor	Contractor	
	Reduced access to roadside activities	Permanent alternative access to activities in road reserve should be enabled.	Contractor	Contractor	
	Vehicle and pedestrian safety where/when there is no construction activity	Lighting and well defined safety signs and protection measures.	Contractor	Contractor	

	<p>Water and soil pollution from improper material storage, management and usage</p>	<ul style="list-style-type: none"> <li>• organize and cover material storage areas;</li> <li>• isolate concrete, asphalt and other works from watercourse by using sealed formwork or covers;</li> <li>• isolate wash down areas of concrete and asphalt trucks and other equipment from watercourse by selecting areas for washing that are not free draining directly into watercourse;</li> <li>• Operate construction site in a way to reduce the risk of generating sediments and wastewater that may pollute local soils or receiving water bodies (considering situations such as including stormwater runoff, wastewater generated from facilities on site such as wheel washing facility).</li> <li>• Soil Management Plan shall be prepared for the controlled removal of top soil, storage and reuse</li> <li>• Prevent sediments flowing into surface waters and drainage channels by localized control measures (e.g. sediment fences, check dams, mulch barriers, rock groins, or geofabric barriers, sediment basins), contouring to optimize slope angle and steepness, prevent wind erosion via fencing, covering, etc.</li> <li>• Depositing of surplus of earth and stone material, etc. may be of temporary nature only and limited to the time of completion of the Works. After completion of Works, all excessive earth, stone and other waste material shall be removed and repair of all surfaces degraded during the Works shall be applied.</li> </ul>	<p>Contractor</p>	<p>Contractor</p>	
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	Water and soil pollution from improper disposal of waste materials	<ul style="list-style-type: none"> <li>dispose waste material at location protected from washing out, should be marked in the site plan; if not on site, then at authorized landfill / depot</li> <li>Storage of waste material according to international best practice (IFC EHS General Guideline).</li> <li>Apply additional measures for storage of hazardous wastes (such as use of secondary containment, access restriction, provision of PPE etc.) as necessary to prevent harm to construction staff, environment and public.</li> <li>Appoint responsible persons for collecting waste and its storage (hazardous and non-hazardous).</li> </ul>	Contractor	Contractor	
	Potential contamination of soil and water from improper maintenance and fueling of equipment	apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose to permitted waste recovery facility	Contractor	Contractor	
	Water and soil pollution from improper disposal of waste materials	<ul style="list-style-type: none"> <li>Transport of waste in marked vehicles designed to the type of waste to minimize the risk of release of materials (hazardous and non-hazardous materials)</li> <li>Training of drivers in handling and disposal of their cargo and the documentation of the transport describing the nature of the waste and its degree of hazard.</li> </ul>	Contractor	Contractor	
	Workers' safety	<ul style="list-style-type: none"> <li>provide workers with safety instructions and protective equipment;</li> <li>provision of safe alternative for traffic</li> </ul>	r	Contractor	



	Temporarily occupies surfaces	Undertaking of re-vegetation progressively with native endemic species and monitor its effectiveness. Where initial plantings were not successful, replacement plantings will be carried out.	Contractor	Contractor	
<b>OPERATION</b>	<b>MAINTENANCE</b>				
	Noise disturbance to human and animal population and workers	<ul style="list-style-type: none"> <li>limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public);</li> <li>equipment operating with noise mufflers</li> </ul>	Maintenance Contractor	Maintenance Contractor	
	Possible air, water and soil pollution dust, vehicle exhaust, fuel and lubricants spills	<ul style="list-style-type: none"> <li>apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose in line with the Law on waste management;</li> <li>organize and cover material storage areas;</li> <li>isolate asphalt from watercourse by using sealed formwork;</li> <li>selecting areas for washing of concrete transporting vehicles and other pieces of equipment that are not free draining directly or indirectly into watercourse</li> <li>dispose waste material at location protected from washing out</li> </ul>	Maintenance Contractor	Maintenance Contractor	
	Vibrations	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities)	Maintenance Contractor	Maintenance Contractor	
	Workers' safety	<ul style="list-style-type: none"> <li>provide workers with safety instructions and protective equipment;</li> <li>safe organization of bypassing traffic</li> </ul>	Maintenance Contractor	Maintenance Contractor	

		<ul style="list-style-type: none"> <li>this could really be expanded</li> </ul>			
	Increased vehicle speed	install traffic signs for speed limit	Maintenance Contractor	Maintenance Contractor	
	Erosion, rockfall, hazardous conditions	install warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow moving vehicles), reflective markers to indicate steep edge or convex mirrors to see oncoming traffic at blind curves; locate warnings at points considered necessary by good engineering practice, or as agreed in writing with public and authorities	Maintenance Contractor	Maintenance Contractor	

## Attachment II

# MONITORING PLAN

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
<b>CONSTRUCTION</b>	<b>Supply of material</b>					
Asphalt plant	possession of official approval or valid operating license	Asphalt plant	Inspection / supervising engineer	before work begins	assure plant compliance with environment, health and safety requirements	Plant Operator
Stone quarry	possession of official approval or valid operating license	Stone quarry	Inspection / supervising engineer	before work begins	assure quarry compliance with environment, health and safety requirements	Quarry Operator
Sand and gravel borrow pit	possession of official approval or valid operating license	sand and gravel borrow pit or separation	Inspection / supervising engineer	before work begins	assure borrow pit compliance with environment, health and safety requirements	Borrow pit or Separation Operator
<b>CONSTRUCTION</b>	<b>Material transport</b>					
Asphalt	truck load covered	site	supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health	Supervision

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
Truck	truck load covered or wetted	site	supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health	Supervision
Sand and gravel	truck load covered or wetted	site	supervision	unannounced inspections during work, at least once per week	and safety requirements and enable as little disruption to traffic as it is possible	Supervision
Traffic Control	hours and routes selected	site	supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health, and safety requirements and enable as little disruption to traffic as it is possible	Supervision
<b>CONSTRUCTION</b>	<b>Site</b>					
<i>Noise disturbance to workers and neighboring population</i>	noise levels	site; nearest homes at suburban area of Ruma	equipment – hand-held analyzer with relevant software	once at the beginning of the project and later on quarterly basis, and on complaint. If the results of monitoring are not satisfactory, monitoring should be conducted on monthly basis	assure compliance of performance with environment, health, and safety requirements and enable as little disruption to traffic as it is possible	Contractor (Monitoring)



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

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
Reduced access to roadside activities	Provided alternative access	<p>Site. Main laws and regulations currently in force in Republic of Serbia which are relevant to the environmental protection during planning, design, construction and operating of this Project are listed below:</p> <ol style="list-style-type: none"> <li>1. Law on Planning and Construction („Official Gazette of RS”, No. 72/09, 81/09, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14);</li> <li>2. Law on nature protection (“Official Gazette of RS”, No. 36/09, 88/10, 91/10, 14/16);</li> <li>3. Law on environmental protection (“Official Gazette of RS” No.135/04, 36/09, 72/09,43/11, 14/16);</li> <li>4. Law on EIA (“Official Gazette of RS” No.135/04, 36/09);</li> <li>5. Law on Strategic EIA (“Official Gazette of RS” No.135/04, 88/10);</li> </ol>	inspection	random checks at least once per week during construction activities	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Supervision
RRSP/CS3-IB21IR/2015-05 <b>Environmental Management Plan</b> - Main Design for Heavy Maintenance (Road Rehabilitation-Upgrading) of the State Road IB 21 Section: Irig 2 - Ruma 1 (highway), Environmental Category - B						

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
<i>Vehicle and pedestrian safety when there is no construction activity</i>	visibility and appropriateness	at and near the site	observation	random checks at least once per week in the evening	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Supervision
<i>Water and soil pollution from improper material storage, management and usage</i>	water and soil quality (suspended solids, oils, pH value, conductivity)	On the Jelenci watercourse	unannounced sampling; analysis at accredited laboratory with necessary equipment	At least 3 times during project period. Monitoring should be done prior construction (or on a referent point upstream of construction site) and during and after rehabilitation works	assure compliance of performance with environment health and safety requirements	Contractor (Monitoring)
Workers safety	protective equipment; organization of bypassing traffic	Site	Inspection	Unannounced inspections during work.	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Supervision
<b>OPERATION</b>	<b>Maintenance</b>					

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
Noise disturbance to human population and workers	noise levels	site; nearest houses	equipment – hand-held analyzer with application software	unannounced inspections during maintenance activities and on complaint	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	PE “Roads of Serbia”
Vibrations	limited time of activities	site	supervision	unannounced inspections during maintenance activities and on complaint	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	PE “Roads of Serbia”
Workers safety	protective equipment; organization of bypassing traffic	site	inspection	unannounced inspections during maintenance activities and on complaint	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	PE “Roads of Serbia”
<b>OPERATION</b>	<b>Road Safety</b>					

Monitoring Plan Phase	What is the parameter to be monitored	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Implementation
<i>Increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in project	visual observation; speed detectors	during maintenance activities; unannounced	enable safe and economical traffic flow	Maintenance Contractor; Traffic Police
<i>Erosion, rockfall, hazardous conditions</i>	condition of hazard signs	road section included in project	visual observation	during maintenance activities	enable safe and economical traffic flow	Maintenance Contractor; Monitoring



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

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

Please indicate the level of associated expenditure (capital expenditure and operating expenditure), and whether this relates to the requirements of the 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). If the ESAP has been updated during the reporting period, please attach a copy of the new plan.

## 3. Environmental Monitoring Data<sup>1</sup>

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

Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
<b>Waste Water</b>				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
<b>Air Emissions</b>				
SO <sub>2</sub>				

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

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

<sup>3</sup>Please ensure that the units of measurement are clearly stated

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

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

Please provide the name and contact details for your environmental manager:				
Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
NO <sub>x</sub>				
Particulates				
CO <sub>2</sub>				
CH <sub>4</sub>				
N <sub>2</sub> O				
HFCs				
PFCs				
SF <sub>6</sub>				
[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 <sup>6</sup>	

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

#### 4. Resource Usage and Product Output

Parameter	Value	Measurement Unit	Comments <sup>6</sup>
<b>Fuels used</b>			
Oil			
Gas			
Coal			
Lignite			
Grid Electricity			
Heat Purchased			
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

#### 5. Human Resources Management

<b>Please provide the name and contact details for your Human Resources manager:</b>			
	<b>Total</b>	<b>Recruited in this reporting period</b>	<b>Dismissed in this reporting period</b>
<b>Number of direct employees:</b>			
<b>Number of contracted workers:</b>			
Were there any collective	Yes	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were	

RRSP/CS3-IB21IR/2015-05

**Environmental Management Plan** - Main Design for Heavy Maintenance (Road Rehabilitation-Upgrading) of the State Road IB 21 Section: Irig 2 - Ruma 1 (highway), Environmental Category - B

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



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

<b>Please provide the name and contact details for your Health and Safety manager:</b>					
	Direct employees	Contracted workers		Direct employees	Contracted workers
Number of man-hours worked this reporting period:			Number of Fatalities <sup>7</sup> :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person or days:			Number of Lost Time Incidents (including vehicular) <sup>8</sup> :		
Number of lost workdays <sup>9</sup> resulting from incidents:			Number of cases of occupational disease:		

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

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

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 the Banks, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarize any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarize any emergency response exercises or drills that have been carried out during the report period:					

## 7. Stakeholder Engagement

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

## 8. Status and Reporting on Resettlement Action Plan

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

<b>Existing Land Acquisitions</b>		
Please report any further progress made during this reporting period in the implementation of the Resettlement Action Plan (RAP), using the monitoring indicators as detailed in the RAP and complete the table below. Please provide the results of any other related monitoring and attach any additional information you think would be useful.		
Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made:
Has the land acquisition had any additional, unforeseen impacts on affected persons' standard of living that were not previously covered in the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, quantify these impacts and specify what measures have been undertaken to minimize and mitigate these impacts. If no, specify how potential impacts on livelihoods have been monitored.
Have any vulnerable groups been identified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, list the groups that were identified and describe any additional measures undertaken in order to mitigate impacts specific to these groups.
If applicable, have all transit allowances been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made.
Has legal support been provided to all the affected persons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, specify how many persons effectively made use of the legal support.
Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many and summarize their content.
Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<b>New Land Acquisitions</b>		
If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?

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

## 9. Community Interaction and Development

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

## Attachment III

### LEGISLATION



## MAIN SERBIAN LEGISLATION:

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

1. Law on Planning and Construction („Official Gazette of RS”, No. 72/09, 81/09, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14);
2. Law on nature protection (“Official Gazette of RS”, No. 36/09, 88/10, 91/10, 14/16);
3. Law on environmental protection (“Official Gazette of RS” No.135/04, 36/09, 72/09,43/11, 14/16);
4. Law on EIA (“Official Gazette of RS” No.135/04, 36/09);
5. Law on Strategic EIA (“Official Gazette of RS” No.135/04, 88/10);
6. Law on waste management (“Official Gazette of RS”, No. 36/09, 88/10, 14/16);
7. Law on noise protection (“Official Gazette of RS”, No. 36/09, 88/10);
8. Law on water (“Official Gazette of RS” No. 30/10, 93/12);
9. Law on forest (“Official Gazette of RS”, No. 30/10, 93/12, 89/15);
10. Law on air protection (“Official Gazette of RS”, No. 36/09, 10/13);
11. Law on Safety and Health at Work (“Official Gazette of RS”, No. 101/05, 91/15).

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

12. Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of projects for which the EIA can be requested (“Official Gazette of RS” No. 114/08);
13. Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (“Official Gazette of RS” No. 69/05);
14. Rulebook on the contents of the EIA Study (“Official Gazette of RS” No. 69/05);
15. Rulebook on the procedure of public disclosure, presentation and public consultation about the EIA Study (“Official Gazette of RS” No. 69/05);
16. Rulebook on the work of the Technical Committee for the EIA Study (“Official Gazette of RS” No. 69/05);
17. Regulations on permitted noise level in the environment (“Official Gazette of RS” No. 72/10);
18. Decree on allowed values of contaminating materials and surface and ground water and sediment and deadlines for achieving such values (“Official Gazette of RS”, No. 50/12);
19. Regulations on dangers of pollutants in waters (“Official Gazette of SRS” No. 31/82);

Other relevant Serbian legislation:

20. Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (“Official Gazette of RS”, 38/09);

21. Law on public roads ("Official Gazette of RS" No. 101/2005, 123/07).

## Attachment IV

# STAKEHOLDER ENGAGEMENT AND REPORTING FROM PUBLIC CONSULTATIONS

- **Stakeholders Identification**

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

Potential affected parties:

- Employees of PERS and Contractors;
- Representatives of companies operating the area immediately adjacent to the Project;
- Residents from settlements within the zone of influence of the Project

Statutory regulatory authorities, on local or regional level, such as:

- Local landowners and leaseholders within Project easements; and
- Potentially affected industries/businesses.

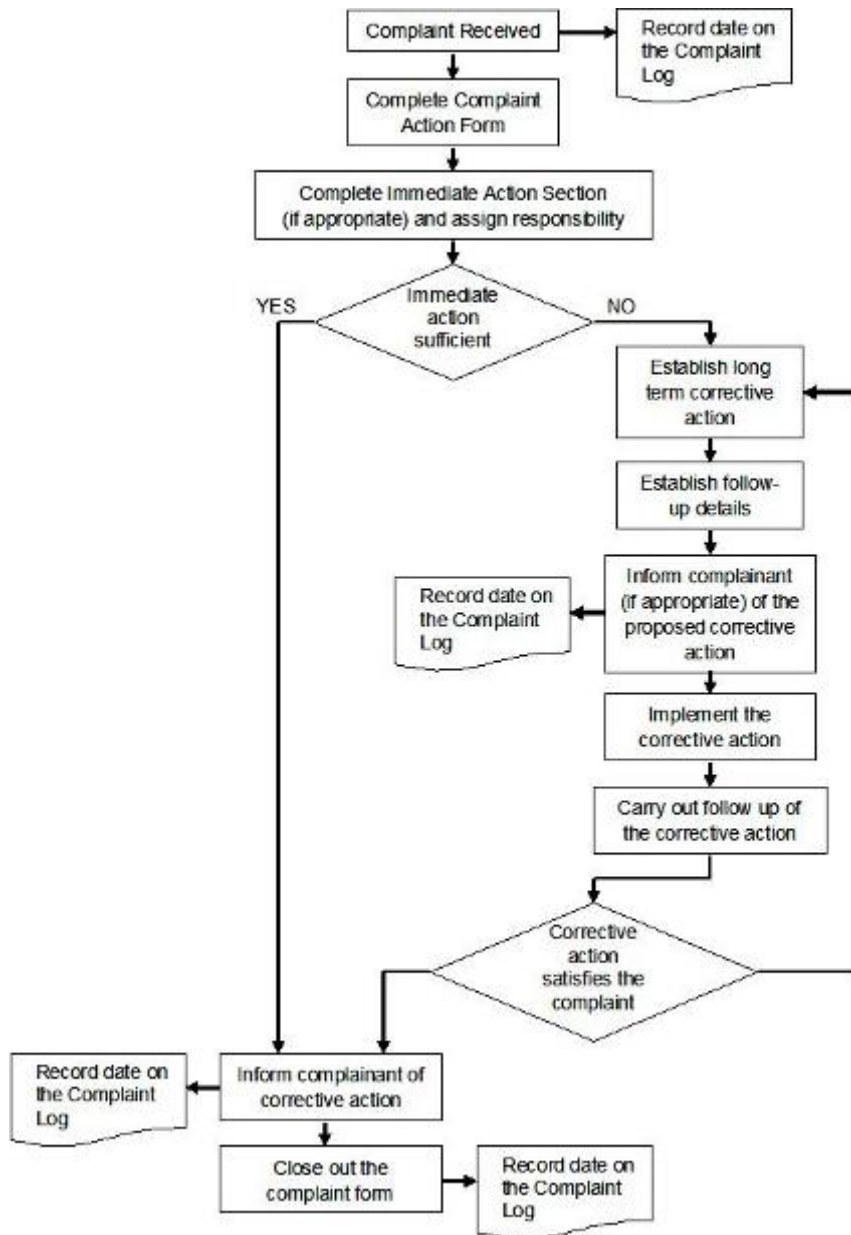
Interested parties:

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

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

Grievance mechanism and form

**Flowchart of Complaints/Grievance Procedure**



Grievances are to be resolved within 15 working days.

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

## Results from the EMP public consultations

1. BACKGROUND
2. REPORT ON PUBLIC CONSULTATIONS
3. LIST OF PARTICIPANTS
4. DOCUMENTATION



## Attachment V

# DECISIONS OF RELEVANT INSTITUTIONS

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“  
Булевар краља Александра 282  
Поштански факс 17  
11 000 Београд 22, Србија  
Сектор за инвестиције  
Влајковићева 19а, Београд  
тел. +381 11 30 34 744, факс: +381 11 30 34 832



PUBLIC ENTERPRISE "ROADS OF SERBIA"  
Bulevar kralja Aleksandra 282  
PO Box 17  
11 000 Belgrade 22, Serbia  
Sector for Investments  
Vlajkovicева 19a, Belgrade  
tel. +381 11 30 34 744, fax. +381 11 30 34 832

Завод за заштиту природе Србије  
Др Ивана Рибара 91  
11000 Београд

Бр. 353-3214  
Датум: 12-02-2016

**ПРЕДМЕТ:** Захтев за издавање Услови за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iа реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута)

Поштовани,

Обраћамо Вам се са Захтевом за издавање УСЛОВА за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iб реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута).

Пројекат појачаног одржавања деонице државног пута Iб реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута) саставни је 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.

Први циљ је израда техничке документације у виду Главног пројекта појачаног одржавања којим се обезбеђује повећање употребне вредности и трајности пута, унапређење безбедности саобраћаја, укључење захтева локалне заједнице (социјални аспект) и поштовање захтева заштите животне средине у максималној могућој мери у датим условима просторног ограничења и ограничења која произилазе из врсте дозвољених грађевинских и саобраћајних интервенција (законски основ).

Врста радова која се планира углавном обухвата радове ојачања постојеће коловозне конструкције (на појединим местима до дубине од 50-60 цм 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 („Сл. гласник РС”, бр. 101/05, 123/07, 93/12 и 104/13).

Након завршетка израде техничке документације и одабира извођача радова накнадно ћемо Вас обавестити о датуму почетка радова.

Прилог:

- Прегледна карта региона са маркираном деоницом државног пута Iб реда, бр.21 на којој су планирано појачано одржавање

Контакт особа:

Предраг Тодосић, дипл.инж.грађ., 060/840 2297

Срдачан поздрав,

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“  
Извршни директор за инвестиције

Гордана Суботићки Ђорђевић, дипл.инж.грађ.

Доставити:

- Наслову
- Сектору за инвестиције
- Архиви

Translation

Ref. No. II 953-3214  
Date: February 12, 2016

To: Institute for Nature Conservation of the Republic of Serbia  
91, Dr Ivana Ribara  
11000 Belgrade

**SUBJECT: Request for provision of conditions for preparation of technical documentation for the project Heavy Maintenance of State Road of Ia category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway)**

Dear Madam/Sir,

Herewith we address you requesting the provision of CONDITIONS for preparation of technical documentation for the project Heavy Maintenance of State Road Ib category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway).

Project of heavy maintenance of State Road Ib category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway) is a constituting element of the Road Rehabilitation and Safety Project being implemented on the state road network, which represents a support of the International Financing Institutions to the National State Road Rehabilitation Program of the Republic of Serbia.

The first objective is preparation of technical documentation in form of the detailed design for heavy maintenance aimed at increase of use value, durability of the road, improvement of road and traffic safety, inclusion of requirements of local community (social aspect) and compliance with the requirements for the environmental protection to the greatest possible extent under spatial limitations and limitations resulting from the type of the allowed construction and traffic interventions (legal grounds).

The type of Works being planned mostly covers works on improvement of the existing pavement (on certain locations up to the depth of 50-60 cm from the existing pavement surface) within the existing road profile, with the existing and rehabilitated drainage system and designing of all elements which prolong durability of the Works and improve the road and traffic safety system and is regulated by provisions (Article 57-60) of the Public Road Law ("Official Gazette of RS", No. 101/05, 123/07, 93/12 and 104/13).

After completion of technical documentation and selection of the Contractor, we will inform you additionally on the date of the Works commencement.

Attachment:

- Comprehensive map of the region with marked section of the state road of Ib category no. 21, where the Works on heavy maintenance are planned.

Contact person:  
Predrag Todosić, M.Sc. (C.E.), 060/840 2297

Best regards

PUBLIC ENTERPRISE "ROADS OF SERBIA"  
Executive Director for Investments  
Gordana Subotički-Dorđević (signed) (round company seal)

To be delivered to:

- Addressee
- Sector for Investments
- Archive



## ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ

Текући рачун: Б40-518664-16, отворен код: Управе за трезор ◆ ПИБ: 106844290 ◆ Матични број: 17786561 ◆ Шифра делатности: 9104

СЕДНИШТЕ  
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011 20 93 901  
факс: 011 20 93 967  
beograd@zps.rs

РАДНА  
ЈЕДИНИЦА У НИШУ  
18100 Ниш  
Воида Карађорђе 14  
тел/факс: 018 523 448  
018 523 449  
nis@zps.rs

ПРИЈАТНИЦА  
РАДНА ЈЕДИНИЦА  
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Др Ивана Рибара 81  
тел: 011 20 93 800  
011 20 93 801  
факс: 011 20 93 887  
beograd@zps.rs

03 број 020-308/2  
ДАТУМ 24.02.2016.

ЈАВНО ПРЕДУЗЕЋЕ ПУТЕВИ СРБИЈЕ  
Бр. 953-324/16-1  
29.02.2016  
Београд, Булевар краља Александра бр. 282

ЈП „ПУТЕВИ СРБИЈЕ“

11000 БЕОГРАД

ул. Булевар краља Александра бр. 282

**Предмет:** Обавештење у вези са Захтевом за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iа реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута)

ЈП „Путеви Србије“ из Београда обратило се Заводу за заштиту природе Србије захтевом бр. 953-32/4 за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута Iа реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута).

Сагласно члану 103. став 2. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010 и 91/2010- исправка), наведени захтев је потребно упутити Покрајинском заводу за заштиту природе.

С поштовањем,

ДИРЕКТОР

Александар Драгишић

Достављено:  
- Архива

Translation**INSTITUTE FOR NATURE CONSERVATION**

Current Account: 840-518664-15 maintained with the Treasury ♦ Tax ID No. 106844260 ♦ ID No. 17798561 ♦ Code of Business 9104

Head Office  
11070 Novi Beograd  
91, Dr Ivana Ribara  
Tel 011 20 93 800  
011 20 93 801  
Fax 011 20 93 867  
beograd@zzps.rs

03 Ref. No. 020-308/2  
Date: February 24, 2016

Ref. No. II 953-3214/16-1  
Date: February 29, 2016

Branch office Niš  
18000 Niš  
14 Vožda Karađorđa  
Tel/fax 018 523 448  
018 523 449  
nis@zzps.rs

Aleksandra

PE "ROADS OF SERBIA"  
11000 Belgrade  
282 Bulevar kralja

**Subject:** Notification in regards to the request for provision of conditions for nature protection for preparation of technical documentation for the project of heavy maintenance of the section on state road of Ia category no. 21 (old marking M-21) Irig (intersection to Vrdnik) – Ruma (to the highway)

Branch office Priština  
11070 Novi Beograd  
91, Dr Ivana Ribara  
Tel 011 20 93 800  
011 20 93 801  
Fax 011 20 93 867  
beograd@zzps.rs

PE "Roads of Serbia" from Belgrade has addressed the Institute for Nature Conservation of the Republic of Serbia with the request no. 953-32/4 for provision of conditions for the nature protection for preparation of technical documentation for the project Heavy maintenance of the section on state road of Ia category no. 21 (old marking M-21) Irig (intersection to Vrdnik) – Ruma (to the highway).

Pursuant to the Article 103, Para. 2 of the Law on Nature Protection ("Official Gazette of RS", No. 36/2009, 88/2010 and 91/2010 – correction), the subject request should be submitted to the Provincial Institute for Nature Conservation.

Best regards,

Director  
Aleksandar Dragišić (Signed)  
(round seal of the Institute)

[www.zzps.rs](http://www.zzps.rs)

To be delivered to:  
- Archive

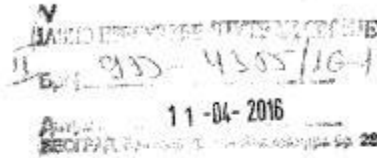




ПОКРАЈИНСКИ ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ

Србија • Београд Нове Србије • Раднички Београд  
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e-mail: priroda@zavod.rs • www.zavod.rs

INSTITUTE FOR NATURE CONSERVATION OF VOJVODINA PROVINCE

Serbia • BEOGRAD Novi Beograd • Radnicki BEOGRAD  
Phone: +381(0)11-4355301 • Fax: +381(0)11-4355379  
e-mail: nov@injezavod.rs • www.injezavod.rsБрој: 03-438/2  
Датум: 25.03.2016.ЈП ПУТЕВИ СРБИЈЕ  
Булевар краља Александра 282  
Поштански фах 17  
11059 БЕОГРАД

Покрајински завод за заштиту природе на основу чланова 9., 57. и 102. Закона о заштити природе („Службени гласник РС“, бр. 36/09, 88/10 и 91/10) и члана 192. Закона о општем управном поступку („Службени гласник РС“, 33/97 и 31/01) решавајући по захтеву ЈП „Путеви Србије“ у предмету за добијање услова заштите природе за израду техничке документације пројекта Појачаног одржавања пута деонице државног пута Iа реда бр. 21 (стара ознака М-21) (раскрсница за Врдник) – Рума (до аутопута), доноси следеће

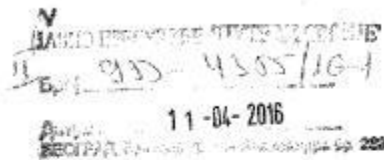
## РЕШЕЊЕ

1. Израда техничке документације пројекта Појачаног одржавања пута Iа реда бр. 21 (стара ознака М-21) (раскрсница за Врдник) – Рума (до аутопута) може се извршити поштујући следеће услове заштите природе:
1. За обнављање коловозног застора, користити материјал који са аспекта заштите треба да обезбеди следеће захтеве: смањење нивоа буке и вибрација, омогућавање ефикасног дренарања воде са површине коловоза, и сл.;
  2. Обезбедити функционалност локалних еколошких коридора, чишћењем зацењених делова или пропуста за воду;
  3. На обалама водотока потока, где је путни правац са мостом који служи и као прелаз за ситне животиње, потребно је сачувати ниску жбунасту вегетацију која усмерава кретање животиња према прелазу;
  4. Вегетација испред прелаза треба да буде физички повезана са природном вегетацијом околине и отвореног типа (травнатог или нискожбунастог) у централном делу простора, са обе стране моста или пропуста;
  5. Обавити равнање терена после завршетка радова ради смањења могућности ширења корова;
  6. За одлагање чврстог отпада користити контејнере који обезбеђују изолацију отпадних материја од околног простора. Контејнери се морају редовно празнити од стране одговарајуће комуналне службе;
  7. Мазиво и гориво потребно за снабдевање механизације неопходно је транспортовати, депоновати (чувати) и њима руковати поштујући при том мере заштите прописане законском регулативом која се односи на опасне материје;
  8. У случају акцидентног изливања загађујућих материја на простору станишта заштићених и строго заштићених дивљих врста биљака, животиња и гљива или у зони утицаја, загађени слој земљишта мора се хитно отклонити и исти ставити у амбалажу која се може празнити само на, за ту сврху, предвиђеној депонији, изван природних станишта. На место акцидента нанети нови, незагађени слој земљишта.

ПОКРАЈИНСКИ ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ

Србија ■ Београд Нове Србије ■ Руминал БСД  
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INSTITUTE FOR NATURE CONSERVATION OF VOJVODINA PROVINCE

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Phone: +381(0)11-37913791 ■ Fax: +381(0)11-644549  
e-mail: nov@injez.org.rs ■ www.injez.org.rsБрој: 03-438/2  
Датум: 25.03.2016.ЈП ПУТЕВИ СРБИЈЕ  
Булевар краља Александра 282  
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Покрајински завод за заштиту природе на основу чланова 9., 57. и 102. Закона о заштити природе („Службени гласник РС“, бр. 36/09, 88/10 и 91/10) и члана 192. Закона о општем управном поступку („Службени гласник РС“, 33/97 и 31/01) решавајући по захтеву ЈП „Путеви Србије“ у предмету за добијање услова заштите природе за израду техничке документације пројекта Појачаног одржавања пута деонице државног пута Ia реда бр. 21 (стара ознака М-21) (раскрсница за Врдник) – Рума (до аутопута), доноси следеће

## РЕШЕЊЕ

1. Израда техничке документације пројекта Појачаног одржавања пута Ia реда бр. 21 (стара ознака М-21) (раскрсница за Врдник) – Рума (до аутопута) може се извршити поштујући следеће услове заштите природе:
1. За обнављање коловозног застора, користити материјал који са аспекта заштите треба да обезбеди следеће захтеве: смањење нивоа буке и вибрација, омогућавање ефикасног дренарања воде са површине коловоза, и сл.;
  2. Обезбедити функционалност локалних еколошких коридора, чишћењем зацељених делова или пропуста за воду;
  3. На обалама водотока потока, где је путни правац са мостом који служи и као прелаз за ситне животиње, потребно је сачувати ниску жбунасту вегетацију која усмерава кретање животиња према прелазу;
  4. Вегетација испред прелаза треба да буде физички повезана са природном вегетацијом околине и отвореног типа (травнатог или нискожбунастог) у централном делу простора, са обе стране моста или пропуста;
  5. Обавити равнање терена после завршетка радова ради смањења могућности ширења корова;
  6. За одлагање чврстог отпада користити контејнере који обезбеђују изолацију отпадних материја од околног простора. Контејнери се морају редовно празнити од стране одговарајуће комуналне службе;
  7. Мазиво и гориво потребно за снабдевање механизације неопходно је транспортовати, депоновати (чувати) и њима руковати поштујући при том мере заштите прописане законском регулативом која се односи на опасне материје;
  8. У случају акцидентног изливања загађујућих материја на простору станишта заштићених и строго заштићених дивљих врста биљака, животиња и гљива или у зони утицаја, загађени слој земљишта мора се хитно отклонити и исти ставити у амбалажу која се може празнити само на, за ту сврху, предвиђеној депонији, изван природних станишта. На место акцидента нанети нови, незагађени слој земљишта.



Услове за ревитализацију терестичних и акватичних станишта тражити од овог Завода.

- II Подносилац захтева је дужан да радове и активности изведе у свему у складу са условима из тачке I овог решења.
- III Уколико подносилац захтева у року од две године од дана достављања акта не отпочне радове и активности за које је акт о условима заштите природе издат, дужан је да прибави нови акт. Такође, уколико дође до измена захтевом наведених активности, или промене локације/подручја, носилац активности дужан је да поднесе Покрајинском заводу за заштиту природе нов захтев за издавање акта о условима заштите природе.
- IV Ово решење не ослобађа обавезе подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима;
- V Обрађивач је обавезан да поштује и све друге одредбе заштите животне средине утврђене Законом о заштити природе, другим прописима као и важећим плановима вишег реда.

### ОБРАЗЛОЖЕЊЕ

ЈП „Путеви Србије“ из Београда, Булевар краља Александра 282 обратило се Покрајинском заводу за заштиту природе са захтевом бр. 953-4355 од 1.03. 2016. за израду техничке документације пројекта Појачаног одржавања пута Ia реда бр. 21 (стара ознака М-21) (раскрсница за Врдник) – Рума (до аутопута). Према Информационој бази Покрајинског завода за заштиту природе у еколошкој мрежи, предметна траса пута пресеца локалне еколошке коридоре.

На основу прилога 3. Уредбе о еколошкој мрежи, на еколошким коридорима који се налазе унутар еколошке мреже, забрањено је, између осталог, промена морфолошких и хидролошких особина подручја од којих зависи функционалност коридора.

Чланом 15. **Закона о заштити природе** (у даљем тексту Закон), заштита врста се „остварује спровођењем мера и активности на очувању самих врста, њихових популација и станишта, екосистема и коридора који их повезују“, а у складу са чланом 16., заштита станишта врши се „спровођењем мера и активности на заштити и очувању природе, одрживом коришћењу природних ресурса и заштићених природних добара, планирањем и уређењем простора.“ На основу чланова 71. и 72., повољно стање дивљих врста обезбеђује се заштитом њихових станишта и заштитним мерама за поједине врсте... а очување дивљих врста и њихових станишта саставни је део мера и услова заштите природе из члана 9. закона...“ Члан 74. **Закона** забрањује угрожавања или уништавања станишта строго заштићених врста, њихово узнемиравање, нарочито у време размножавања, подизања младих, миграције и хибернације, као и пресецање миграторних путева.

Чланом 5., став 7 **Закона** изражено је начело непосредне примене међународних закона којим „државни органи и органи аутономне покрајине и органи јединице локалне самоуправе, организације и институције, као и друга правна лица, предузетници и физичка лица, при вршењу својих послова и задатака непосредно примењују општеприхваћена правила међународног права и потврђене међународне уговоре као саставни део правног система.“

У складу са **Конвенцијом о биолошкој разноврсности** (“Сл. лист СРЈ - Међународни уговори”, бр. 11/2001), дужни смо да спречавамо уношење и контролишемо или искорењујемо „оне стране врсте које угрожавају природне екосистеме, станишта или (аутохтоне) врсте“. На нашим подручјима сматрају се инвазивним следеће **биљне врсте**:

циганско перје (*Asclepias syriaca*), јасенолисни јавор (*Acer negundo*), кисело дрво (*Ailanthus glandulosa*), багремац (*Amorpha fruticosa*), западни копривић (*Celtis occidentalis*), дафина (*Eleagnus angustifolia*), пенсилвански длакави јасен (*Fraxinus pennsylvanica*), трновац (*Gledichia triachantos*), жива ограда (*Lycium halimifolium*), петолисни бршљан (*Parthenocissus inserta*), касна сремза (*Prunus serotina*), јапанска фалона (*Reynoutria syn. Fallopia japonica*), багрем (*Robinia pseudoacacia*), сибирски брест (*Ulmus pumila*).

**Конвенција о биолошкој разноврсности** у Члану 8. указује на потребу регулисања или управљања „биолошким ресурсима важним за очување биолошке разноврсности у околишту или ван заштићених подручја у циљу њиховог очувања и одрживог коришћења“.

Увидом у достављену документацију и документацију овог Завода донето је решење као у диспозитиву.

Прилог: Карта предметне деонице пута са приказом локалних еколошких коридора

Такса на захтев и такса за решење, по Тап. бр. 1. и Тап. бр. 9, су наплаћене у складу са Законом о републичким административним таксама ("Сл. гласник РС", бр. 43/2003, 51/2003 - испр., 61/2005, 101/2005 - др. закон, 5/2009, 54/2009, 50/2011, 70/2011 - усклађени дин. изн., 55/2012 - усклађени дин. изн., 93/2012, 47/2013 - усклађени дин. изн. и 65/2013 - др. закон)

Поука о правном леку:

Против овог Решења може се поднети жалба Покрајинском секретаријату за урбанизам, градитељство и заштиту животне средине, а преко Покрајинског завода за заштиту природе, у року од 15 дана од дана достављања овог Решења уз доказ о уплати Републичке административне таксе у износу од 420,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

Решено у Покрајинском заводу за заштиту природе бр. 03-438/2 од 25.3.2016. године.

Директор

*Билјана Пањковић*  
др Билјана Пањковић

Достављено:

- Наслову
- Архиви
- Документацији



Translation

## INSTITUTE FOR NATURE CONSERVATION OF VOJVODINA PROVINCE

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No.: 03-438/2  
Date: 25/03/2016

PE "Roads of Serbia"  
Bulevar kralja Aleksandra 282  
PO Box 17  
11059 Belgrade

PERS Ref. No. II 953-4355/16-1  
Date: 11/04/2016

Pursuant to the articles 9, 57 and 107 of the Law on Nature Protection ("Official Gazette of RS", No. 36/09, 88/10 and 91/10) and Article 192 of the Law on General Administrative Procedure ("Official Gazette of RS", No. 33/97 and 31/01), the Institute for Nature Conservation of Province of Vojvodina, by acting based on the request of the PE "Roads of Serbia" in the matter of provision of conditions for nature protection for the purpose of preparation of technical documentation for the project of Heavy Maintenance of State Road of Ia category no. 21, (old road mark M-21), section: (intersection to Vrdnik) – Ruma (to the highway), makes the following:

## DECISION

I Preparation of technical documents of the project of Heavy Maintenance of State Road of Ia category no. 21, (old road mark M-21), section: (intersection to Vrdnik) – Ruma (to the highway) may be performed in strict compliance with the following conditions for nature protection:

1. Material to be used for renewal of pavement surfacing from the aspect of protection should comply with the following requirements: decrease in noise levels and vibrations, enablement of efficient and effective water draining from pavement surfacing, etc;
2. Functioning of local ecological corridors by cleaning of parts with pipes or culverts for water should be enabled;
3. On banks of streams, where the road is with a bridge used for crossing of small animals, it is necessary to preserve low bushy vegetation which would direct animals towards the crossing.
4. Vegetation in front of the crossing should be physically connected with the natural vegetation of the surrounding and of open type (grass or low bushes) in central part of the area, on both sides of the bridge or culvert;
5. Levelling of the terrain should be provided after completion of the works in order to reduce the potential spread of weeds;
6. For solid waste disposal it is necessary to use containers that provide isolation of waste substances from the environment. Containers must be emptied regularly by the relevant municipal services;
7. Lubricants and fuel needed for machinery shall be transported, deposited (stored) and handled with close compliance with protective measures stated by the regulations related to hazardous materials;
8. In case of accidental discharge of pollutants on locations of habitats of protected or strictly protected wild species of plants, animals or fungi or in the area of impact, the polluted layer of soil must be removed immediately and placed in the packaging that

must be discharged to, for this purpose only, intended spoil area, outside the natural habitat. At the location of the accident, new, uncontaminated soil layer shall be placed.

Conditions for revitalization of the terrestrial and aquatic habitats shall be requested from this Institute.

II The Applicant shall perform the works and activities fully in compliance with the conditions from the part I of this Decision.

III If within two years from the date of receipt of the decision, the Applicant fails to initiate the Works and activities for which this decision on conditions for protection of nature has been issued, the Applicant shall obtain a new decision. Also, in case of any change in the activities as presented in the request or in case of change of the location/area, the activity holder shall submit a new request for provision of conditions for the nature protection to the Institute for Nature Conservation of the Province of Vojvodina.

IV This decision shall in no way release the Applicant from the obligation to obtain all other conditions, permits and consents stated by the positive regulations.

V the Contractor shall comply with all other provisions for the environmental protection as stated by the Law on Nature Protection, other regulations as well as valid plans of higher order.

## JUSTIFICATION

PE "Roads of Serbia" from Belgrade, Bulevar kralja Aleksandra 282, has addressed the Institute for Nature Conservation of the Province of Vojvodina with the request no. 953-4355 from March 01, 2016 for preparation of technical documentation for the project of Heavy Maintenance of State Road of Ia category no. 21, (old road mark M-21), section: (intersection to Vrdnik) – Ruma (to the highway). In accordance with the Information base of the Institute for Nature Conservation of the Province of Vojvodina, in the ecological network the subject road intersects local ecological corridors.

Pursuant to the Appendix 3 of the Regulation on the ecological network, on the ecological corridors located within the ecological network it is not allowed to, inter alia, cause any change to morphological and hydrological features of the area on which the functionality of the corridor relies.

According to the Article 15 of the Law on Nature Protection (hereafter referred to as the Law), protection of species shall be accomplished by carrying out measures and activities on the preservation of species themselves, their populations and habitats, ecosystems and the corridors connecting them", while in accordance with the Article 16, protection of habitats is done by "implementation of measures and activities for the protection and by sustainable use of natural resources and protected natural resources, planning and landscaping. Pursuant to the Articles 71 and 72, The favorable state of wild species shall be provided by a protection of their habitats and protection measures for particular species, while the conservation of wild species and their habitats shall make an integrated part of the measures and conditions for nature protection referred to in the Article 9 of the Law. The Article 74 of the Law strictly prohibits to endanger or destroy habitats of strictly protected species, their harassment, especially during mating, breeding, migrations or hibernation, as well as any disruption of their migratory routes.

Article 5, Para 7 of the Law stipulates the principles of direct application the generally accepted rules of the international law and approved international agreements as an integral part of the legal system by state authorities, autonomous province authorities and the authorities of the local self-government unit, organizations and institutions, as well as other legal and private entities, when carrying out their operations and assignments.

In accordance with the Convention on Biological Diversity ("Official Gazette of FRY – International Agreements", no. 11/2001), we are obliged to prevent the import and to control



or destroy the foreign species that endanger natural ecosystems, habitats or (autochthonous) species. In our regions the following plant species are regarded as invasive: *Asclepias syriaca*, *Acer negundo*, *Ailanthus glandulosa*, *Amorpha fruticosa*, *Celtis occidentalis*, *Gleditsia triacanthos*, *Lycium halimifolium*, *Parthenocissus inserta*, *Prunus serotina*, *Reynoutria syn. Fallopia japonica*, *Robinia pseudoacacia*, *Ulmus pumila*.

Within the Article 8, the Convention on Biological Diversity points out at need to regulate or manage the biological resources of importance for preservation of biological diversity within or beyond the protected area, with the aim of its protection and sustainable use.

By review of the submitted documents and documents at disposal of the Institute, the decision as presented above has been made.

Attachment: A: a map of the subject section with presentation of local ecological corridors.

Tax on the request and tax on the decision according to the tariff no. 1 and tariff no. 9 have been collected in accordance with the Law on Republic Administrative Fees ("Official Gazette of RS", No. 43/2003, 51/2003 – correction, 6/2005, 101/2005 – other laws, 5/2009, 54/2009, 20/2011, 70/2011 – adjusted dinar amount, 55/2012 – adjusted dinar amount, 93/2012, 47/2013 – adjusted dinar amount and 65/2013 - other laws).

Instruction on legal remedy:

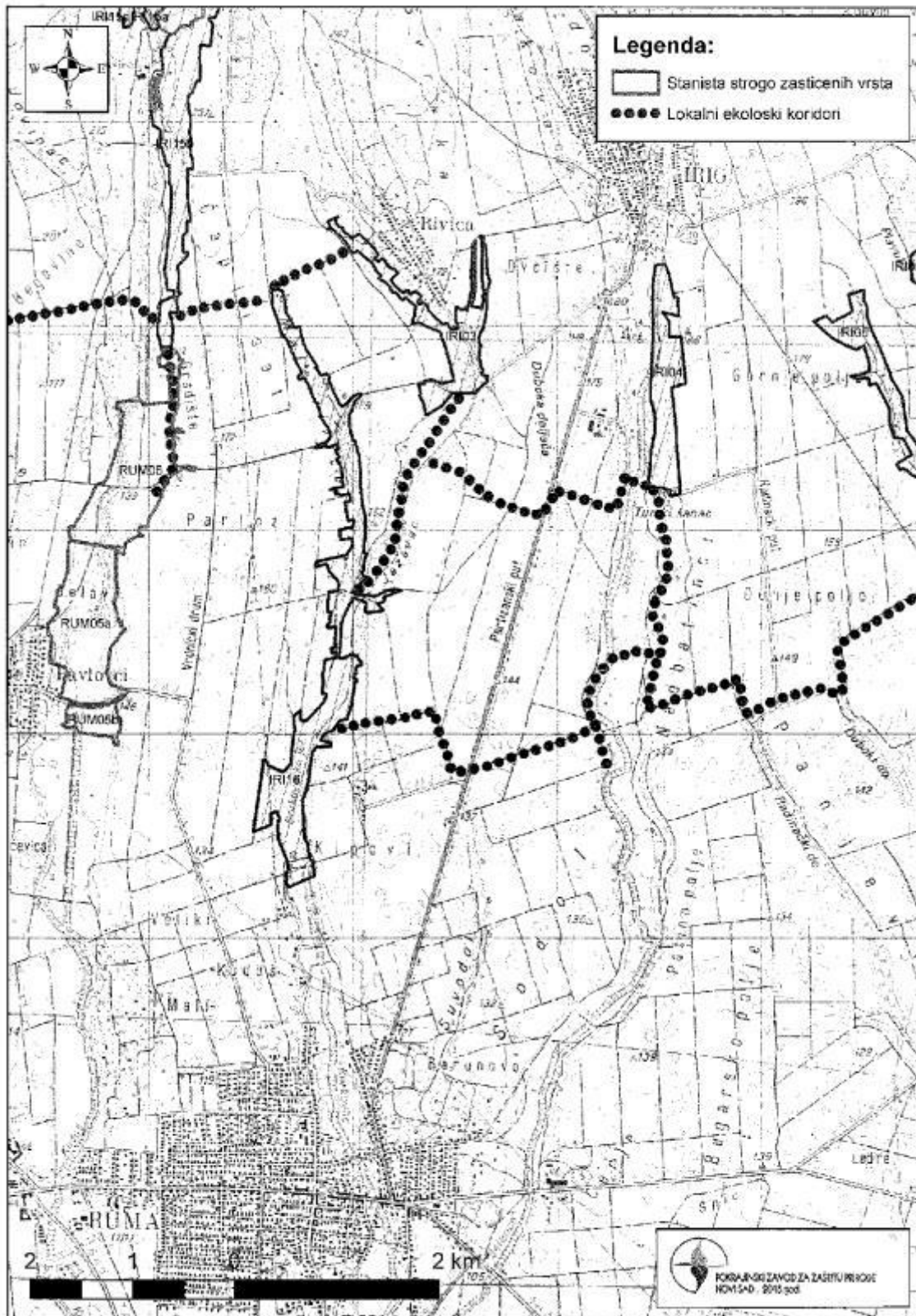
Against this decision, an appeal may be made to the Secretariat for Urban Planning, Construction and Environmental Protection of the Province of Vojvodina, and through the Institute for Nature Conservation of the Province of Vojvodina, within 15 days from the date of delivery of this Decision with evidence on payment of the Republic administrative fee of RSD 420,00 made to the account no. 840-742221843-57, reference to the number: 59013, model 97.

Decided at the Institute for Nature Conservation of Vojvodina Province no. 03-4382 dated March 25, 2016.

Director  
Biljana Panjković, Ph.D. (signed)  
(round seal of the Institute)

Delivered to:

- Addressee
- Archive
- File records





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РЕПУБЛИЧКИ ЗАВОД ЗАШТИТУ СПОМЕНИКА  
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Радослава Грујића 11  
11000 Београд

Бр. 953-3222

Датум: 12-02-2016

**ПРЕДМЕТ:** Захтев за издавање Услови за израду техничке документације пројекта Појачаног одржавања деонице државног пута 1Б реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута)

Поштовани,

Обраћамо Вам се са Захтевом за издавање УСЛОВА за израду техничке документације пројекта Појачаног одржавања деонице државног пута 1Б реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута).

Пројекат појачаног одржавања деонице државног пута 1Б реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута) саставни је 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.

Први циљ је израда техничке документације у виду Главног пројекта појачаног одржавања којим се обезбеђује повећање употребне вредности и трајности пута, унапређење безбедности саобраћаја, укључење захтева локалне заједнице (социјални аспект) и поштовање захтева заштите животне средине у максималној могућој мери у датим условима просторног ограничења и ограничења која произилазе из врсте дозвољених грађевинских и саобраћајних интервенција (законски основ).

Врста радова која се планира углавном обухвата радове ојачања постојеће коловозне конструкције (на појединим местима до дубине од 50-60 цм од постојећег коповоза), 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 („Сл. гласник РС“, бр. 101/05, 123/07, 93/12 и 104/13).

Након завршетка израде техничке документације и одабира извођача радова напредно ћемо Вас обавестити о датуму почетка радова.

Прилог:

- Прегледна карта региона са маркираном деоницом државног пута 1Б. реда, бр.21 на којој су планирано појачано одржавање

Контакт особа:

Предраг Тодосић, дипл. инж. грађ., 060/840 2297

Срдачан поздрав,

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“  
Извршни директор за инвестиције

Гордана Суботички Ђорђевић, дипл. инж. грађ.

Доставити:

- Наслову
- Сектору за инвестиције
- Архиви

Translation

Ref. No. II 953-3222

Date: February 12, 2016

To: Institute for Protection of Cultural Monuments of the Republic of Serbia  
11, Radoslava Grujića  
11000 Belgrade

**SUBJECT: Request for provision of conditions for preparation of technical documentation for the project Heavy Maintenance of State Road of Ia category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway)**

Dear Madam/Sir,

Herewith we address you requesting the provision of CONDITIONS for preparation of technical documentation for the project Heavy Maintenance of State Road Ib category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway).

Project of heavy maintenance of State Road Ib category no. 21 (old marking M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway) is a constituting element of the Road Rehabilitation and Safety Project being implemented on the state road network, which represents a support of the International Financing Institutions to the National State Road Rehabilitation Program of the Republic of Serbia.

The first objective is preparation of technical documentation in form of the detailed design for heavy maintenance aimed at increase of use value, durability of the road, improvement of road and traffic safety, inclusion of requirements of local community (social aspect) and compliance with the requirements for the environmental protection to the greatest possible extent under spatial limitations and limitations resulting from the type of the allowed construction and traffic interventions (legal grounds).

The type of Works being planned mostly covers works on improvement of the existing pavement (on certain locations up to the depth of 50-60 cm from the existing pavement surface) within the existing road profile, with the existing and rehabilitated drainage system and designing of all elements which prolong durability of the Works and improve the road and traffic safety system and is regulated by provisions (Article 57-60) of the Public Road Law ("Official Gazette of RS", No. 101/05, 123/07, 93/12 and 104/13).

After completion of technical documentation and selection of the Contractor, we will inform you additionally on the date of the Works commencement.

Attachment:

- Comprehensive map of the region with marked section of the state road of Ib category no. 21, where the Works on heavy maintenance are planned.

Contact person:

Predrag Todosić, M.Sc. (C.E.), 060/840 2297

Best regards

PUBLIC ENTERPRISE "ROADS OF SERBIA"  
Executive Director for Investments  
Gordana Subotički-Dorđević (signed) (round company seal)

To be delivered to:

- Addressee
- Sector for Investments
- Archive



II  
ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“  
Број 955-4388  
Датум 02-03-2016  
БЕОГРАД Булевар краља Александра бр. 282

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

Радослава Грујића 11 Radoslava Grujica 11  
11118 Београд 11118 Belgrade  
Србија / Serbia  
Тел. (011) 24 54 786 Phone +381 11 24 54 786  
Факс (011) 34 41 430 Fax +381 11 34 41 430  
e-mail: office@y.aheritage.com

Датум / Date: 01-03-2016

Број / Ref. м/м/м 3/450

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ СРЕМСКА МИТРОВИЦА  
Господин Љубиша Шулаја, директор

СРЕМСКА МИТРОВИЦА  
Ул. Светог Димитрија 10

Поштовани господине Шулаја,

У прилогу дописа достављамо захтев за добијање услова за израду техничке документације за ургентно одржавање и отклањање оштећења на два државна пута:

- 16 реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) – Рума (до аутопута);

- 16 реда бр. 3 (стара ознака М-1) деоница граница ХР/СР – Кузмић I (аутопут).

Подносилац захтева је Јавно предузеће „Путеви Србије“, Булевар краља Александра 282.

На наведеним деоницама не налазе се културна добра од изузетног значаја, предметне деонице нису у надлежности Републичког завода за заштиту споменика културе – Београд, с тим у вези дописе прослеђујемо Заводу за заштиту споменика културе Сремска Митровица на даљи поступак.

С поштовањем,

Обрађивач  
Марија Борђевић, архивар  
*Marija Borjevic*

Директор  
Мирјана Андрић  
*Mirjana Andric*

Доставља:  
- Наставу,  
- Јавно предузеће „Путеви Србије“, Булевар краља Александра 282

Translation

PERS Ref. No. 953-4388  
Date 02/03/2016

Institute for the Protection of Cultural Monuments of Serbia - Belgrade

Radoslava Grujića 11  
11118 Belgrade  
Serbia  
Phone +381 11 24 54 786  
Fax +381 11 31 11 130  
e-mail: office@yaheritage.com

Date: 01/03/2016  
Ref. 3/450  
Inter. Ref. 0302

Institute for Protection of Cultural Monuments Sremska Mitrovica  
Mr. Ljubiša Šolaja, Director

Sremska Mitrovica  
10, Sv. Dimitrija Str.

Dear Mr. Šolaja,

As attachment to this letter, please find a request for provision of conditions for preparation of technical documents for urgent maintenance and repair of damage on the state road:

- 1b category no. 21 (old road mark M-21), Irig (intersection to Vrdnik) – Ruma (to the highway);
- section Croatian Border – Kuzmin 1 (motorway).

The Applicant is the Public Enterprise "Roads of Serbia", Bulevar kralja Aleksandra 282.

On the subject sections there are no cultural assets of great importance, the subject sections are not in the authority of the Institute for the Protection of Cultural Monuments of Serbia – Belgrade, and therefore we forward the letters to the Institute for Protection of Cultural Monuments Sremska Mitrovica for further processing.

Best regards,  
Document prepared by:  
Maja Đorđević, archeologist

For the Director  
Mirjana Andrić  
Ivana Ranković (signed)  
(Round seal of the Institute)

To be delivered to:

- Addressee
- Public Enterprise "Roads of Serbia", Bulevar kralja Aleksandra 282



ЗАВОД ЗА ЗАШТИТУ  
СПОМЕНИКА КУЛТУРЕ  
СРЕМСКА МИТРОВИЦА  
"Устапова културе од националног значаја"  
Број: 77-07/16-4  
Датум: 21.03.2016. године



ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"  
СЕКТОР ЗА ИНВЕСТИЦИЈЕ  
БЕОГРАДА  
Булевар Краља Александра број 282

У прилогу дописа а у вези Вашег захтева број 953-3222 од 12.02.2016. године достављамо Вам услове и мере техничке заштите за израду техничке документације за Пројекат појединачног одржавања деонице државног пута 1б реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник)-Рума (до аутопута).

Љубиша Шулаја



Translation

INSTITUTE FOR PROTECTION  
OF CULTURAL MONUMENTS  
SREMSKA MITROVICA  
“Cultural Institution of National Importance”  
No. 77-07/16-4  
Date: 21/03/2016

PERS Ref. No. 953-3222/16-1  
Date: 23/03/2016

PUBLIC ENTERPRISE “ROADS OF SERBIA”  
SECTOR FOR INVESTMENTS  
BELGRADE  
Bulevar kralja Aleksandra 282

As attachment to this letter and in regards to your request no. 953-3222 dated February 12, 2016, please find conditions and measures of technical protection for preparation of technical documentation for the project of heavy maintenance of section on the state road of Ib category no. 21 (old mark M-21) Irig (intersection to Vrdnik) – Ruma (to the highway).

DIRECTOR  
Ljubiša Šolaja (signed)  
(Round official seal of the Institute)

ЗАВОД ЗА ЗАШТИТУ  
СПОМЕНИКА КУЛТУРЕ  
СРЕМСКА МИТРОВИЦА  
"Установа културе од националног значаја"  
Број: 77-07/16-4  
Датум: 21.03.2016. године

V  
ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"  
Број: 955-3222/16-2  
Датум: 23-03-2016  
Београд, Булевар Краља Александра бр. 282

Завод за заштиту споменика културе Сремска Митровица, на основу чл. 99. став 2. тачка 1., 27., 104., 109. и 110. Закона о културним добрима ("Сл. гласник РС" бр. 71/94) и члана 131. Закона о општем управном поступку, на захтев Јавног предузећа "ПУТЕВИ СРБИЈЕ", Сектор за инвестиције из Београда, Булевар Краља Александра број 282 путем Републичког завода за заштиту споменика културе-Београд из Београда, Радослава Грујића 11, доноси

### РЕШЕЊЕ

I Услови и мере техничке заштите-за израду техничке документације за Пројекат појединачног одржавања деонице државног пута 16 реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врђник)-Рума (до аутопута), могу се предузети на основу следећих услова:

-у дужини од минимално 10 м северно и јужно од локације споменика Кипови, односно у дужини од око 30 м на обе стране пута, на путу 16 реда бр. 21 деоница Ириг-Рума, није дозвољено постављање додатне путне сигнализације и рекламних панова – билборда;

-у наведеном појасу пута 16 реда бр. 21 деоница Ириг-Рума, дозвољава се извођење радова на техничком одржавању колских површина, радове изводити са посебном пажњом како би се спречила могућност оштећења споменика, на наведеној деоници пута у дужини од око 30 м није дозвољена употреба опреме за вибрирање слојева приликом набијања подлоге нити извођење радова који могу статички угрозити зидану конструкцију споменика;

-током извођења радова у наведеном појасу пута 16 реда бр. 21 деоница Ириг-Рума, није дозвољено депоновање материјала и опреме, запаљивих и опасних материја, а обавезно је извести све мере обезбеђења од евентуалног оштећења споменика у целости ( и источне и западне стране споменика), обавеза Инвеститора је да сва евентуална оштећења настала током извођења радова на споменику санира и рестаурира по посебним условима службе заштите непокретног културног наслеђа;

-дозвољава се постављање додатне путне сигнализације за приступ Споменику са обе стране пута на месту уласка у наведену деоницу пута дужине 30 м;

-дозвољава се извођење радова на техничком одржавању колских површина у зони Споменика Крило;

-током извођења радова у наведеном појасу пута 1б реда бр. 21 деоница Ириг-Рума, у зони Споменика Крило, није дозвољено депоновање материјала и опреме, запалјивих и опасних материја, а обавезно је извести све мере обезбеђења од евентуалног оштећења споменика у целости ( и источне и западне стране споменика), обавеза Инвеститора је да сва евентуална оштећења настала током извођења радова на споменику санира и рестаурира по посебним условима службе заштите непокретног културног наслеђа;

-дозвољава се постављање додатне путне сигнализације за приступ Споменику Крило са обе стране пута;

-Обавезан константан археолошки надзор од стране стручне службе овог Завода приликом извођења земљаних радова у у зонама у непосредној близини археолошких локалитета;

-ако се у току извођења грађевинских и других радова наиђе на археолошка налазишта или археолошке предмете, извођач радова је дужан да одмах, без одлагања прекине радове и о томе обавести Завод за заштиту споменика културе у Сремској Митровици, као 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, а све у складу са чланом 109. став 1 Закона о културним добрима;

-Инвеститор је у обавези да обустави радове уколико наиђе на археолошка налазишта или археолошке предмете од изузетног значаја, ради истраживања локације;

-Инвеститор је дужан да обезбеди средства за праћење, истраживање, заштиту и чување пронађених остатака који уживају претходну заштиту.

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

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

IV Ово решење важи годину дана од дана издавања.

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

VI Жалба не одлаже извршење овог решења.

#### о б р а з л о ж е њ е

Јавно предузеће "ПУТЕВИ СРБИЈЕ", Сектор за инвестиције из Београда, Булевар Краља Александра број 282 обратило се под бројем 953-3222 од 12.02.2016. године путем Републичког завода за заштиту споменика културе-Београд из Београда, Радослава Грујића 11, 0302 број 3/450 од 01.03.2016. године овом Заводу за израду техничке документације за Пројекат појединачног одржавања деонице државног





пута Ib реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник)-Рума (до аутопута).

Увидом у садржину достављеног захтева за Пројекат појачаног одржавања деонице државног пута Ib реда бр. 21 (стара ознака М-21) Ириг (раскрсница за Врдник) - Рума (до аутопута). На овом предметном подручју налазе се следећи споменици културе и добра под претходном заштитом:

-КИПОВИ -споменик подигнут у знак сећања на епидемију куге на, КП 9724 КО Ириг – пут у државној својини, корисник ЈП Путеви Србије, који је непокретно културно добро -Решење Завода за заштиту споменика културе Сремска Митровица бр. 170 од 05.08.1976. године,

-Споменик Крило на делу излазне трасе ка аутопуту Е-70 који је добро под претходном заштитом,

-Локалитет „Код барутане“ у Руми,

-Локалитет „Батиначка страна“ у Иригу,

-Локалитет „Градина“ у Иригу,

-Локалитет „Турски шанац“ у Иригу.

Са изложеног решено је као у диспозитиву.

**ПРАВНА ПОУКА:** Против овог решења дозвољсна је жалба Републичком заводу за заштиту споменика културе-Београд у року од 15 дана од дана његовог достављања. Жалба се подноси преко доносиоца овог решења.

Доставити:  
подносиоцу;  
документацији;  
архиви.

ДИРЕКТОР  
Љубиша Шулаја

Translation

INSTITUTE FOR PROTECTION  
OF CULTURAL MONUMENTS  
SREMSKA MITROVICA  
“Cultural Institution of National Importance”  
No. 77-07/16-4  
Date: 21/03/2016

PERS Ref. No. 953-3222/16-2  
Date: 23/03/2016

Pursuant to the provisions of the Article 99, Para 2, items 1, 27, 104 and 110 of the Law on Cultural Assets (“Official Gazette of RS”, No. 71/94) and Article 131 of the Law on General Administrative Procedure, the Institute for Protection of Cultural Monuments Sremska Mitrovica, acting based on the request of the Public Enterprise “Roads of Serbia”, Sector for Investments from Belgrade, Bulevar kralja Aleksandra 282. Through the Institute for the Protection of Cultural Monuments of Serbia – Belgrade from Belgrade, Radoslava Grujića 11, makes the following:

**DECISION**

I Conditions and measures for technical protection – for preparation of technical documentation for the project of heavy maintenance of the section on state road of Ib category no. 21 (old road mark M-21) Irig (intersection to Vrdnik) - Ruma (to the highway), may be applied based on the following conditions:

- in length of at least 10 meters to the north and south from the location of the monument “Kipovi”, i.e. in length of app. 30 meters on both sides of the road, it shall not be allowed to set up additional road signs and information boards – billboards on the road of Ib category no. 21, section: Irig - Ruma;
- in the specified road reserve of the road of Ib category no. 21, section: Irig – Ruma, it is allowed to execute the works on technical maintenance of pavement. The Works should be done with special care to prevent any damage to the monument. Use of vibrating equipment for compacting the road courses shall not be allowed on the section in length of app. 30 m in order to prevent any damage to the monument. Execution of the works that may statically endanger the constructed monument “Kipovi” shall not be allowed;
- during the execution of the Works within the specified road reserve of the road of Ib category no. 21, section: Irig – Ruma, it shall not be allowed to deposit materials and equipment, flammable and hazardous materials, and it shall be mandatory to carry out all measures to fully protect the monument from damage (both from the east and the west side of the monument). The Employer’s obligation will be to repair and restitute in accordance with special conditions of the service for protection of immovable cultural heritage any damage possibly occurring during execution of the Works;
- it shall be allowed to place the additional signage for access to the monument from both sides of the road at location of entrance to the subject road section of 30 m of length;
- it shall be allowed to execute the Works on technical maintenance of pavement in the area of the monument “Kriilo”.
- during the execution of the Works within the specified road reserve of the road of Ib category no. 21, section: Irig – Ruma, in the area of the monument Kriilo , it shall not be allowed to deposit materials and equipment, flammable and hazardous materials, and it shall be mandatory to carry out all measures to fully protect the monument from damage (both from the east and the west side of the monument). The Investor’s obligation shall be

RRSP/CS3-IB21IR/2015-05

**Environmental Management Plan** - Main Design for Heavy Maintenance (Road Rehabilitation-Upgrading) of the State Road IB 21 Section: Irig 2 - Ruma 1 (highway), Environmental Category - B



to repair and reconstitute in accordance with special conditions of the service for protection of immovable cultural heritage any damage possibly occurring during execution of the Works;

- it shall be allowed to place the additional signage for access to the monument from both sides of the road;
  - Required constant archeological supervision of the expert service of the institute during the execution of ground works in the areas which are in close proximity of the archeological locality
  - In case someone comes across to archeological site or items during the execution of construction and other works, executors shall be obligated to stop works immediately and inform the Institute for Protection of Cultural Monuments Sremska Mitrovica, without proration, and take measures to protect site from being destroyed and damaged and being saved at the same place and position as it discovered, all in accordance with item 109, Para 1 of the Law on Cultural Assets.
  - Investor shall be obligated to stop works in the case to come across to the archeological site or items which are of great importance, in order to research site.
  - Investor shall be obligated to provide resources for supervision, exploration, protection and preservation of found historical remains which were already protected.
- II Design and documentation have to be made in accordance with issued condition from item I of this Decision
- III This decision shall not release the Applicant from the obligation of provide and other conditions, consent and license provided with Regulation on the construction of the facilities and planning and arrangement of space and settlements.
- IV This decision is valid within the year from the date of issuing.
- V After making the design and documentation in accordance with those conditions, Applicant is obligated to secure consent of the Institute for Protection of Cultural Monuments Sremska Mitrovica
- VI The complaint shall not postpone the execution of the Decision.

#### JUSTIFICATION

PE "Roads of Serbia", Sector for investment, from Belgrade, Bulevar kralja Aleksandra 282, has addressed the Institute for the development of technical documentation for Design of severally maintenance of section of the state road of Ib category no. 21(old mark M-21), section: Irig (intersection to Vrdnik) – Ruma (to the highway) with the request no 953-3222 from February 12, 2016 through the Republic Institute for Protection of Cultural Monuments-Belgrade from Belgrade, Radoslava Grujica 110302 no. 3/ 450 from March 01, 2016.

By reviewing the contents of the submitted request for the project of heavy maintenance of the section on state road of Ib category no. 21 (old road mark M-21) Irig (intersection to Vrdnik) - Ruma (to the highway) on the subject area there are following cultural monuments and assets under preliminary protection:

- "Kipovi" – the monument erected in the memory of plague epidemic. It is positioned on the cadastral parcel 9724 of Irig Cadastral Municipality – road in property of the state, Beneficiary is PE "Roads of Serbia", it is an immobile cultural asset – Decision of the Institute for Protection of Cultural Monuments Sremska Mitrovica No. 170 from May 05, 1976;
- Monument „Krilo“ on part of the exit lane towards the E-70 motorway which is an asset under preliminary protection
- Archeological site „Kod barutane“ in Ruma;
- Archeological site „Batinačka strana“ in Irig;
- Archeological site „Turski šanac“ in Irig.

Due to the presented reasons it has been resolved as detailed above.

Instruction on legal remedy:

Against this decision an appeal may be submitted to the Institute for the Protection of Cultural Monuments of Serbia – Belgrade within 15 days from the date of receipt of the decision. The appeal shall be made through the institution making this decision.

DIRECTOR  
Ljubiša Šolaja (signed)  
(Round official seal of the Institute)

To be delivered:  
Applicant;  
File records;  
Archive.

Република Србија  
Аутономна Покрајина Војводина  
**ПОКРАЈИНСКИ СЕКРЕТАРИЈАТ ЗА УРБАНИЗАМ  
И ЗАШТИТУ ЖИВОТНЕ СРЕДИНЕ**  
Број: 140-501-1074/2016-01  
Дана: 08. 08. 2016. године  
НОВИ САД

**„АДОМНЕ“ д.о.о.**  
**Шумадијска бр. 1**  
**НОВИ САД**

**ПРЕДМЕТ:** Захтев за давање мишљења

Покрајинском секретаријату за урбанизам и заштиту животне средине достављен је захтев за давање мишљења да ли је за пројекат појачаног идржавања државног пута IB реда бр. 21 (стара ознака M21), деоница: Ириг (раскрсница за Ривицу) – Рума (до аутопута), неопходно спровођење процедуре процене утицаја на животну средину. Уз захтев је достављено Решење о условима заштите природе број 03-438/2 од 25. 03. 2016. Године које је издао Покрајински завод за заштиту природе и Решење о условима и мерама техничке заштите број 77-07/16-04 од 21. 03. 2016. Године које је издао Завод за заштиту споменика културе Сремска Митровица. Након увида у достављен захтев може се констатовати да је пројекат појачаног одржавања предметне деонице државног пута саставни део пројекта рехабилитације оутева и унапређења безбедности саобраћаја на мрежи државних путева и обухвата радове ојачања или замене постојеће коловозне конструкције у постојећем путном профилу, са постојећим и санираним системом одводњавања уз пројектовање свих елемената који продужавају трајност радова и унапређују систем безбедности саобраћаја.

У вези са достављеним захтевом обавештавамо вас да је чланом 3. став 1. Закона о процени утицаја на животну средину („Службени гласник РС“, број 135/2004 и 36/2009) прописано да су предмет процене утицаја пројекти који се планирају и изводе, промене технологије, реконструкције, проширења капацитета, престанак рада и уклањање пројеката који могу имати значајан утицај на животну средину. Пројекти за које се врши процена утицаја наведено су у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину („Службени гласник РС“, број 114/2008). У Листи I, која садржи пројекте за које је обавезна студија о процени утицаја на животну средину, под тачком 7. подтачка 2) наводи се изградња магистралних аутопутева и путева са четири или више трака, или реконструкција и/или проширење постојећег пута са две траке или мање, са циљем добијања пута са четири или више трака, у случају да такав нови пут

1

или реконструисана и/или проширена деоница имају непрекидну дужину од преко 10km или више, укључујући припадајуће објекте, осим пратећих садржаја магистралног пута, док се у Листи II, која садржи пројекте за које се може захтевати процена утицаја на животну средину, под тачком 12. подтачка 5) наводе регионални путеви укључујући припадајуће објекте, осим пратећих садржаја пута – сви пројекти.

Како се предметним пројектом не планира изградња или реконструкција магистралног или регионалног пута, већ се планирају радови одржавања јавног пута, према критеријумима наведеним у Уредби, не постоји обавеза вршења процене утицаја на животну средину.

#### ПОКРАЈИНСКИ СЕКРЕТАР



#### Доставити:

- подносиоцу захтева
- архиви

Translation

Republic of Serbia  
Autonomous Province of Vojvodina  
Secretariat for Urban Planning and Environmental Protection of the Province  
Number: 140-501-1074/2016-01  
Dated: 08/08/2016  
Novi Sad

“Adomne” doo  
1, Šundijska Str.  
Novi Sad

**SUBJECT:** Request for Opinion

The Secretariat for Urban Planning and the Environmental Protection has received a request for provision of an opinion on whether the project for heavy maintenance of state road of Ib category number 21 (old road mark M-21), section: Irig (intersection to Rivica) – Ruma (to the highway) requires the appliance of the EIA. Together with a request, a decision on conditions for nature protection no. 03-438/2 from 25/03/2016 issued by the Institute for Nature Conservation of Province of Vojvodina and Decision on conditions and measures of technical protection number 77-07/16-04 from 21/03/2016 issued by the Institute for Protection of Cultural Monuments Sremska Mitrovica have been submitted. After a review of the request, it may be concluded that the project of heavy maintenance of the subject section on the state road is a constituting part of Road Rehabilitation and Safety Project which is being implemented on state road network and covers the Works on improvement or replacement of the current pavement within the existing road profile, with the existing and rehabilitated drainage system with design of all elements that would ensure durability of the Works and improve road and traffic safety.

In connection with the request, we kindly inform you that the Article 3, Para. 1 of the Law on Environmental Impact Assessment (“Official Gazette of RS”, No. 135/2004 and 36/2009) stipulates that subject of the EIA are projects which are planned and executed, change of technology, reconstructions, expansion of capacity, cessation of work and removal of projects that may have a significant impact on the environment. Projects for which the EIA is mandatory are listed in the Regulation for determining the List of projects requiring EIA and List of projects which may require EIA (“Official Gazette of RS”, No.114/2008). The List I, which includes the projects for which it is mandatory to have the EIA implemented, under the item 7, sub-item 2) stipulates the construction of main motorways and roads with four or more lanes, or reconstructions and/or widening of the existing road from two or less lanes, with the aim of ensuring the road with four or more lanes, in cases when such new road or reconstructed and/or widened section have a continuous length of over 10 km or more, including the relevant facilities, except for the facilities related to the main road, while the List II, which includes the structures for which appliance of EIA may be requested, under the item 12, sub-item 5) states the regional roads including supporting structures, except for the supporting road facilities – all projects.

Since the subject project does not embrace the construction or reconstruction of main or regional road, but Works on maintenance of the public road, in accordance with the criteria listed in the Regulation, there is no obligation for having the EIA applied.

Provincial Secretary  
Vladimir Salić (signed)  
(Round official seal of the Secretariat)

To be delivered to:

- The Applicant;
- Archive.