



**PUBLIC ENTERPRISE  
ROADS OF SERBIA**

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**SITE - SPECIFIC  
ENVIRONMENTAL MANAGEMENT PLAN**

for  
Heavy maintenance (road rehabilitation-upgrading) of the State Road of the IB  
Category No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
L=31,714 km

**Environmental Category B**

**DRAFT  
BELGRADE, April 2017**

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## **ABBREVIATIONS AND ACRONYMS**

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

## INTRODUCTION

This Environmental Management Plan (EMP) has been prepared for heavy maintenance (road rehabilitation - upgrading) of the State Road of the IB 25 (old road mark M - 23), section Topola (Natalinci) - Kragujevac (Cerovac) to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs) which finance Serbian Road Rehabilitation and Safety Project (RRSP). This road section is 31.714 km long, chainage km 39+641 - to km 71+355. The Project has been classified as Environmental Category B. i.e. a project requiring an EMP pursuant to IFIs Safeguard Policies.

The Project Proponent is the Government of Serbia, acting through its Ministry of Agriculture and Environmental Protection (MoAEP). Project implementing entity is Public Enterprise “Roads of Serbia” (PERS).

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

Project will comply with Serbian legislation, procedures and policies, international conventions and IFIs safeguard policies.

This site specific EMP is focusing more on heavy maintenance phase, as it will become part of the respective Contract for the implementation of civil works. The activities related to subsequent regular maintenance of this section are not the focus of this EMP, but are presented here with for the purpose of completeness.

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

## EXECUTIVE SUMMARY

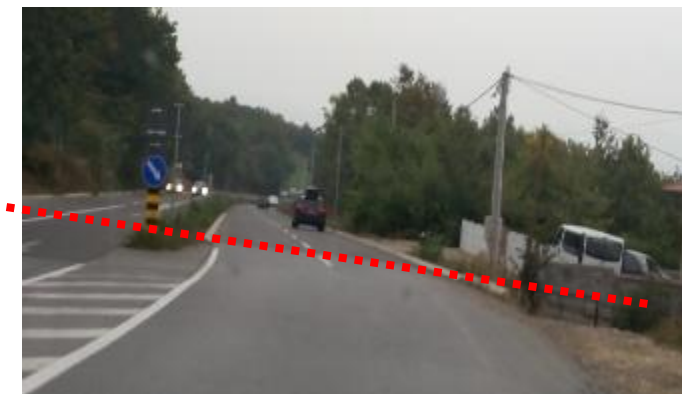
### Project description

The Republic of Serbia has applied for financing the “Road Rehabilitation Project” by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed to for heavy maintenance (road rehabilitation - upgrading) of the State Road of the IB 25 (old road mark M - 23), section Topola (Natalinci) - Kragujevac (Cerovac) (picture 1 and picture 2) for the purpose of heavy maintenance.

The subject section belongs to Sumadija Administrative District located in the central part of the Republic of Serbia. The section Topola (Natalinci) - Kragujevac (Cerovac) in length of 31.714 km belongs to the states road of IB category No. 25 (old road mark M - 23) (Regulation on the categorization of State Road “Official Gazette of RS”, No. 105/13, 119/13 and 93/2015). It represents a link between the highway E-75, through Topola Municipality and City of Kragujevac and is a part of the RPSP planned for heavy maintenance (road rehabilitation) during the second year of the Project implementation.

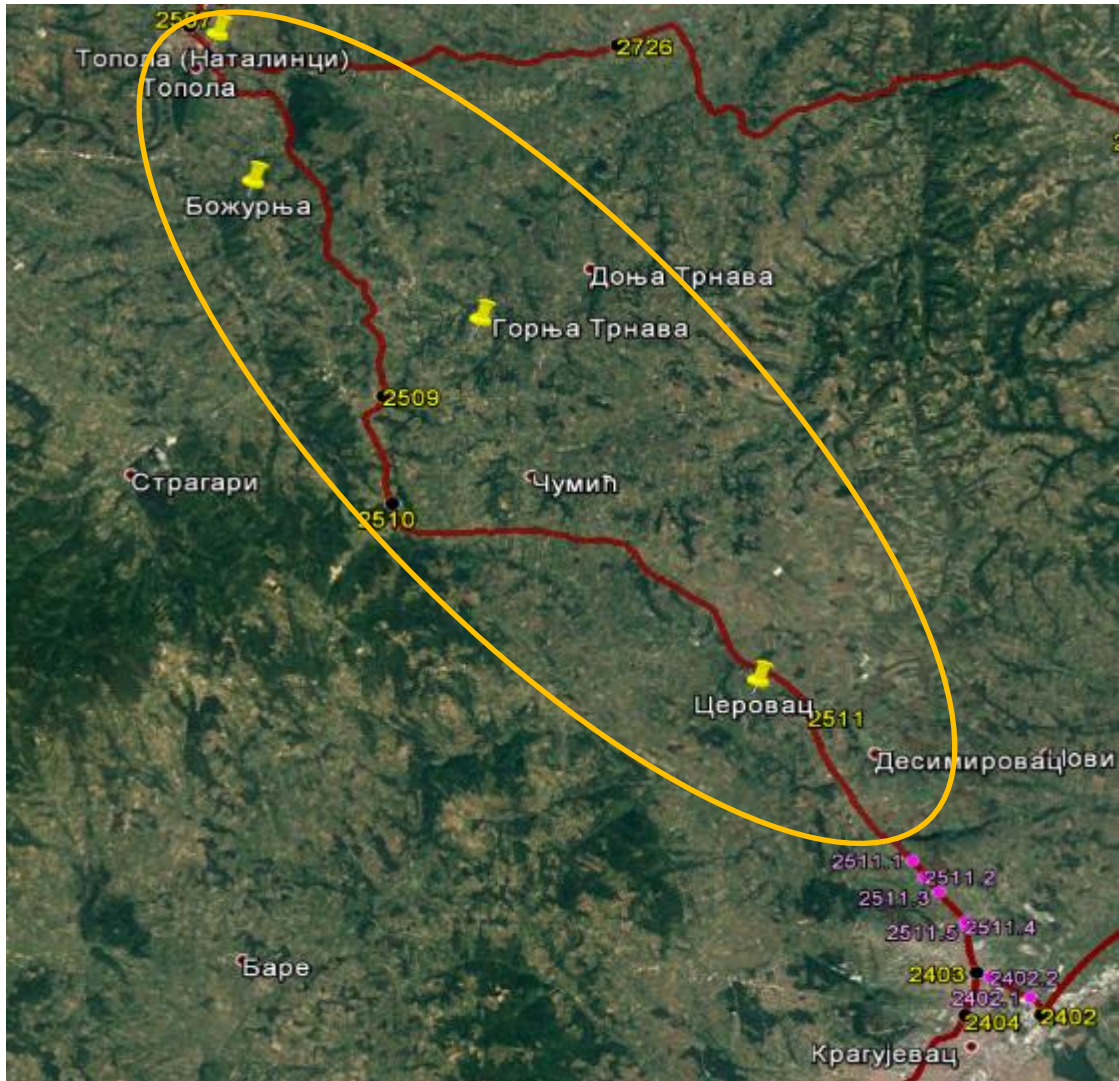


**Picture 1.** Beginning of the section – Topola



**Picture 2.** End of the section – Cerovac

The following settlements are located along the section: Topola (Natalinci), Bozurnja, Gornja Trnava, Cumić, Desimirovci, Cerovac, as shown on picture 3.



**Picture 3.** Location of road section: Topola (Natalinci) - Kragujevac (Cerovac)

The road intersects the Jasenica River on chainage km 42+150.

At the beginning of the section there is a Foundry Topola (Picture 4). The Foundry Topola with additional facilities could contribute to a cumulative impact on the environment.



**Picture 4.** The Foundry Topola

The road works covered by the Project will be mostly executed on the existing road with no change of the alignment. Changes of the existing alignment are predicted in the landslide zone at km 50+650 (as defined by the Terms of Reference) and safety critical curves. The Project entails no resettlement and land acquisition as defined by OP 4.12, nor long lasting disruptions to the natural environment and human settlements and activities. More details about this are available in Project's Resettlement Policy Framework.

### **Policy, legal and administrative framework**

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

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

In the Republic of Serbia, the 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, 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. Based on the decision issued by the Institute for Nature Conservation of Serbia (Appendix V – Conditions from Relevant Public Institutions), section Topola (Natalinci) - Kragujevac (Cerovac) is not located within a protected area which is implemented or initiated the process of protection for. Under the terms issued by the Institute for Protection of Cultural Monuments "Kragujevac" (Appendix V – Conditions from Relevant Public Institutions), directly along the route, there are the following objects of architectural heritage:



**Monuments:**

1. Monument of the National Liberation Battle (NOB), Bozurnja located next to the road Topola - Kragujevac. The monument is made of granite with a stylized bas-relief soldier with a rifle and an engraved text on the side (Picture 5).



**Picture 5.** The monument of the National Liberation Battle (NLB)

2. Memorial Fountain of the National Liberation Battle (NOB), Bozurnja - located in part of the village next to the road leading to Belgrade. It was built of a single piece of granite with a single water pipe. The front has a large plate of white marble with the engraved five-pointed star and the text below (Picture 6 and 7).



**Picture 6.** The Memorial Fountain NOB



**Picture 7.** Slab of white marble with the inscription

In accordance with the Law on cultural heritage (Official Gazette of RS ", no. 71/94, 52/11 and 99/11), Article 2. - Cultural heritages, depending on their importance, are classified into categories: cultural heritage, cultural heritage of great importance and cultural heritage of extraordinary importance.



Memorial monuments listed above belong to the category of cultural heritage and for them are specified certain technical protection measures, which include general and specific protection measures, according to the terms issued by the Institute for Protection of Cultural Monuments "Kragujevac" (Appendix V – Conditions from Relevant Public Institutions).

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

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

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

### **Baseline conditions assessed during route survey**

Directly on the alignment of the road Topola (Natalinci) – Kragujevac (Cerovac) there is no protected natural heritage which could be compromised during the heavy maintenance at the road.

In Terms obtained from the Institute for Protection of Cultural Monuments "Kragujevac" (the number of the decision 635-02/2 dated 21 July 2016) objects of simple cultural heritage which are placed on the roadside are listed. According to the subject preconditions which regulate protection of immovable cultural property during heavy maintenance works, it is allowed to perform the works at the subject state road, but implementation of general and specific protection measures is mandatory. These objects of cultural heritage are in the close vicinity of the road.

During the Project implementation, there will be no land acquisition, as defined by OP 4.12.

The state road IB 25 Topola (Natalinci) - Kragujevac (Cerovac) intersects the Jasenica River. Drainage of the road is provided in both directions, transverse (to the gutters, through the shoulders to sewers or along the slopes of the embankment) and longitudinal (to the gutters and drainage channels and culverts). Based on the measurements of Republic Hydrometeorological Service of Serbia, the Jasenica River belongs to the second class of water quality, which means that on the basis of the limit values of the quality elements

provides conditions for the functioning of ecosystems, life and protection of fish and can be used for drinking water supply with pre-treatment filtration and disinfection, swimming and recreation, irrigation and industrial use. Due to the nature of road rehabilitation works, the watercourses will not be affected by the works if these are carried out by implementation of good construction management practices.

For the study area, there is one industrial facility that would cause an increase in the level of concentration of pollutants in the atmosphere is Foundry Topola. According to the available data The Foundry Topola is currently under the process of restructuring. During the preparation of EMP there were no available data on the pollution from the foundry (Picture 8).



**Picture 8.** Foundry Topola.

Foundry Topola has been established in 1958 and has a tradition of producing castings for more than 50 years. Foundry is equipped for mass production with the modern electric furnaces for melting and automatic molding line. Foundry Topola has Certificates: ISO 14001:2004, ISO 18001:2008 and 9001:2008.

Current traffic load (AADT) on section: Topola (Natalinci) – Kragujevac (Cerovac) is:

subsection: Topola - Gornja Trnava, l=11.4 km - 3762 vehicles/day

subsection: Gornja Trnava - Vlacka, l=3.2 km - 4029 vehicles/day

subsection: Vlacka - Cerovac, l=12.4 km - 4296 vehicles/day

subsection: Cerovac - Kragujevac (Cerovac), l=9.7 km - 8629 vehicles/day

The considered section of road has four nodes according to the reference system.

**Table 1-** Traffic sections and traffic nodes according the Reference System

No.	Start traffic node ID	End traffic node ID	Name of the Start node	Name of the End node	Section length (km)
1	2508	2509	Topola (Natalinci)	Gornja Trnava	11.388
2	2509	2510	Gornja Trnava	Vlacka	3.193
3	2510	2511	Vlacka	Cerovac	12.361
4	2511	2403	Cerovac	Kragujevac (Cerovac)	4.772

There are two dominant noise sources on proposed road section Topola (Natalinci) – Kragujevac (Cerovac): the existing road as linear source and Foundry Topola as point source.

### Summary of environmental impacts

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

No relocation and resettlement issues are anticipated.

Recommended forecast of traffic growth rates in the planning period are given in the following table.

**Table 2-** Recommended forecast of traffic growth rates

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

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

Local residents (village Bozurnja, Cumic, Desimirovac and Cerovac) will be potentially and temporarily affected with air and noise pollution during heavy maintenance works on proposed road section.

Various cases of water contamination can occur during the rehabilitation of the road and its future operation. Wastewater discharged during the works can jeopardize the quality of the surface and underground water. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water (“Official Gazette of RS”, 30/10, 93/12 and 101/05), as shown in the Appendices I and II 1. As for the potential pollution during operation, these are limited to accidents only. In such case, procedures for action in accidental situations, as defined by the Ministry of interior affairs and in the Law on Water, will apply.

Due to the existence of Foundry Topola as well as the potential construction and operation of new facilities, there is a possibility of the resulting cumulative impacts that will not significantly affect the environment. Potentially the most important cumulative impacts are noise and air pollution.

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

## **Environmental management plan**

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

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

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

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

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

The EMP conditions have been costed into the bid price;

The Contractor has a qualified and experienced person on the Contractor's team who will be responsible for the environmental compliance requirements of the EMP;

The Contractor and its subcontractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

PERS will build fines and penalties for any non-compliance into contracts, and enforce them. A Monitoring Plan for the proposed Project (Appendix II) has been prepared. The main components of the Monitoring plan are the following:

- Environmental issues to be monitored in the means of verification;



- Specific areas, locations and parameters to be monitored;
- Applicable standards and criteria;
- Duration and frequency and
- Institutional responsibilities for monitoring and supervision.

### **Stakeholder engagement - Information disclosure, consultations and public participation**

As required by IFIs Safeguards Policies, public consultations will be undertaken during the preparation of EMP. The EMP will be disclosed to the Public in accordance with the World Bank OP 4.01 and will be available locally to the communities at the PERS office and Community centres.

### **Summary of public disclosure process**

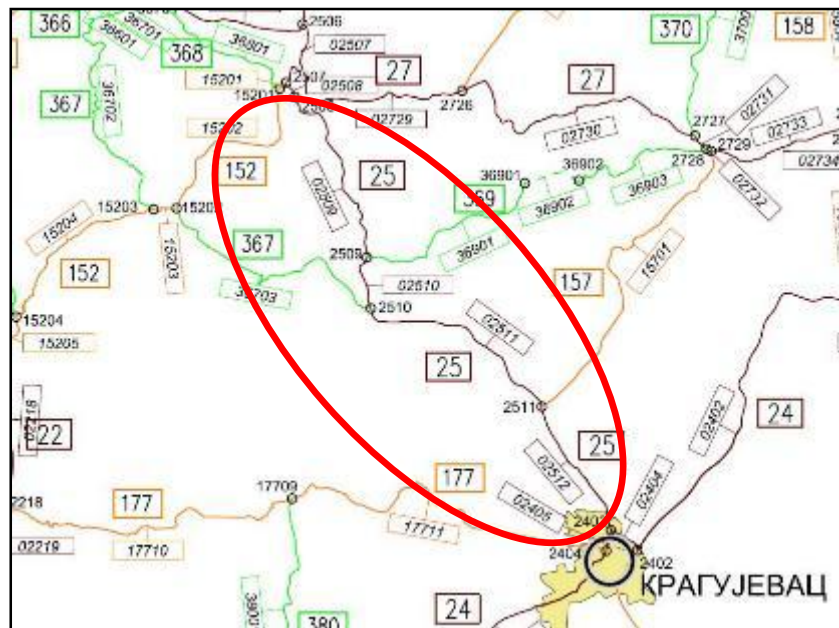
"Report on the public consultation will be elaborated in the final version EMP"

## 1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing the Road Rehabilitation Project by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed to heavy maintenance (road rehabilitation - upgrading) of the state road IB category No. 25 Section: Topola (Natalinci) - Kragujevac (Cerovac), which is 31.714 km long. The here stated project is a part of urgent unforeseen works within the project of road rehabilitation.

### Location Description

The subject section belongs to Sumadija Administrative District located in the central part of the Republic of Serbia. The section Topola (Natalinci) - Kragujevac (Cerovac) in length of 31.714 km belongs to the state road of IB category No.25 (old mark M-23), it represents a link between the highway E-75, through Topola Municipality and City of Kragujevac and is a part of the RRSP planned for heavy maintenance (road rehabilitation) during the second year of the Project implementation (picture 9).



**Picture 9.** Location of road section: Topola (Natalinci) - Kragujevac (Cerovac)

The following settlements are located along the section: Topola (Natalinci), Bozurnja, Trnava, Cumic, Desimirovac, Cerovac. as shown on picture 3.

On the observed section, there are a four intersection with the state roads:

- Node ID 2508 intersection with state road IB 27 (intersection „Natalinci”)
- Node ID 2509 access state road IIB 369 (intersection „Donja Trnava”)

- Node ID 2510 access state road IIB 367 (intersection „Vlacka”)
- Node ID 2511 access state road IIA 157 (intersection „Raca”)

The route of the existing road is crossing only with the river Jasenica (at km 42+150) and stream Rakicevac. (at c km 45+176).c

At the beginning of the section, there is Foundry Topola, which is in the phase of restructuring.

Current situation of precipitation drainage of the road is by free spilling over shoulders, swelling to the side ditches, over embankments across the moat and longitudinally through the gutters and ditches to the culverts. Based on the terms of reference, and a given traffic load, it is not intended to construct a closed drainage system. Existing situation of drainage system requires thorough cleaning of ditches and culverts from accumulated waste and vegetation. As for the potential pollution during operation, it is limited to accidents only. In such case, procedures for action in accidental situations, as defined by the Ministry of Internal Affairs of Republic of Serbia and in the Law of Water, will apply.

### **Rehabilitation works description**

The newly designed road in situational and longitudinal sense mostly following the existing road. The major works include removal of the existing pavement, construction of new asphalt layers, construction of new shoulders of adequate width, cleaning of the existing culverts, construction of new bus stops, the construction of new pedestrian paths and sidewalks (Table 3-The sidewalks on the state road Topola - Kragujevac) and construction of connections to categorized and uncategorized local roads and construction of individual household connections. There is only a single bridge, across the river Jasenice, on this section which is in good condition and doesn't require any intervention (Picture 10 and 11).

Surface drainage of traffic areas is resolved in several ways:

1. In urban areas collection of surface waters is carried out with the use of curbs and channels to existing or newly designed system of drains and storm sewers.
2. In rural areas of surface water is collected using gutters, ditches and culverts to existing recipients. It is planned reconstruction of the existing channels and gullies, and construction of new as needed.
3. The planned reconstruction of the existing culvert due to deterioration or if it's necessity to extend due to changes in the geometry of the road.

Quality of atmospheric water that are discharged into the existing watercourses or sewage must be in accordance with Law on Water and Decree on categorization of watercourses and water classification (“Official Gazette of RS”, No. br. 67/11, 48/12 and 1/16)

To accept the atmospheric water from the road surface in the zone of the river Jasenica, it is planned installation of two oils and greases separators, ie. before and after the existing bridge on the river Jasenica. Quality of atmospheric water the Decree on categorization of watercourses and water classification (“Official Gazette of RS”, No. br. 67/11, 48/12 and 1/16)



**Picture 10.** Bridge on the River Jasenica



**Picture 11.** Surroundings the bridge on the river Jasenica

The sidewalks will be constructed near schools in Topola, Desimirovac and Cerovac. The area of school will be marked with the adequate horizontal signalization (tamper strip and marks on the carriageway) and vertical signalization (speed limit, notifications about school area and the piers which will prevent the running of children into the carriageway).

The sidewalks will be positioned on the following chainages:

**Table 3-**The sidewalks on the state road Topola - Kragujevac

The starting chainages	The final chainage	length (m)	Place	Side of the road (left, right)
39+620	39+760	140	Topola	Right
39+620	41+245	1625	Topola	Left
40+195	40+480	285	Topola	Right
40+545	40+840	295	Topola	right
65+325	68+808	3483	Crerovac - Desimirovac	right
68+960	69+128	168	Desimirovac	right
69+081	69+123	42	Desimirovac	Left

Total length of the sidewalks is 6038, 00 m.

## 2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORKS

### Relevant Institutions

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

The other aspects of environmental management related to road rehabilitation projects are dealt with several other institutions, among which are the Institute for Nature Protection of Serbia (INP) 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 Republic of Serbia is regulated by several national and municipal laws and by-laws. The environmental legislation in force in Serbia is summarized in Appendix III.

### EIA procedure in the Republic of Serbia

In the juridical system of the Republic of Serbia, the 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, 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 MoAEP. Depending on assessment of significance of potential environmental impacts of project it could be decided that it is necessary to implement full EIA procedure for that kind of projects.

Based on the above criteria, the project does not require EIA.

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

As the road rehabilitation, will be funded by IFIs the following Lender requirements will need to be applied to the any works:

- WB: Operational Policy OP 4.01 Environmental Assessment, which require partial EIA and development of site specific EMPs for projects belonging to Category B.;
- EBRD: Environmental and Social Policy 2008
- EIB: Statement of Environmental and Social Principles and Standards (2008).
- EBRD and EIB will require that the project complies with the Republic of Serbia national laws and EU standards.

As a conclusion, it could be stated that Government of Serbia regulations do not require separate section-specific EMP to be undertaken for this type of investments (road rehabilitation), while the WB policy requires partial EIA assessment and preparation of site-specific EMP for each section.

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

Road section Topola (Natalinci) - Kragujevac (Cerovac) in the length of 31,714 km goes through the Municipality of Topola and City Kragujevac.

There will be no land acquisition as defined by OP 4.12 during the project implementation.

## **Natural resources and cultural heritage**

Directly on the alignment of the road Topola (Natalinci) - Kragujevac (Cerovac) there are no protected natural resources, which could be compromised during the heavy maintenance and elimination of damages at the road.

Objects of architectural heritage are listed in Terms published by the Institute for Protection of Cultural Monuments “Kragujevac” (Decision no. 635-02/2 dated 21 July 2016). From the perspective of protection, it is allowed to maintain the work and eliminate the defects of the state road by implementing the general and specific protection measures. These objects of architectural heritage are close to the road.

Directly on the roadside, there are the following objects of architectural heritage:

Monuments:

- Monument of the National Liberation Battle (NOB), Bozurnja- located next to the road Kragujevac-Topola. The monument is made of granite with a stylized bas-relief soldier with a rifle and an engraved text on the side (Picture 4).
- Memorial Fountain NOB, Bozurnja - located in part of the village next to the road leading to Belgrade. It was built of a single piece of granite with a single water pipe. The front has a large plate of white marble with the engraved five-pointed star and the text below (Picture 5 and 6)

The Decision are provided general conditions:

- During the construction works registered memorials must not be damaged or destroyed;
- Prohibit the works that could undermine the stability of the monuments, such as geotechnical, drilling tests or other excavations of any kind;
- Memorials should be protected from possible run-off water from the road.

Special conditions:

- Remove vegetation beside the road and the NOB monument in order to make the monument more visible;
- Ensure that water run-off from the road does not jeopardize the memorial fountain.

Analysis of the existing situation included the requirements of the local community. All the elements of the road that could influence local community were taken into account. All

identified deficiencies were eliminated using the technical solutions within economically justifiable possibilities.

## **Settlements**

The following settlements are located along the section: Topola, Bozurnja, Ovsiste, Trnava, Cunic, Cerovac and Desimirovac, as shown on picture 3

The small town of Topola have the prominent cultural and historical importance in Republic of Serbia. Topola have the extraordinary geographic position of, situated on the slopes of Oplenac hill, at strategically the important crossroads of the Belgrade, Kragujevac, Rudnik and Sabac roads. This small Sumadija town to become a political and administrative centre of the liberated part of Serbia in time (1804). The old name of Topola was Kamenica, after the river that flows next to the edge of today's town. On the territory of poplar municipality located 29 rural settlements.

Topola is located 80 km from Belgrade, 42 km from Kragujevac, 40 km from Gornji Milanovac and 12 km from Arandjelovac. It is surrounded by the valley of Kamenica and Jasenica rivers, Oplenac and his deciduous - coniferous forest.

Topola had its first rise at the time of the First Serbian Uprising. After becoming the Supreme Leader, Karadjordje turned Topola into his capital and the administrative centre of newly liberated Serbia.

This region saw its new shining moment during the rise of Karadjordje's son, Prince Alexander, who restored his father's vineyards and orchards on the eastern slopes of Oplenac hill with special care, building a large house with a wine cellar.

Since 1903, Topola, a native town of Karadjordjevic family, makes a new boom period and the following year the small town got separated from the village and became an independent municipality and trading - craft village.



**Picture 12.** The building of Topola Municipality

An important building in Topola is the Winegrower house, where is 27 December 1975 the Communist authorities opened the Museum of the National War of Liberation here with a monument dedicated to the mothers and daughters of Sumadija, and the busts of four Partisans from the Oplenac area.

Unknown perpetrators damaged the busts of four Partisans from the Oplenac area in January 1992, and placed explosive at the Museum door. The Museum of the National War of Liberation and its exhibition were closed in 1994, and all the exhibits were placed in the Museum's depot.

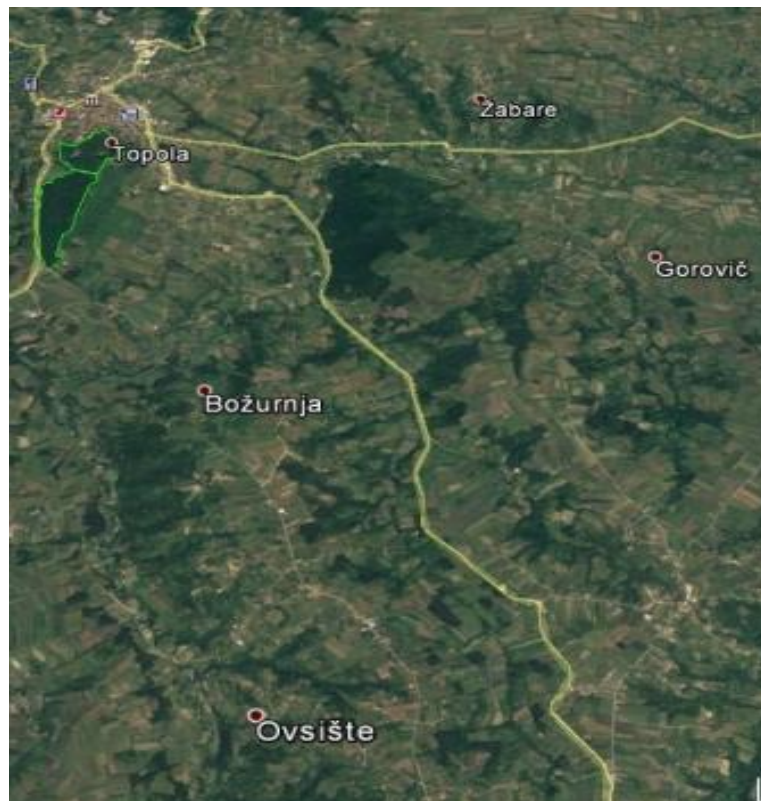
In 2005, the Winegrower house was adapted to an art gallery, and since August 2005, it contains a permanent exhibition paintings the famous Serbian painter "The Legacy of Nikola Graovac".



**Picture 13.** The Winegrower House



**Picture 14.** Detail of the sidewalks in the zone of the state road IB 25



**Picture 15.** The settlements in the zone state road IB 25

Božurnja is a rich farming and fruit growing rural village of road type with the mountainous surrounding terrain (picture 16, 17, 18, 19 and 20). According to the census of 2011, in the village live 591 inhabitants and has 211 households P to P+2. In the immediate vicinity of the road there is an elementary school for four grades “Karadjordje” for Topola. At a greater distance from the alignment there are a local office and cemetery. The population is engaged by agricultural production, and especially viticulture.





**Picture 16.** Village Bozurnja - detail of the landscape



**Picture 17.** Place for purchase of fruits in the village Bozurnja



**Picture 18.** Part of the parking near the “drinking fountain”



**Picture 19.** “Drinking fountain”



**Picture 20.** The existing drainage channel - Village Bozurnja

Trnava is fruit growing and farming village of scattered type and is located along the main road Kragujevac-Belgrade on the tenth kilometer from Kragujevac toward Topola (Picture 21, 22, 23 and 24). According to the census of 2011, in the village live 1539 inhabitants and has 433 households P to P+2. There is an main elementary school for 8 /eight/ grades „Milutin Jelenic" and post office.

The population is engaged in agriculture (fruit production, horticulture and arable farming). From market products in the village are represented raspberries, plums and especially grapes.



**Picture 21.** The entrance to the village Trnava



**Picture 22.** Detail of the landscape on the right side of the road in the Village Trnava



**Picture 23.** Small production facilities for the purchase of fruits in the village Trnava



**Picture 24.** Detail of the chapel

Ovsiste is also fruit growing and farming village of scattered type. According to the census of 2011, in the village live 536 inhabitants and has 158 households P to P+1. There is an elementary school for four grades “Milutin Jelenic”. Birthplace of the famous satirist Radoje Domanovic. The population is mostly engaged in agricultural production and wine growing. The main market products are vegetables and fruit.



**Picture 25.** Detail of the landscape



City of Kragujevac has five city municipalities: Aerodrom, Pivara, Stanovo, Stari Grad and Stragari. Populated places of the municipality Aerodrom that are in the zone of the state road IB 25 are Desimirovac, Cumić and Cerovac (Picture 26).



**Picture 26.** The settlements in the zone state road IB 25 - City Kragujevac



**Picture 27.** The building of the area of the existing landslides



**Picture 28.** Work zone on the left side of the road, next to landslides



**Picture 29.** Monument to National Liberation War (02.10.1941)



**Picture 30.** Intersection near the gas station and monument

Cumic is rich fruit rural village with the surrounding hilly terrain. According to the census of 2011, in the village live 1478 inhabitants and has 430 households P to P+2. The population are engaged by agriculture production, and especially viticulture (Picture 31, 32, 33, 34 and 35)



**Picture 31.** The entrance to the village Cumic

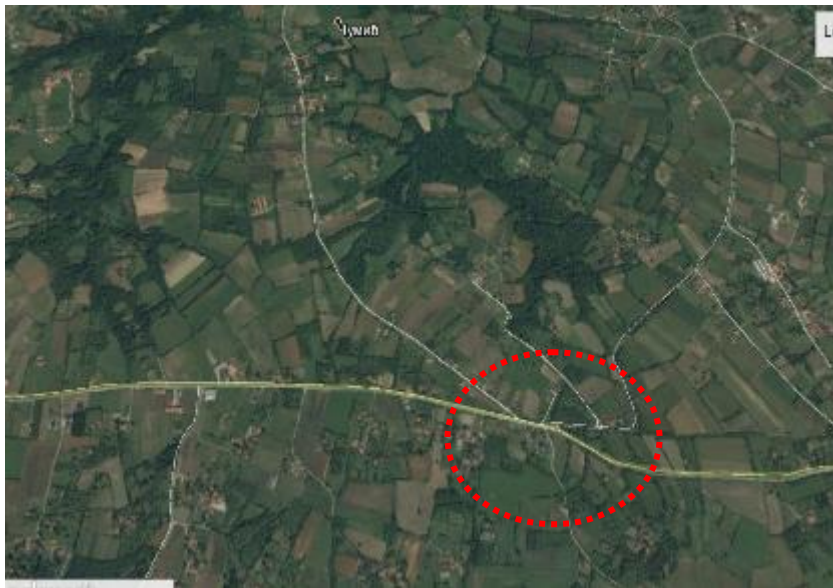




**Picture 32.** A detail of the landscape, the village Cumić



**Picture 33.** A detail of the landscape, the village Cumić

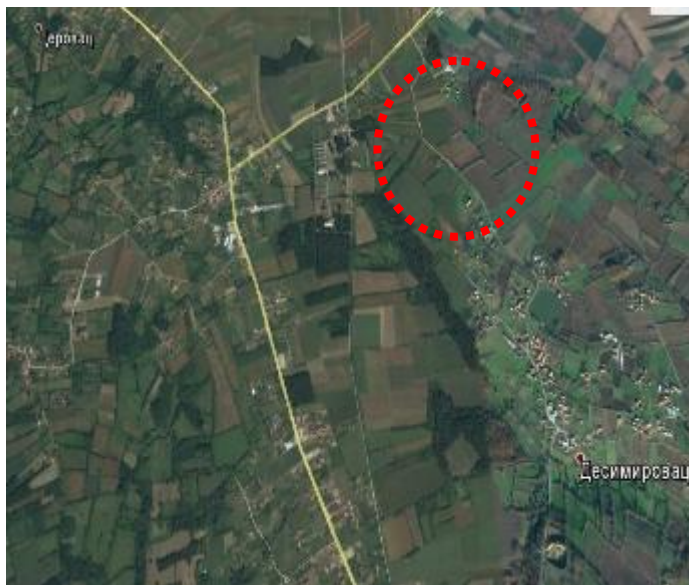


**Picture 34.** Detail intersection at the cemetery in village Cumić





**Picture 35.** The cemetery in the village Cumic, direct by the state road



**Picture 36.** Detail of the intersection with the state road No. 369



**Picture 37.** The intersection of the village Luznice

Cerovac is settlement of city Kragujevac, founded in 1804. According to the census of 2011, in the village live 935 inhabitants and has 250 households P to P+2. In the village there is a primary school “Sreten Mladenovic” and courts for football and basketball. There is also a church that is still under construction, a Cultural Center and several restaurants and

commercial office buildings. The population is mainly engaged in agriculture and especially viticulture (Picture 38, 39, 40 and 41).



**Picture 38.** The entrance to the village Cerovac



**Picture 39.** Church of Saint Trojice in Cerovac village Cerovac



**Picture 40.** Church of Saint Trojice in village



**Picture 41.** Connection state road IB 25 with regional and local roads -village Cerovac



Desimirovac is the settlement of the city Kragujevac and belongs to the municipality of Aerodrom. The settlement was founded 1770. According to the census of 2011, in the village live 1623 inhabitants and has 446 households P to P+2. The population is mainly engaged in agriculture and especially in fruit production and viticulture. In the close vicinity of the state road there is a primary school with sports courts, and a church (Picture 42, 43, 44, 45, 46, 47, 48 and 49).



**Picture 42.** The catering facility next to the road - Desimirovac



**Picture 43.** Gas stations in village Desimirovac



**Picture 44.** Church of Saint Velikomucenice Nedelje at village Desimirovac



**Picture 45.** Elementary school in village Desimirovac



**Picture 46.** Detail of the landscape  
Desimirovac



**Picture 47.** Exit from the of village  
the village Desimirovac



**Picture 48.** Production facilities - village Desimirovac



**Picture 49.** Production facilities - village Desimirovac - from the left side of the road “KG PROMET”



**Picture 50.** Monument to National Liberation Struggle (World War II from 1941 to 1944)



**Picture 51.** The end of the route

## Watercourses

The route of the existing road is crossing only with the river Jasenica (at km 42+150) and stream Rakicevac. (at c km 45+176).

River Jasenica belongs to trained hydrological basins. Hydrological observations are made to the river station Donja Satrnja (at 65.91 km from the mouth of the river Velika Morava) and river Smederevska Palanka (at 13.71 km from the mouth of the river Velika Morava). However, the present profile (bridge on the road) is located at almost at the half, between these hydrological stations, a little closer to Donja Satrnja (23 km upstream to Donja Satrnja and 29 km downstream to Smederevska Palanka). For this reason, the characteristic values of high water in the intersection with the route profile are calculated by the method of synthetic unit hydrograph. The following table shows the characteristics of the watercourse at the crossing profiles.

**Table 4 – Characteristics of the watercourse**

Number	Water course	F	L	L <sub>c</sub>	I <sub>u</sub>
		(km <sup>2</sup> )	(km)	(km)	(%)
1	River Jasenica	259,9	37,18	20,22	0,64
2	Stream Rakicevica	3,32	2,85	1,30	2,42

On the route of the road there is only one bridge over the river Jasenica and more box culverts for occasional torrential watercourses.

There is one bridge on proposed road section.

Bridge No.	Chainage (km)	Length (m)	River
1 (picture 52)	3+468 (42+150)	36.00	Jasenica River



Jasenica river is the longest tributary of the Velika Morava which rises on the slopes of Mount Rudnik. It flows into the Velika Morava river, 1.5 km east of the village of Veliko Orasje. Flow length is 84.70 km and the basin encompasses an area of 1356 km<sup>2</sup> in central Sumadija with river flow of 4.7m<sup>3</sup>/sec. Jesanica is the most voluminous river of Sumadija and its largest tributary is Kubrsnica.



**Picture 52. Jasenica River**

Based on the measurements of Republic Hydrometeorological Service of Serbia, the Jasenica River belongs to the second class of water quality, which means that on the basis of the limit values of the quality elements provides conditions for the functioning of ecosystems and protection of aquatic life and can be used for drinking water supply with pre-treatment filtration and disinfection, swimming and recreation, irrigation and industrial use. Due to the nature of road rehabilitation works of the watercourses will not be affected by the works through the implementation of good construction management practices.

### **Air**

In the alignment of the road sections Topola (Natalinci) - Kragujevac (Cerovac) there is only one point of air pollution, and to: the Foundry Topola.

In the target area there are no other industrial plants that affect air pollution. PERS will monitor all Contractor's activities, including possession of valid working permits and environmental approvals for all subcontractors.

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



Based on experience and expected traffic load, the urgent road maintenance works and operation of road after rehabilitation will not increase existing levels of air pollutants within the corridor of proposed road section.

## Roads and Railways

At the analysed section of the state road No. 25 does not have crossing with railway lines, but they have a large number of accesses and regional roads, municipal roads, unclassified roads and streets.

At the next table shows connections chainage local and state roads.

**Table 5 - Connectors local and state roads on section Kragujevac-Topola**

No.	Chainage	Connection type (local road or state road)	Direction of connection (left or right)	Pipe (yes or not)	Settlement (yes or not)	Width (m)
1	39+691.00	<b>State road IB No. 27</b>	the left	no	yes	9.00
2	39+776.50	Local	the right	no	yes	6.50
3	40+497.67	Local	the right	no	yes	4.70
4	40+847.16	Local	the right	no	yes	4.20
5	41+270.32	Local	the left	no	yes	4.00
6	41+272.18	Local	the right	no	yes	3.50
7	41+801.39	Local	the right	no	yes	5.10
8	41+815.48	Local	the left	no	yes	4.00
9	41+828.84	Local	the right	no	yes	5.00
10	45+422.52	crossroads, local	the left	no	yes	3.50
11	47+695.10	Local, crossroads	the left	yes	yes	8.50
12	51+005.54	<b>State road IIB No. 369</b>	the left	no	no	6.50
13	68+854.11	Local	the right	no	yes	/
14	68+865.96	Local	the left	no	yes	3.50
15	68+957.55	Local	the right	no	yes	3.50
16	69+136.86	Local	the right	no	yes	5.50
17	69+149.35	Local	the left	no	yes	7.00
18	69+234.12	Local	the right	no	yes	6.00
19	69+304.73	Local	the left	yes	yes	5.00
20	69+316.54	Local	the right	yes	yes	6.50
21	69+494.00	Local	the left	yes	yes	3.50
22	69+611.38	Local	the right	yes	yes	3.00
23	69+657.18	Local	the right	yes	yes	3.50
24	69+713.48	Local	the right	yes	yes	3.50
25	69+832.02	Local	the right	yes	yes	3.50
26	69+848.93	Local	the left	yes	yes	5.00
27	70+022.63	Local	the right	yes	yes	3.00
28	70+157.53	Local	the right	yes	yes	3.00
29	70+183.13	Local	the right	yes	yes	5.00
30	70+324.23	Local	the right	yes	yes	3.50
32	70+405.00	Local	the right	yes	yes	4.00

**Table 5** - Connectors local and state roads on section Kragujevac-Topola

No.	Chainage	Connection type (local road or state road)	Direction of connection (left or right)	Pipe (yes or not)	Settlement (yes or not)	Width (m)
33	70+544.69	Local	the right	yes	yes	4.00
34	70+650.55	Local	the left	yes	yes	5.00
35	71+193.64	Local	the left	no	yes	4.50
36	71+318.15	Local	the left	no	yes	4.50

## Noise

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

## 4. SUMMARY OF ENVIRONMENTAL IMPACTS

The following table provides a brief review of the impact on the environment that are expected for the duration of the project.

**Table 6** - Review of the impact on the environment that are predicted for the duration of the project

IMPACT	LEVEL	COMMENT
Impacts on land use/ settlements	Low	No land acquisition is planned within the project
Ground and surface water	Low	Due to low amount of drainage water that can be drained into Jasenica river, the consequential impact is minimal to negligible
Air quality	Low	Temporary impact
Flora and fauna (protected areas and species)	Low	According to the recommendations presented in the framework of the conditions obtained by the Institute for Nature Protection.
Noise	Low	Temporary impact
Access/crossing points of the main road and local roads	Low	The rehabilitation works won't affect existing crossing points.
Soil management	Low	With the application of appropriate measures of waste management.
Waste	Low	Ensured through environmental management - waste and wastewater

**Table 6** - Review of the impact on the environment that are predicted for the duration of the project

IMPACT	LEVEL	COMMENT
		management plan will be prepared and implemented
Cumulative impacts etc.	Moderate/ Low	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

Works on heavy maintenance road on proposed section Topola (Natalinci) - Kragujevac (Cerovac) will have only minor impacts on the environment (Environmental category B). Most of the impacts are of temporary character and they disappear after the road rehabilitation works are completed.

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

The possible temporary negative impacts as consequence of the construction activities will consist, among others, of: disruption of current traffic circulation on the main and local roads, damage to access roads, noise, deterioration of air quality due of dust and waste, potential impacts on soil, groundwater and surface water resources, short disturbance to flora and fauna; impact on land use and momentary interference to neighbouring settlements through various construction and operation activities.

Also impact of off-site activities which can include quarry, borrow pit and asphalt plant operations, if not managed properly, can be potentially low. The Contractor's yard and workers' camp can be potential sources of temporary adverse impacts.

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

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

It is expected that local residents will be the potentially affected with air and noise pollution during heavy maintenance works on proposed road section. Local Air quality may experience some moderate and temporary deterioration due to dust from construction traffic whereas elevated levels of nitrogen oxide (NO<sub>x</sub>) and sulphur oxide (SO<sub>x</sub>) from exhaust construction equipment are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings and may cause some degree of impact.

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

### **Potential water contamination**

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

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

Fuel and lubricant spills can, in most instances, occur at the Contractor's work camp and 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 rivers are closest to the road, to mitigate the problem the Contractor should use absorbing materials, such as absorbent mats/fabrics, or sand and scrape off the contaminated soils and dispose them in approved facility, in accordance with the Law on water ("Official Gazette of RS", No. 30/10, 93/12 end 101/16).

### **Potential Cumulative impacts**

The works execution on the heavy maintenance of the state road IB 25, on the section Topola (Natalinci) – Kragujevac (Cerovac) could have some cumulative impacts that are temporary (noise, air pollution, water and soil).

At the observed area, the potential sources of environmental pollution are rehabilitated road section and Foundry of Topola, which is in the process of restructuring. Proper application of the Environmental Management Plan would minimize any negative impact on people and the biotope, which could be associated with negative long-term cumulative effects. If the foreseen protection measures are conducted, the 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 rehabilitation project concluded that the rehabilitation impacts will be minor, reversible and manageable if the mitigation measures as given in the EMP are properly implemented. The EMP (Appendix I and Appendix II) is based on the type, extent and duration of the identified environmental impacts. Public Enterprise ‘‘Roads of Serbia’’ (PERS, the Implementing Agency) will monitor the design and supervision engineers and Contractors on the implementation of the EMP.

### **A. MITIGATION PLAN**

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

#### **Contractor Management**

The recommendations and proposed mitigation measures are shown in Appendix I. Mitigation measures will be incorporated as part of the standard design and rehabilitation practices and as such their costs will be included in the rehabilitation cost.

Experience shows that inadequate application of the EMP by the Contractor may occur due to weak linkages of the EMP with the contract documents. The EMP is a part of the work program and as such it must be addressed by the Contractor and carried out as required.

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

the EMP conditions have been included into the bid price (the total price),

the Contractor has a qualified and experienced person on the Contractor's team who will be responsible for the environmental compliance requirements of the EMP.

the Contractor and its subcontractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

### **Design Phase**

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

### **Site Organization Plan**

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

The respective section is not located within the protected area which is implemented or initiated the process of protection for, nor in the coverage area of the ecological network. Accordingly, the Office for Environmental Protection has issued the requirements relating to the organization of the site (Appendix V) which must be taken into account for the plans production for the organization of construction.

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

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



- Temporary location for storing the necessary construction and other material and equipment is needed to be located outside the space with tall vegetation and river flooding zone Jasenica and limited only to the duration of the works execution;
- Provide temporary or permanent locations (existing regulated utility facilities/landfills) for disposal of service rubble and other waste material in any state, and municipal waste generated during the construction. Restrict storage/disposal in river banks areas of Jasenica River, as well as other smaller watercourses of a temporary nature, as well as on agricultural land;
- Provide after completion of the works that all areas which are in any way degraded by construction works should be as soon as possible remedied;
- During the works execution, strictly observe the planned alignment and corridor around it, in order to the earthworks and the use of machines would not leave consequences on the environment;
- When performing the construction works on the alignment of the road which is right next to the River Jasenica, it should be predicted the maximum preservation of the river banks and riparian vegetation, wild species and their habitats;
- Prohibit the servicing of machinery and vehicles along the road alignment. In case of accidental spills of fuel, oils/lubricants and other harmful substances, the surface must be repaired and reset;
- In the zone of transition of the road (bridge) over the Jasenica river, where the arrangement is necessary, the project should foresee the usage of stone and other natural materials and largely avoid concreting of river banks and riverbeds;
- The respective construction works on the road alignment that passes through the populated places should be executed only during the daylight because of the potential impact of noise from construction equipment and vehicles;
- Envisage the setting up of the protective fences and pedestrian crossings and passages at the places where it is most appropriate, especially on the locations near existing settlements;
- During the construction along the whole alignment it should be maintained the maximum level of communal hygiene. Define locations for containers for temporary storage of waste;

- The size of Contractor's facilities are limited to absolute minimum to reduce unnecessary clearing of vegetation;
- The Contractor's facilities are to be contained within an adequate security fence;
- The sites are properly drained. Asphalted areas, including vehicle parking areas, workshops and fuel storage areas are to drain to an oil and water separator;
- Sanitary waste and grey waters are treated before release into surface water systems, in accordance with the Law on water ("Official Gazette of RS", No. br. 30/10, 93/12 and 101/16).
- Fuel storage areas are not located within 20m of a water course;
- Where fuel in excess of 5,000 liters is stored on site, it will be stored in sealed tanks on a concrete base that is bundled to hold 110% of the tank capacity;
- All workshops would be provided with oil and water separators;
- The contractor must have trained personnel who are competent in fuel handling procedures and for cleaning up accidental spills;
- All waste oil, oil and fuel filters will be collected and disposed in secure landfill areas. At the closure of the site, all contaminated soil will be excavated, removed and replaced with fresh topsoil;
- Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements;
- Limit the extent of excavation to reduce soil erosion potential. The Contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods;
- Apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site;
- Avoid excavation and operating machinery in wet ground conditions;
- Upon the completion of all works, it is necessary to remove the machinery, construction materials, containers, spare parts and others. equipment, as soon as possible;
- After the completion of all works, it is required to cultivate the ground at all vulnerable areas by using the appropriate flora and species that are biologically stable under the given

climatic conditions, resistant to adverse impacts (exhaust gases) and compatible with the surrounding area and purpose;

- PERS is obliged to check through the engaged consultant for monitoring/supervision whether the requirements of the environmental management plan and management safety organization plan are implemented at the site.

### **Mobilization – Contractor 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:

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

Before commencing the work, the Contractor will prepare a Contractor's Environmental Plan (CEP) that addresses the conditions of the rehabilitation in the EMP that has been attached to Contract Documents including measures to comply with national legislation and Lender requirements.

The CEP will detail how the Contractor will address the activities in the rehabilitation section of the EMP. The Contractor will submit the CEP to the PERS for approval.

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

## **Works on urgent maintenance and damage repair**

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

Preparation works

Rehabilitation works on the existing pavement

Earth works

Drainage

Traffic signage systems

Environmental Management during construction maintenance 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 Lender requirements. The emphasis of the EMP shall be on the following:

Layout of the work camp and details of the proposed measures to address adverse environmental impacts resulting from its installation. Description and layout of equipment maintenance areas and lubricant and fuel storage facilities including distance from water sources/bodies;

Sewage and wastewater management plan for provision of sanitary latrines and proper sewage collection and disposal system to prevent pollution of watercourses

A plan (mechanism and organizational structure) detailing the means by which local people and other project affected persons (PAP) can raise grievances arising from the rehabilitation process and how these will be addressed (e.g., through dialogues, consultations, etc.) (See Appendix IV for the Project grievance mechanism).

Soil Management Plan detailing measures to be undertaken to minimize effects of wind and water erosion on stockpiles, measures to minimize loss of fertility of topsoil, timeframes, haul routes and disposal site;

Dust management plan which shall include schedule for water spraying on access roads and in nearby settlements along the project road, as well as list of equipment to be used; this applies to all of construction sites and haul roads. During rehabilitation, when dust may be generated, the Contractor will monitor the worksite conditions and apply dust control

measures, which include reducing construction traffic movements and spraying water on exposed areas.

A plan indicating the location of the proposed material extraction site as well as rehabilitation measures to be implemented for the borrow areas and access roads upon project completion;

Waste and wastewater management plan. Disposal of waste materials: all construction waste materials including drums, lumber, sand and gravel, cement bags etc. are to be suitably disposed of. If these cannot be recovered for scrap value these materials should be taken to an approved landfill sites for safe disposal. Hazardous waste will be stored and removed from the construction site on demobilization, in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09, 88/2010 and 14/2016). The Contractor’s SSIP should cover all aspects of waste management, including implementation of practice standards such as reduce, re-use and recycle.

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 Contractor will be expected to produce waste handling forms for chain of custody, which will be used to control waste leaving site. Thus the waste controller will keep a copy of the form and the driver will always carry a copy and will ensure that the load is signed for at the final disposal site. All records will be kept by the Contractor for audit purposes and to demonstrate that the project is complying with best practice and applicable legislation.

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

In-river works management plan. The Contractor's SSIP should cover procedures and plans for safeguarding aquatic habitats and fish during in-river work Jasenica River and will complement the Construction Method Statements.

Camp management plan. The Contractor's SSIP should contain procedures for establishing and operating construction camps in order to safeguard nearby communities and environmental resources.

Emergency response plan. The Contractor's SSIP should contain procedures for emergency response in the event of accidents or major incidents, in order to safeguard people, property and environmental resources. Details of the spill response equipment to be provided on site are to be specified.

Noise – all equipment is licensed and approved in accordance with EU standards. This applies to all machinery, vehicles and construction sites where noise and vibration may affect susceptible receptors. The Contractor will be responsible for ensuring that noise and vibration does not affect the adjacent communities, in accordance with the Law on noise protection ("Official Gazette of RS", No. 36/09 and 88/2010). While it is unlikely that noise and vibration will be an issue due to the large distances between the activities and the communities the Contractor will confine all work to daylight hours (07:00hrs – 19:00hrs) 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 clean-up. This includes the removal of all waste materials, machinery and any contaminated soil. The Contractor will develop a waste management plan for handover, sale or removal all of waste, 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", no. 36/09, 88/10 and 14/2016). 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 and 14/2016). Should the Contractor fail to remove the waste, the PERS is entitled to withhold payment and arrange the clean-up and deduct the cost of the clean-up and administrative charges from the final payment.



## Safety

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

- The Contractor will be required to keep the site free of drugs and alcohol.
- The Contractor's site safety plan will include provision for a safe work environment and provide safety measures and protective equipment to all workers including: hand, head, eye and ear protection and safety footwear.
- The site safety plan will include provision for first aid facilities on-site and employ a trained first aid person, in accordance with the Law on Safety and Health at work ("Official Gazette of RS", 101/05 and 91/15).
- The Contractor will provide supplies of potable water, toilets and wash water to the workers.
- Safety and Labour Management Plan (SLMP), prepared by the PERS, will be consisting part of bidding documentation, in order to ensure H&S provisions during rehabilitation works.
- Contractor is obliged to perform all project activities by respecting SMP recommendations and all Serbian laws and sub-laws which are covering H&S issues.
- The PERS and Contractor together have responsibility for reporting and investigating incidents.

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

- All trucks and equipment is maintained in a safe operating condition;
- All drivers and machinery operators are trained and act responsibly (to be stipulated in the Contractor's site safety plan);

- All loads are secured and all loads with potential dust generating materials (e.g. excavated soil and sand) will be covered with tarpaulins;
- The Contractor will immediately remove any drivers that ignore any of the community safety requirements,
- Speed limits will be observed.

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

Following the completion of works a Site restoration will take place. It is Contractor 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 sealing, (iii) improvements in road signage and pavement markings, and (iv) attention to road accident black spots.

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

## **B. MONITORING PLAN**

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

- Environmental issue to be monitored and the means of verification;
- Specific areas, locations and parameters to be monitored;
- Applicable standards and criteria;

- Monitoring of noise levels near residential areas;
- Monitoring of the procurement of materials (checks that valid permits are in place);
- Duration and frequency and estimated monitoring costs;
- Institutional responsibilities for monitoring and supervision.

Checklist for monitoring has been prepared based on the Environmental Management Plan, and of the monitoring plan (Appendix II). Checklist will be used by the Engineer on Site. Checklist (excerpt from the EMR document) provide the PE "Roads of Serbia", with the aim of monitoring and compliance reporting.

The PERS will have 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**

The Contractor shall be responsible for the implementation of the project in accordance with the EMP and monitoring plan. Daily supervision of the implementation of the project and of its conformity is within the competence by the Engineers.

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 Contractor during the construction stage, the Project Proponent will undertake the following:

- Clearly set out in the tender and contract documents the Contractor’s obligation to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan in Appendix I (to be appended to Contract specifications);

- No compensation for the costs of the required environmental mitigation measures and monitoring activities in the form of the particular item in the Bill of Quantities (BoQ) shall be given to the Contractor, except for the water quality analysis and noise measurement. It shall be regarded as if the Contractor has included these costs in the other items of the BoQ. Real expenditures of water quality analysis and noise measurement in scope defined by the BDs and the Contract shall be compensated to the Contractor in the form of the particular item in the BoQ. For noncompliance with requested environmental mitigation measures and monitoring activities the Contractor shall suffer specific liquidated damages in a form of demerit points. Demerit points are provided as a measure that should stimulate the Contractor to carry out his obligations in an organized and timely way and to perform his duty meeting high standards even though those tasks does not appear to be of a serious nature. Demerit points have in the same time two meanings numeric and monetary. Each demerit point has associated monetary value which represents permanent payments reduction for determined noncompliance of the contracted obligations. Number of received demerit points has cumulative effect. If during the Contract the Contractor receives more than certain number of demerit points specified in the BDs and the Contract, the Contractor will for a period of 2 years not be allowed to compete for any other PERS works contract. Also, if the Contractor is awarded over a specified number of demerit points, the Employer has a right to terminate the Contract. Monetary value of each demerit points as well as limits for other possible actions by the Employer shall be clearly specified in the BDs and the Contract. Application of explained two measures - compensation for specific costs and penalties for noncompliance – should assure implementation of all requested environmental mitigation measures and monitoring activities;
- Explicitly require the Contractor to recruit an environmental specialist. The Contractor will be responsible for the implementation of environmental mitigation measures during construction and shall employ an environmental specialist who will supervise implementation of the Contractor's environmental responsibilities and coordinate with the PERS and MoT. The Contractor, in coordination with PERS, shall set-up a grievance redress committee that will address any complaints during project implementation. During project implementation, the PERS shall monitor the compliance of the Contractor with the EMP provisions. It is proposed

that the project supervision consultants (PSC) employ an environment specialist (with civil engineering/environmental management background) to assist the environmental supervision.

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

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

- Implementation of requests for environmental protection given by: Government environmental authorities and EIA document (if exists), IFIs and other institutions, Law on environmental protection (“Official Gazette of RS”, No. 135/04, 36/09, 72/09, 43/11 and 14/16).
- 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.

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

- Taking all reasonable steps to protect the environment on and off site and avoid damage or nuisance to persons or property arising from its operations,
- 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.



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

Public consultations will be held in the future.

Contractor reporting agreements:

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.

Construction Contractor will provide quarterly reports to the PERS which document the environmental mitigation and protection measures, together with prescribed monitoring activities carried out during that quarter's reporting period. Construction Contractor will take care on environment quality according to the mitigation and monitoring plan which are a consisting part of EMP (Appendix I and Appendix II) through those phases and will report quarterly to 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 (Annex II) through those phases and will report quarterly to the PERS. These reports will encompass a list and explanation of all undertaken activities at the site and results of the field research, as well as recommendations for future field activities and protection measures.

Project Supervision Consultant to PERS

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

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

PERS to Ministry of Construction, Transport and Infrastructure, WB, EBRD and EIB

Annual Environmental Health and Safety (EHS) reports, including monitoring indicators and reporting on the implementation of the requirements set forth in the EMP will be prepared by PERS and submitted for IFIs review. IFIs will review the reports and verify their contents through periodic site visits. The PERS shall provide Annual reports to Ministry of Construction, Transport and Infrastructure and IFIs regarding the status of implementation of mitigation measures by the Contractor, 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, later than 48 hours.

## **6. STAKEHOLDER ENGAGEMENT PLAN - INFORMATION DISCLOSURE AND PUBLIC CONSULTATION**

Stakeholder engagement is recognized as an essential component of the appraisal, management and monitoring of environmental and social issues associated with heavy maintenance (Road rehabilitation-upgrading) of the state road IB 25, Section: Topola (Natalinci) - Kragujevac (Cerovac), L = 31,711 km. PE ‘‘Roads of Serbia’’ consider stakeholder engagement to be an essential part of good business practice and corporate responsibility, as well as providing a positive mechanism by which to improve the quality of the Project. PERS also recognize that effective community engagement is central to successful management of risks and impacts on project-affected communities, as well as promoting enhanced community benefits.

To this end, stakeholders have been identified for the preparation and operational phases of the proposed Project. They include groups that:

- Have an interest in the project and its operations;
- Are affected by the Project;
- Have the ability to influence or affect the project and its operations.

Stakeholders could be individuals and organizations that may be directly or indirectly affected by the Project either in a positive or negative way, and who may wish to express their views.

The stakeholders that have been identified for the Project to date are listed below. During forthcoming consultation activities, the Designer will identify individuals and legitimate representatives of stakeholder groups who will be targeted with Project information and consulted.

**Table 7 - Stakeholders groups**

Stakeholders Group	Consultation Methods
Road Users	Notices along roads/Local media announcements
General Public – one or more natural and legal persons, their associations, organisations and groups. Stakeholders – the public either affected or not affected by the project.	Face-to-face meetings/focus groups/public meetings/local media announcements.
Government Agencies	Official letters/official meeting/official media announcements/ public meeting
Land owners/users within close proximity of routes.	Face-to-face meetings <sup>1</sup> /focus groups <sup>2</sup> /personal letters/ public meetings/local media announcements. Some of these consultations will be carried out as part of the expropriation process (if you need).
Residents of houses in close proximity to the Routes.	Face-to-face meetings/focus groups/public meetings/local media announcements.
Informal land users.	Face-to-face meetings/focus groups/public meetings/local media announcements.
Formal and informal users of the river Jasenica	Face-to-face meetings/focus groups/public meetings/local media announcements.
Business owners with premises in proximity to the Routes.	Face-to-face meetings/focus groups/public meetings/local media announcements.
NGO	
Primary schools in Desimirovac	Face-to-face meetings/public meetings/local media announcements.
Religious communities	Face-to-face meetings/public meetings/local media announcements.
Various citizen associations and NGOs (disable persons, socially vulnerable population)	Face-to-face meetings/public meetings/local media announcements.
Internal Stakeholders – PE “Roads of Serbia”	Official letters/official meetings.
Workers involved in the Project and their subcontractors.	Face-to-face meetings [internal workforce meetings].
Neighbouring countries affected by the project.	Disclosure of relevant information and Ministerial discussions (if you need).

<sup>1</sup> Face-to-face meetings might be meetings with individuals or households.

<sup>2</sup> Focus groups might be meetings with a small number of targeted individuals with similar interests.

## Principles of Engagement and Disclosure

The key principles for effective engagement include:

- Providing meaningful information in a format and language that is readily understandable and tailored to the needs of the target stakeholder group(s).

Information will be provided in Serbian, although in addition the project description and Stakeholder Engagement Plan (SEP) will also be available in English;

- Providing information in advance of consultation activities and decision-making.
- Providing information in ways and locations that make it easy for stakeholders to access it and that are culturally appropriate. Key location/notice boards will be regularly updated in local villages;
- Respecting local traditions, languages, timeframes, and decision-making processes;
- Inclusiveness in representation of views in terms of age groups, gender and reaching vulnerable and/or minority groups;
- Processes free of intimidation or coercion;
- Ensuring a two-way dialogue that gives both sides the opportunity to exchange views and information, to listen, and to have their issues heard and addressed. This will be achieved through public events, specialist group meetings and via a project-specific grievance mechanism;
- Clear mechanisms for responding to people's concerns, suggestions, and grievances.
- Incorporating, where appropriate and feasible, stakeholder feedback into process project or program design and reporting back to stakeholders;
- Publishing information about project implementation on the proposed PERS website, including a link to project-specific grievance forms;
- Publishing and distributing general information about the investment programme, including general issues and implementation stages, in addition to the grievance mechanism to identified stakeholders in leaflet form;
- Presenting all Project information on a website in Serbian.

### **Addressing Stakeholder Comments and Grievances**

A formalized grievance mechanism is an important tool to monitor and promptly resolve potential conflicts with stakeholders whose interests may be affected (PAP). In accordance

with stakeholder engagement best practice requirements the grievance mechanism for external stakeholders shall include:

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

Information on the procedures to follow in order to lodge a grievance is provided below and will be provided on information boards, and on the relevant websites, including the competent local and governmental authorities.

A Grievance Form is provided in Appendix IV.

Each complaint whether from an individual or a community will be considered and a response to each specific complaint will be directly communicated to the party that raised it. A formal procedure will be used to log the key information provided to each stakeholder and record incoming communication (i.e. general questions, complaints, etc.). A record of actions taken as a result of communications will also be documented and updated on an ongoing basis as part of the Stakeholder Engagement process.

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

If the stakeholders are not satisfied with the solutions implemented by the Contractor to address the raised comment or grievance, the complainant may seek other legal remedies in accordance with Serbian law.

## **7. REFERENCE**

- Environmental Assessment Sourcebook No 25, Environmental Management Plans, The World Bank Environment Department, January 1999
- Roads and the environment: A Handbook, The World Bank Environment Department



- EIB ENVIRONMENTAL AND SOCIAL PRACTICES HANDBOOK, Environment and Social Office Projects Directorate Version 2 of 24/02/2010
- EBRD Environmental and Social Policy 2008
- EIB Statement of Environmental and Social Principles and Standards (2008).
- Environmental Management Plan for rehabilitation of roads, bridges and tunnels under the World Bank road management and safety project, Republic of Ruska Road Directorate, Banja Luka, 2001
- 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

## **APPENDICES**

## **Appendix I**

### **MITIGATION PLAN**

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

## MITIGATION PLAN

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
PRE-CONSTRUCTION		Detailed Design			
	The respect for the procedures related to the protection of the environment	The Consultant obtained the requirements of the Institute for Nature Protection and the Institute for Protection of Cultural Monuments "Kragujevac", in order to avoid the risks to the environment in the period of increased maintenance.	PERS	PERS	
	The location and development of the Contractor's facilities will be approved by the PE. Locations will be selected so that:	<ul style="list-style-type: none"> <li>- is located outside of the flood zone of the riverbed and they do not interfere with the environment and social well-being of the surrounding communities (e.g. noise, dust, vibration, etc.,</li> <li>- is located outside of the area with tall vegetation</li> <li>- the size of Contractor's facilities are limited to absolute minimum to reduce unnecessary clearing of vegetation,</li> </ul> sanitary waste and grey waters are treated before release into surface water systems, in accordance with the Law on water ("Official Gazette of RS", 30/10,93/12 i 101/16); <ul style="list-style-type: none"> <li>- The sites are properly drained. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to drain to an oil and water separator, and fuel storage areas</li> <li>- Wherever possible limit area to be cleared and avoid excessive machine disturbance of the topsoil.</li> </ul>	PERS Contractor	PERS	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		<ul style="list-style-type: none"> <li>- Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements.</li> </ul> Prevention of soil erosion on construction site: <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>- Limit the extent of excavation to reduce soil erosion potential.</li> <li>- Apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site.</li> <li>- 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 general. Observe a minimum distance (buffer zone) between camp site and nearest residential area. Observe local wind conditions to reduce nuisances. Work safety and environmental protection measures to be specified by the Contractor in his Site Management Plan. Planning for independent water and electric supply network and a medical service station at the site.	Detailed Design Consultant and RC	Technical Control of Detailed Design  PERS	
	Road safety issues associated with pedestrian crossing	Plan for safe and adequate pedestrian crossing facilities that can be in most cases over passages equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Detailed Design Consultant and RC	Technical Control of Detailed Design  PERS	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	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.	Detailed Design Consultant PERS	Technical Control of Detailed Design PERS	
CONSTRUCTION	Management Plans				
	<p>Contractor to prepare the supporting plans as described in the EMP to ensure compliance with legislative and Lender requirements.</p> <ul style="list-style-type: none"> <li>• Site organisation plan</li> <li>• Sewage and wastewater management plan</li> <li>• Project grievance mechanism</li> <li>• Soil Management Plan</li> <li>• Dust management plan</li> <li>• 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;</li> <li>• Waste and wastewater management plan in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09 88/10 and 14/16).</li> <li>• Oil and fuel storage management plan.</li> <li>• In-river works management plan.</li> <li>• Camp management plan.</li> <li>• Emergency response plan.</li> <li>• Rehabilitation Plan</li> <li>• Safety and Hazard Assessment</li> <li>• Safety and Labour Management Plan (SLMP)</li> </ul>				



State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
CONSTRUCTION	Site Induction				
	All workers and visitors to site shall be given a Health, Safety and Environment Induction and instructed in the need and use of PPE.				
CONSTRUCTION	Material supply				
	Asphalt plant dust, fumes, workers health and safety, ecosystem disturbance	Use existing asphalt plants; requirement for official approval or valid operating license	Asphalt plant	Asphalt plant	
	Stone quarry dust, workers health and safety, ecosystem disturbance	Use existing stone quarry or requirement for official approval or valid operating license	Stone quarry	Stone quarry	
	Sand and gravel borrow pit disturbance of river bed, water quality, ecosystem disturbance	use existing borrow pits or buy material at licensed separations; requirement for official approval or valid operating license	Sand and gravel Contractor or Separation	Sand and gravel Contractor or Separation	
CONSTRUCTION	Material transport				
	Asphalt dust, fumes	All trucks are to be covered A problem in this region that should be solved by proper selection of Contractor machinery	Truck operator	Truck operator	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	Stone Dust	Wet or cover truck load	Truck operator	Truck operator	
	Sand and gravel Dust	Wet or cover truck load	Truck operator	Truck operator	
	Traffic management noise, vehicle exhaust, road congestion	Haul material at off peak traffic hours (preferably 9-14h); use alternative routes to minimize major traffic sites Need to ensure that adequate signs to work fronts to minimise 'wrong turn' chances causing even more congestion	Transport manager; Truck operator	Transport manager; Truck operator	
	Archaeological chance finds	In case of chance finds Contractor is obliged to stop the works immediately and inform institute for protection of Cultural Monuments and PERS about it.	Contractor	Supervision Contractor	
<b>CONSTRUCTION</b>	<b>Construction site</b>				
	Noise disturbance to human and animal population and workers	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities); equipment operating with noise mufflers and licenced and approved in accordance with EU standards. Noise screens/barriers for noisy works for those longer than one day in the same location/area. Noisy equipment will be located as far as possible from residential or other sensitive receptors.	Construction Contractor	Construction Contractor	
	Dust	Wet ability construction site, cover the storage materials and limited speed of vehicles. Implement a Dust Management Plan: measures to avoid/minimize dust emissions, including use of hoardings; wetting down/spraying of construction areas,	Construction Contractor	Construction Contractor	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		accesses, materials stockpiles and during loading/unloading activities; covering of vehicles carrying dusty materials; wheel washing/spraying of vehicles; and management of spoil, etc.			
	Monument of the National Liberation Battle (NOB), Bozurnja- located next to the road Kragujevac-Topola. The monument is made of granite with a stylized bas-relief soldier with a rifle and an engraved text on the side.	During the road rehabilitation works registered memorials must not be damaged or destroyed; Prohibit the works that could undermine the stability of the monuments, such as geotechnical, drilling tests or other excavations of any kind; Memorials should be protected from possible run-off water from the road. Remove vegetation beside the road and the NOB monument in order to make the monument more visible; Ensure that water run-off from the road does not jeopardize the memorial fountain.	Construction Contractor	Supervision Consultant	
	Memorial Fountain NOB, Bozurnja - located in part of the village next to the road leading to Belgrade.	During the construction works registered memorials must not be damaged or destroyed; Prohibit the works that could undermine the stability of the monuments, such as geotechnical, drilling tests or other excavations of any kind; Memorials should be protected from possible run-off water from the road. Remove vegetation beside the road and the NOB monument in order to make the monument more visible; Ensure that water run-off from the road does not jeopardize the memorial fountain.	Construction Contractor	Supervision Consultant	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	Vibrations	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities) If any material damage proved to have been caused to local houses, buildings and other infrastructure (including access roads) by the works will be compensated for and subject to repair on a timely basis. Earthmoving equipment will be located as far away as possible from vibration-sensitive receptors.	Construction Contractor	Supervision Consultant	
	Traffic disruption during construction activity	Traffic management plan with measures to redirect traffic that are easily seen or easy to follow; include traffic police assistance if needed. Construction Traffic Management Plan will establish speed limits for construction vehicles and organize traffic to avoid as much as possible populated areas. Local residents will be kept informed of planned works	Construction Contractor	Supervision Consultant	
	Reduced access to roadside activities	Provide alternative access to roadside activities at all times	Construction Contractor	Supervision Consultant	
	Vehicles and pedestrian safety when there is no construction activity	Lighting and well defined safety signs and protection measures.	Construction Contractor	Supervision Consultant	
	Water and soil pollution from improper material storage, management and usage	Organize and cover material storage areas; isolate concrete, asphalt and other works from watercourse by using sealed formwork or covers; isolate wash down areas of concrete and asphalt trucks and other equipment from watercourse by selecting areas for	Construction Contractor	Supervision Consultant	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		<p>washing that are not free draining directly into watercourse</p> <p>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 storm water runoff, wastewater generated from facilities on site such as wheel washing facility).</p> <p>Soil Management Plan shall be prepared for the controlled removal of top soil, storage and reuse. Prevent sediments flowing into surface waters and drainage channels by localized control measures. (e.g. sediment fences, check dams, mulch barriers, rock groynes, or geofabric barriers, sediment basins), contouring to optimize slope angle and steepness, In order to prevent leaching of sediments is also necessary to take into account the slope of the terrain and protection from wind erosion by fencing, covers installation, etc.</p> <p>Depositing of surplus of earth, stone and similar may only be temporary and limited in time to the completion of the planned works. After the completion of all works, all excesses of soil, stones and other waste materials should be removed and the full rehabilitation of degraded areas all over the degraded surfaces should be executed.</p>			
	Water and soil pollution from improper disposal of waste materials	Dispose waste material at location protected from washing out, that should be marked in the site plan; if not on site, then at authorized landfill / depot Storage of wastes according to international best practice and accordance with law regulation of Republic	Construction Contractor	Supervision Consultant	

State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
		Serbia. Apply additional measures for storage of hazardous wastes (such as use of secondary containment, access restriction, provision of PPE etc.) as necessary to prevent harm to construction staff, environment and public. Use and labelling of designated waste collection containers and storage areas for different kinds of wastes (hazardous and non-hazardous) in accordance with law of Republic Serbia			
	Potential contamination of soil and water from improper maintenance and fuelling of equipment	Apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose to permitted waste recovery facility	Construction Contractor	Supervision Consultant	
	Water and soil pollution from improper disposal of waste materials	Transport of waste in marked vehicles designed to the type of waste to minimise the risk of release of materials (hazardous and non-hazardous materials) and windblown debris. Training of drivers in handling and disposal of their cargo and the documentation of the transport describing the nature of the waste and its degree of hazard.	Construction Contractor	Supervision Consultant	
	Workers safety	Provide workers with safety instructions and protective equipment; safe organization of bypassing traffic	Construction Contractor	Supervision Consultant	



State Road of the IB Class, No. 25, Section: Topola (Natalinci) - Kragujevac (Cerovac)  
Environmental Management Plan – EMP

Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	Temporarily occupied area	Landscaping - Undertaking of re-vegetation progressively with cover crop and native endemic species and monitor its effectiveness. Where initial plantings were not successful, replacement plantings will be carried out.	Construction Contractor	Supervision Consultant	
<b>OPERATION</b>	<b>Maintenance</b>				
	Noise disturbance to human and animal population and workers	limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public); equipment operating with noise mufflers	Maintenance Contractor	Maintenance Contractor	
	Possible air, water and soil pollution dust, vehicle exhaust, fuel and lubricants spills	Apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose in line with the Law on waste management; organize and cover material storage areas; isolate asphalt from watercourse by using sealed formwork; selecting areas for washing that are not free draining directly or indirectly into watercourse (Jasenica river, and other stern); dispose waste material at location protected from washing out	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	Provide workers with safety instructions and protective equipment; safe organization of bypassing traffic. These measures may be extended.	Maintenance Contractor	Maintenance Contractor	
	Increased vehicle speed	Install traffic signs for speed limit	Maintenance Contractor	Maintenance Contractor	

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Phase	Issue	Mitigating measures	Institutional responsibility		Comments (e.g. secondary impacts)
			Install	Supervision	
	Erosion, rock fall, hazardous conditions	Install warning signs (rock fall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow moving vehicles, merge), reflective markers to indicate steep edge or convex mirrors to see oncoming traffic at blind curves; locate warnings at points considered necessary by good engineering practice, or as agreed in writing with public and authorities	Maintenance Contractor	Maintenance Contractor	

## **Appendix II**

### **MONITORING PLAN**

## MONITORING PLAN

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
<b>CONSTRUCTION</b>	<b>Material supply</b>					
Asphalt plant	possession of official approval or valid operating license	asphalt plant	Inspection / supervising engineer	before work begins	assure asphalt 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 plant 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 plant compliance with environment, health and safety requirements	Borrow pit or Separation Operator
<b>CONSTRUCTION</b>	<b>Material transport</b>					
Asphalt	truck load covered	Work site	Supervision	unannounced inspections during work, at least once per week	assure compliance of performance with environment, health and safety requirements and enable as little disruption to traffic as it is possible	Supervision Contractor

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

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
<b>CONSTRUCTION</b>	<b>Construction Site</b>					
Noise disturbance to workers and neighbouring population	noise levels	Work site; nearest homes at settlement Topola, Bozurnja, Cunic, Cerovac, Desimirovac	equipment – hand-held analyser with application software	Once at the beginning of the project and later on quarterly basis, and on complaint. If the results of monitoring are not satisfactory, monitoring should be conducted on monthly basis	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Construction Contractor
Dust	air pollution (solid particles)	at and near work 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 Contractor
Vibrations	limited time of activities	Work site	supervision	unannounced inspections during work and on complaint	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Supervision Contractor



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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Traffic disruption during construction activity	existence of traffic management plan; traffic patterns	at and near work site	inspection; 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 Contractor
Reduced access to roadside activities	provided alternative access	Work site	supervision	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 Contractor
Vehicle and pedestrian safety when there is no construction activity	visibility and appropriateness	at and near work 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 Contractor

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Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Water and soil pollution from improper material storage, management and usage	water and soil quality (suspended solids, oils, pH value, conductivity)	on the Jasenica River downstream of the site	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 and enable as little disruption to traffic as it is possible	Construction Contractor
Workers safety	protective equipment; organization of bypassing traffic	Work site	inspection	Unannounced inspections during work. It is recommended to use EBRD template for this purpose (next table)	assure compliance of performance with environment health and safety requirements and enable as little disruption to traffic as it is possible	Supervision Contractor
<b>OPERATION</b>	<b>Maintenance</b>					
Noise disturbance to human population and workers	noise levels	Work site; nearest houses	equipment – hand-held analyser 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	PERS

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

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

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

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

<b>2. Status of the Environmental and Social Action Plan</b>
<p>Please provide information on the status of each item in the Environmental and Social Action Plan (ESAP) agreed with EBRD. If the ESAP has been updated during the reporting period, please attach a copy of the new plan.</p>          

**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>				
NO <sub>x</sub>				
Particulates				
CO <sub>2</sub>				
CH <sub>4</sub>				
N <sub>2</sub> O				

<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 with EBRD 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



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HFCs				
PFCs				
SF <sub>6</sub>				
[Other]				
<b>Other Parameters</b>				
Noise				
[Other]				
<b>Solid Waste</b>				
<p>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.</p>				

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			

<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)

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

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

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<ul style="list-style-type: none"> <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>					
	<b>Direct employees</b>	<b>Contracted workers</b>		<b>Direct employees</b>	<b>Contracted workers</b>
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:		

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

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OHS training provided in this period in person-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:		
Number of sick days:					
Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):					
Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarise any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarise any emergency response exercises or drills that have been carried out during the report period:					
<b>7. Stakeholder Engagement</b>					
<b>Please provide the name and contact details for your external relations or community engagement manager:</b>					
Please provide information on the implementation of the stakeholder engagement plan agreed with EBRD and summarise interaction with stakeholders during the reporting period, including:					
<ul style="list-style-type: none"> <li>- Meeting or other initiatives to engage with members of the public or public organisations during the report period,</li> <li>- information provided to members of the public and other stakeholders during the report period relating to environmental, social or safety issues</li> <li>- coverage in media,</li> </ul>					

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

<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.

- and interaction with any environmental or other community groups.  
Please describe any changes to the Stakeholder Engagement Plan agreed with EBRD:

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

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

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

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



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Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<p><b>New Land Acquisitions</b></p> <p>If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.</p>		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Have any persons been economically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Was it a government assisted resettlement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
<b>9. Community Interaction and Development</b>		
Please summarise any social or community development initiatives undertaken by the company during the reporting period, and any associated expenditure:		

## **Appendix III**

### **LEGISLATION**

## REGULATION AND REQUIREMENTS

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

## NATIONAL LEGISLATION

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

Constitution of the Republic of Serbia of 2006 (“Official Gazette of RS”, No 83/06): The Constitution provides for a broad structure for public participation and public access to information. Under the Constitution, the work of state bodies and institutions as well as officials may be openly criticized. It also grants the public the right to submit requests, petitions and proposals.

Law on Environmental Protection of 2004 (“Official Gazette of RS”, No 135/04, 36/09, 72/09, 43/11 and 14/16): Art. 9 provides that everyone is entitled to be informed of: a) the environmental status and to participate in the process of decision making where implementation may have an effect on the environment (including decision-making in regard to strategic assessments of plans and programs); b) EIAs of projects where realization may result in environmental pollution or a threat to the environment and human health; and c) the approval of new or existing installations (Art.81). It also states that data on the state of the environment shall be open to the public. Public participation in decision-making about EIAs for project implementation shall be carried out through public project presentation and public debate. Stakeholders shall be informed by public announcement of the procedure for decision-making and shall take part in the process by submitting opinions, comments and suggestions to the competent authority and shall be timely informed about the decision.

Law on Environmental Impact Assessment of 2004 (“Official Gazette of RS”, No 135/2004 and 36/2009): Art. 20 require the competent authority to make the EIA Study available to the public, that a public presentation and debate on the Study be arranged and that the project developer participate in the public presentation and debate. It also provides that the Minister

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

Law on Strategic Environmental Assessment (“Official Gazette of RS”, No 135/2004 and 88/10): The Law on Strategic Environmental Assessment, which implements the EU’s SEA Directive applies to plans, programmes and baselines within field of spatial planning and land use and sets out provisions on public participation.

Law on Free Access to Information of Public Importance (“Official Gazette of RS”, Nos.120/04, 54/07, 104/09 and 36/2010 of 28 May 2010): The Law regulates the rights to access information of public interest held by public bodies. Information of public importance, within the meaning of this Law is information held by a public authority body, created during work or related to the work of the public authority body, contained in a document, and related to everything that the public has a justified interest to know.

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

Law on Confirmation of the Convention on Information Availability, public participation in decision-making processes, and, legal protection within environmental issues of 2009 (“Official Gazette RS International Contracts”, №.38/09) (transposing the Aarhus Convention).

Law on Expropriation (“Official Gazette of RS”, No. 53/95 and 20/2009): The Law provides that real-estate may be expropriated or the ownership restricted, but only where this is in the public interest as determined on the basis of law and on the basis of compensation which may not be lower than its market price. It also provides that the public interest for expropriation of real estate shall be determined by law or a decision of the Government rendered in conformity with this Law.

Law on Planning and the Law on Planning and Construction of 2009 (“Official Gazette of RS”, No. 72/09, 81/09, 64/10, 24/11,121/12, 42/13, 50/13, 98/13, 132/14 and 145/). The law makes provisions for public scrutiny of planning documents, their publication in the official newspapers of the Republic of Serbia, the autonomous region or units of local administration, depending on the type of document and the presentation of planning documents for public insight in a daily and local newspaper, and lasts 30 days from the day of announcement. The presentation of the planning document for public insight is overseen by the Agency of the Republic for Spatial Planning.

Law on nature protection (“Official Gazette of RS”, no. 36/09, 88/10, 91/10 and 14/16);

Law on waste management (“Official Gazette of RS”, no. 36/09, 88/10 and 14/16);

Law on noise protection (“Official Gazette of RS”, no.36/09 and 88/10)

Law on water (“Official Gazette of RS”, no. 30/10,93/12 i 101/16);

Law on forest (“Official Gazette of RS”, no. 30/10, 93/12 i 89/15);

Law on air protection (“Official Gazette of RS”, no. 6/09 and 10/13)

Law on Safety and Health at Work (“Official Gazette of RS”, 101/05 and 91/15)

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

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

Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of projects for which the EIA can be requested (“Official Gazette of RS” No. 114/08)

Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (“Official Gazette of RS” No. 69/05)

Rulebook on the contents of the EIA Study (“Official Gazette of RS” No. 69/05)

Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study (“Official Gazette of RS”, No. 69/05)

Rulebook on the work of the Technical Committee for the EIA Study (“Official Gazette of RS” No. 69/05)

Regulations on permitted noise level in the environment (“Official Gazette of RS”, No. 54/92);

Decree on noise indicators, limit values, methods of assessment of noise indicators, disturbing and harmful effects of noise in the environment (“Official Gazette of RS”, No.75 / 10);

Decree on limit values of pollutants in groundwater, surface water and sediment and limits for their achieving (“Official Gazette of SRS” No. 50/12);

Decree on limit values for emissions of pollutants in water and deadlines for their achievement ("Off. Gazette of RS", No. 67/11, 48/12 and 1/16);

Decree on a program of systematic monitoring of soil quality indicators for assessing the risk of soil degradation and methodology for development of remediation programs ("Off. Gazette of RS", No. 88/10);

Decree on conditions and requirements for monitoring air quality ("Official Gazette of RS", no. 11/10, 75/10 and 63/13);

Regulations on dangers pollutants in waters ("Official Gazette of SRS" No. 31/82).

### **Other relevant Serbian legislation**

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

### **Regional Regulatory Framework**

Stakeholder engagement in Serbia is evolving to fit more closely to the principles of the UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) of 25 June 1998 (acceded to and ratified by Serbia on 31 July 2009). It is also evolving to align with European Union (EU) standards and practices in this area<sup>1</sup>.

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

<sup>1</sup> Law on Confirmation of the Convention on Information availability, public participation in decision-making processes, and legal protection within environmental issues ("Official Gazette RS International Contracts", №.38/09).

## **EBRD Performance Requirements**

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

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

PR 1: Environmental and Social Appraisal and Management;

PR 10: Information Disclosure and Stakeholder Engagement.

Special attention has been paid by PE 'Roads of Serbia' to the identification of Project affected persons (PAP) whose well-being is directly affected by the Project's activities. Engagement with these stakeholders needs to be planned and managed with special care.

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

UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters of 1998 (Aarhus Convention); and

The EU Directive 85/337/EEC, amended by Directive 97/11/ES, on the Assessment of the Effects of Certain Public and Private Projects on the Environment.

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



## **Appendix IV**

# **STAKEHOLDER ENGAGEMENT PLAN**

## 1. Identified Stakeholders

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

Potential affected parties:

Employees of PERS and Contractors;

Representatives of companies operating the area immediately adjacent to the Project;

Residents from settlements within the zone of influence of the Project

Statutory regulatory authorities, on local or regional level, such as: Local landowners and leaseholders within Project easements; and potentially affected industries/businesses.

Interested parties:

General public;

Other companies operating on the National Grid; and

Non-Governmental Organisations (NGO).

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

The following table provides Key Stakeholder Groups, Characteristics and Methods of Communication for the Project.

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
1	Ministry of Agriculture and Environmental Protection, Sector: Environmental Protection	Omladinskih Brigada 1, 11070 Novi Beograd e-mail: <a href="mailto:office@minpolj.gov.rs">office@minpolj.gov.rs</a> tel: 011/3612-197	The Authority is responsible for the Regulation of environmental impacts, reviewing design documents and issuing permits. Project supervision and control.	Official letter
2	Ministry of Construction, Transport and Infrastructure	Nemaljina 22-26 e-mail: <a href="mailto:drumski@mgsi.gov.rs">drumski@mgsi.gov.rs</a> 011/2691-432	The Authority responsible for providing permit for constructions.	Official letter

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
3	Ministry of Internal Affairs, The Department for Emergency Situations	Kneza Milosa 103 11000 Beograd tel: 011/2282-909 e-mail: <a href="mailto:svs@mup.gov.rs">svs@mup.gov.rs</a> Web: <a href="http://www.svs.mup.gov.rs">www.svs.mup.gov.rs</a>	The Authority issues permits for fire protection investment-technical documents. It also issues compliance and utilisation permits. Controls fire protection conditions	Official letter.
4	Institute for protection of cultural heritage of Serbia  Institute for protection of cultural heritage Kragujevac	Radoslava Grujica 11, 11 000 Beograd Tel: +381 (0)11 2454786 e-mail: <a href="mailto:office@y heritage.com">office@y heritage.com</a> <a href="http://www.heritage.gov.rs">www.heritage.gov.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval	Official letter
5	Institute for nature conservation of Serbia	Dr Ivana Ribara 91 11000 Belgrade tel: 011 209 3801 e-mail: <a href="mailto:beograd@zzps.rs">beograd@zzps.rs</a> <a href="http://www.zzps.rs">www.zzps.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval. Also responsible for flora and fauna protection within the Project impact zone.	Official letter
6	National Agency for Regional Development	Terazije 23/VII 11000 Beograd Tel. +381 11 2060 888, e-mail: <a href="mailto:office@narr.gov.rs">office@narr.gov.rs</a> <a href="http://www.narr.gov.rs">http://www.narr.gov.rs</a>	Stakeholder with specific interest in the development and operation of the Project.	Official letter
7	Municipality Topola	Bulevar kralja Aleksandra I br. 9, 34 310 Topola Tel. +381 34 6811 008 e-mail: <a href="mailto:opstina@topola.com">opstina@topola.com</a> <a href="http://www.topola.com">www.topola.com</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
8	Municipality Kragujevac	Trg Slobode br.3 34 000 Kragujevac Tel. +381 34 306178 e-mail: <a href="mailto:dmarinkovic@kg.org.rs">dmarinkovic@kg.org.rs</a> <a href="http://www.kragujevac.rs">www.kragujevac.rs</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
9	Public Company for the construction of " Topola "	Princa Tomislava Karadjordjevica no.2, Topola +381 34/6811-731, e-mail: <a href="mailto:jpdirekcija@nadlanu.com">jpdirekcija@nadlanu.com</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	
10	The Public Utility Housing Enterprise JKSP "Topola"	Milivoja Petrovica Blaznavca No .6, Topola Tel. +381 34 6811 075	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
11	Hunters' Association	Hunters' Association „Karadjordje“ Topola Bulevar Vozda Karadjordja no. 92, 34310 Topola tel.: +381 34 811 137, e-mail: <a href="mailto:lukaradjordje@open.telekom.rs">lukaradjordje@open.telekom.rs</a>  Hunters' Association "Sumadija" Svetozara Markovica no. 17 34 000 Kragujevac Tel +381 34 333 100	Stakeholder with specific interest in the development and operation of the Project.	Official letter
12	Fishing' association	Fishing' association "Bargem", Ilidenska 20a, Kragujevac, tel. +381 34 315 229	Stakeholder with specific interest in the development and operation of the Project.	Official letter
13	Transport Company	1. Autoprevoznik" Janjusevic" – Priboj, Jarmovac bb Tel: +381 33 55662 2. Autoprevoznik "Gornji Milanovac", Vojvode Misica 26a Tel.: +381 32 711 254 e-mail: <a href="mailto:autop@alfaqm.net">autop@alfaqm.net</a> 3. Autoprevoznik "SANDZAKTRANS" ul. Stevana Nemanje 236, 36300 Novi Pazar, Tel: +381 20 311359 , e-mail: <a href="mailto:sandzaktrans@kavim-serbia.rs">sandzaktrans@kavim-serbia.rs</a> 4.JOE TRAVEL <b>+386</b> 49 173 542, e-mail: <a href="mailto:office@joetravel.rs">office@joetravel.rs</a> 5."Auto Kodeks", ul. Nemanjina 57 A, 12 000 Pozarevac, tel: +381 12 402 674, <a href="http://www.redvoznje.net">www.redvoznje.net</a> e-mail: <a href="mailto:office@redvoznje.net">office@redvoznje.net</a> 6. SP LASTA BEOGRAD Autoput, Beograd-Nis br. 4, 11000 Beograd, tel. +381 11 3348 555, e-mail: <a href="mailto:office@lasta.rs">office@lasta.rs</a>	Stakeholder with specific interest in the development and operation of the Project.	Official letter
14	Local Businesses	Foundry Topola a.d Pilota Zorana Tomica br.23, 34310 Topola: tel. +381 34 617 01 72, e-mail: <a href="mailto:office@livnicatopola.rs">office@livnicatopola.rs</a>  The basement "Aleksandrovic" d.o.o.Vinca, Topola Oplenac Tel +381 34 826 556	Stakeholder with specific interest in the Project who is directly impacted.	Official letter

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
		<a href="mailto:office@podrumaleksandrovic.rs">office@podrumaleksandrovic.rs</a> <a href="http://www.podrumaleksandrovic.rs">www.podrumaleksandrovic.rs</a>  Integral Export -Import d.o.o., Princa Tomislava Kardjordjevica st. no. 21 34 310 Topola Tel. +381 34 812 005 , e-mail: <a href="mailto:integral@livnicaintegral.com">integral@livnicaintegral.com</a> <a href="http://www.livnicaintegral.com">www.livnicaintegral.com</a>		
15	Staff of Public Enterprise "Roads of Serbia"	Blevar Kralja Aleksandra 282 11000 Beograd	Stakeholder who has an interest in the project and the ability to influence and be effected by the operation of the project.	
<b>Registered nongovernmental the organizations</b>				
16	Forum for Civil Society Development	Gavrila Principa 20/8 34 000 Kragujevac tel. +381 34 373 254 e-mail: <a href="mailto:frcdkg@gmail.com">frcdkg@gmail.com</a> Director: Zorica Sorok	Stakeholder with an interest in the Project.	Official letter
17	EcoEnergy	Ilije Kikovica 95, 34 000 Kragujevac tel: +381 62 371-059 e-mail: <a href="mailto:EkoEnergija34@gmail.com">EkoEnergija34@gmail.com</a> <a href="http://www.ekoenergija34.com">http://www.ekoenergija34.com</a> Representative: Srdjan Vesovic	Stakeholder with an interest in the Project.	Official letter
18	The movement wife Princess Milica	Geodetska 2 34321 Kragujevac, e-mail: <a href="mailto:kneqinjamilica@yahoo.com">kneqinjamilica@yahoo.com</a> tel. +381 34 346 417 Representative: Ljiljana Cirovic	Stakeholder with an interest in the Project.	Official letter
19	ROMA CENTAR	Atinska 20/11 34 000 Kragujevac Tel +381 34 346 810, e-mail: <a href="mailto:romacentar@open.telekom.rs">romacentar@open.telekom.rs</a> Representative: Tijana Milanovic	Stakeholder with an interest in the Project.	Official letter
20	Association of Citizens "Glass bell"	Kneza Milosa 23/61 34 000 Kragujevac Tel. +381 651208668, e-mail: <a href="mailto:stakleno.zvono@gmail.com">stakleno.zvono@gmail.com</a> <a href="http://www.staklenozvono.rs">www.staklenozvono.rs</a> director: Zorica Savic	Stakeholder with an interest in the Project.	Official letter
21	Association "Eko park"	Boska Buhe 4, 34000 Kragujevac, tel: +381 34 322 964, e-mail: <a href="mailto:sladjan1313@gmail.com">sladjan1313@gmail.com</a>	Stakeholder with an interest in the Project.	Official letter

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

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
		<a href="http://www.ekopark.rs">www.ekopark.rs</a> Representative: Sladjan Rakic		
22	Association of Citizens "AuruS-S"	Vinca bb, 34314 Topola Tel:+381 60 6267272, e-mail: <a href="mailto:bratislav_nedovic@yahoo.com">bratislav_nedovic@yahoo.com</a> Representative: Srecko Nedovic	Stakeholder with an interest in the Project.	Official letter
23	Association of Cattle Breeders Municipality Topola	Zanatski centar br.1a 34 310 Topola, tel. +381 34 6811 477, e-mail: <a href="mailto:topstocari@infosky.net">topstocari@infosky.net</a>	Stakeholder with an interest in the Project.	Official letter
24	Association of growers and fruit grower	Zanatski centar br. 1a, 34 310 Topola, tel +381 34 68 11 477, e-mail: <a href="mailto:agrodemetra@yahoo.com">agrodemetra@yahoo.com</a> <a href="http://www.vinogradari.org">www.vinogradari.org</a>	Stakeholder with an interest in the Project.	Official letter
25	Agrobiznis centar	Zanatski centar br. 1a, 34 310 Topola, tel +381 34 68 11 477,	Stakeholder with an interest in the Project.	Official letter

## 2. Information Disclosure

Disclosure of relevant project information assists stakeholders to understand the project's environmental and social risks, impacts and opportunities. To this end, local municipalities will be provided with a schedule and information on activities that will be arranged, together with the mechanisms for their feedback to improve awareness of what a project involves. Likewise, the company will make available to the public a grievance procedure, in order to collect the negative feedback and to act in correcting the causes that may lead to a negative opinion about developed.

To ensure transparency and availability of information regarding the heavy maintenance (road rehabilitation-upgrading) of the state road IB number 25 section: Topola (Natalinci) – Kragujevac (Cerovac) during the preparation, construction and operational phase, PERS will implement the following actions:

Environmental Management Plan (EMP) - will be available in hard copy at the offices of local municipalities (Topola - Kragujevac). The EMP will comprise the most important information regarding the project as well as indicate the PE "Roads of Serbia" website address and associated telephone and email contact information.

Website information: PERS will disclose relevant project information on its website (<http://www.putevi-srbije.rs>). Information will be available in Serbian. In the case of any relevant project changes, PERS will publicly disclose them as well as their impacts.

Likewise, the EMP and the stakeholder grievance mechanism will be made available to the public via the website and, on request, in hard copy.

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

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

Detailed Report on Public Consultation process is presented within the chapter - Feedback from public consultation of this EMP document and includes a list of identified stakeholders, which shall be updated as necessary.

Beneficiary consultations will be conducted during the construction phase, and records of environmental and social issues raised and complaints received during consultations, field visits, informal discussions, formal letters, etc., will be followed up and the records will be kept in the project office at PERS.

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

Newspaper articles in one national and also in one local media.

Posters on main notice board at all community centers of potential affected Communities

Radio announcement of road diversions

Provide contact details of community liaison officers who are appointed to work with local communities.

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

Report on Public consultation is presented within the Appendix IV of this EMP document.



### 3. Key Performance Indicators

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

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

	Engagement Activity	Desired Outcomes	Key Performance Indicators
1	Provide additional project Information	Affected communities have equal distribution of information regarding the project.	The difference in the number of people who are familiar with the project in relation to the number before additional of the information.
2	Engage stakeholders throughout the project lifecycle	Continual two-way communication with a broad cross-section of project stakeholders, including employees, local communities, NGOs, community organizations and government agencies	Number different stakeholders which have participated in activities
3	Manage grievances	Implementation of a grievance mechanism to address important issues and to effectively avoid or minimize conflicts between stakeholders and the project.	Number of grievances received and the number resolved.
4	Report on engagement activities	Publicly available records of all engagement activities.	Monthly report detailing as a minimum the number of engagement activities held and the responses received.

### 4. Responsibility and Activity Status

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

**Table 3 - Key Stakeholder Activity**

Detail Activities	Responsibility	Status
<b>1. Provide project information</b>		
1. Identify stakeholders lacking project-related information	The designer of the EMP and Operations manager for Environmental (PE “Roads of Serbia”)	Completed initial identification

**Table 3 - Key Stakeholder Activity**

<b>Detail Activities</b>	<b>Responsibility</b>	<b>Status</b>
2. Communicate with stakeholders lacking information in culturally appropriate method and at appropriate literacy levels	The designer of the EMP and Operations manager for Environmental (PE "Roads of Serbia")	Completed initial identification
3. Evaluate key performance indicators	The designer of the EMP and Operations manager for Environment (PE "Roads of Serbia")	Will be completed when submit the final version of the EMP
<b>2. Engage stakeholders through project lifecycle - construction phase</b>		
1. Continue identification, prioritization, characterization and stakeholder mapping	Contractor's Environmental Manager	Not started
2. Develop and provide tools for continuous engagement throughout project phases	Operational Manager for Environment (PE "Roads of Serbia") and Contractor's Environmental Manager	Not started
3. Record engagement activities	Contractor's Environmental Manager	Not started
4. Periodic follow-up interviews and meetings with stakeholders	Contractor's Environmental Manager	Not started
5. Public meetings to announce new information	Operational Manager for Project and Contractor's Environmental Manager	Not started
6. Provision of project progress to local, regional and national media	PERS	Not started
7. Evaluation of key performance indicators	Contractor's Environmental Manager	Not started
<b>3. Manage grievances</b>		
1. Publicise grievance mechanism to stakeholders	PERS	On-going process
2. Acknowledge receipt of each complaint and/or suggestion received within 7 days.	Contractor's Environmental Manager	Not started
3. Identify corrective action and responsibility for delivery	Contractor's Environmental Manager	Not started
4. Inform complainant of proposed corrective action	Contractor's Environmental Manager or Contractor's Operational Manager	Not started
5. Report on results and evaluation	Contractor's Environmental Manager	Not started
6. Develop and implement system for documenting, processing, presenting, and reporting the consultations. This should include the information disclosed, details	Contractor's Operational Manager and Contractor's Environmental Manager	On-going process

**Table 3 - Key Stakeholder Activity**

<b>Detail Activities</b>	<b>Responsibility</b>	<b>Status</b>
of who attended, the issues raised and grievances lodged, and the status of the grievances.		
7. Implement system	Contractor's Operational Manager and Contractor's Environmental Manager	Not started
8. Report on results and evaluation	Contractor's Operational Manager and Contractor's Environmental Manager	Not started

## 5. Addressing Stakeholder Comments and Grievances

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

A clearly defined and simple procedure for submitting stakeholders;

Maintaining records of all complaints, concerns and suggestions;

A procedure for reviewing and handling complaints; and

A procedure for responding to complaints

Information on the procedures to follow in order to lodge a grievance is provided below and will be provided on information boards by Contractor and on the relevant websites PERS, including the competent local authorities, i.e. Municipality Kragujevac and Topola.

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

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

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

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

Set up telephone hotlines and a phone number is publicly available;

Appoint community-liaison officers who receive verbal complaints and fill out forms on behalf of community members and read the complaint back to them to provide confidence that the complaint is accurately portrayed;

A more informal forum to address grievances, such as a regular presence in local communities to address problems through regular dialogue; and

Visual displays of the mechanism, such as flow charts.

With regards to the Project the heavy maintenance (road rehabilitation-upgrading) of the state road IB number 25 section: Topola (Natalinci) – Kragujevac (Cerovac), information on the procedures to follow in order to lodge a grievance is provided below, on information boards, website PERS and the websites of the competent local authorities (Municipality Topola and City Kragujevac).

Locations for submission of grievance or giving feedback will be later defined by the PERS and as chosen by Contractor and the start of works.

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

With regard to communication, a Register of Communications will be maintained and all written and other forms of communication will be acknowledged and, in the case of straightforward issues, resolved within seven (7) days.

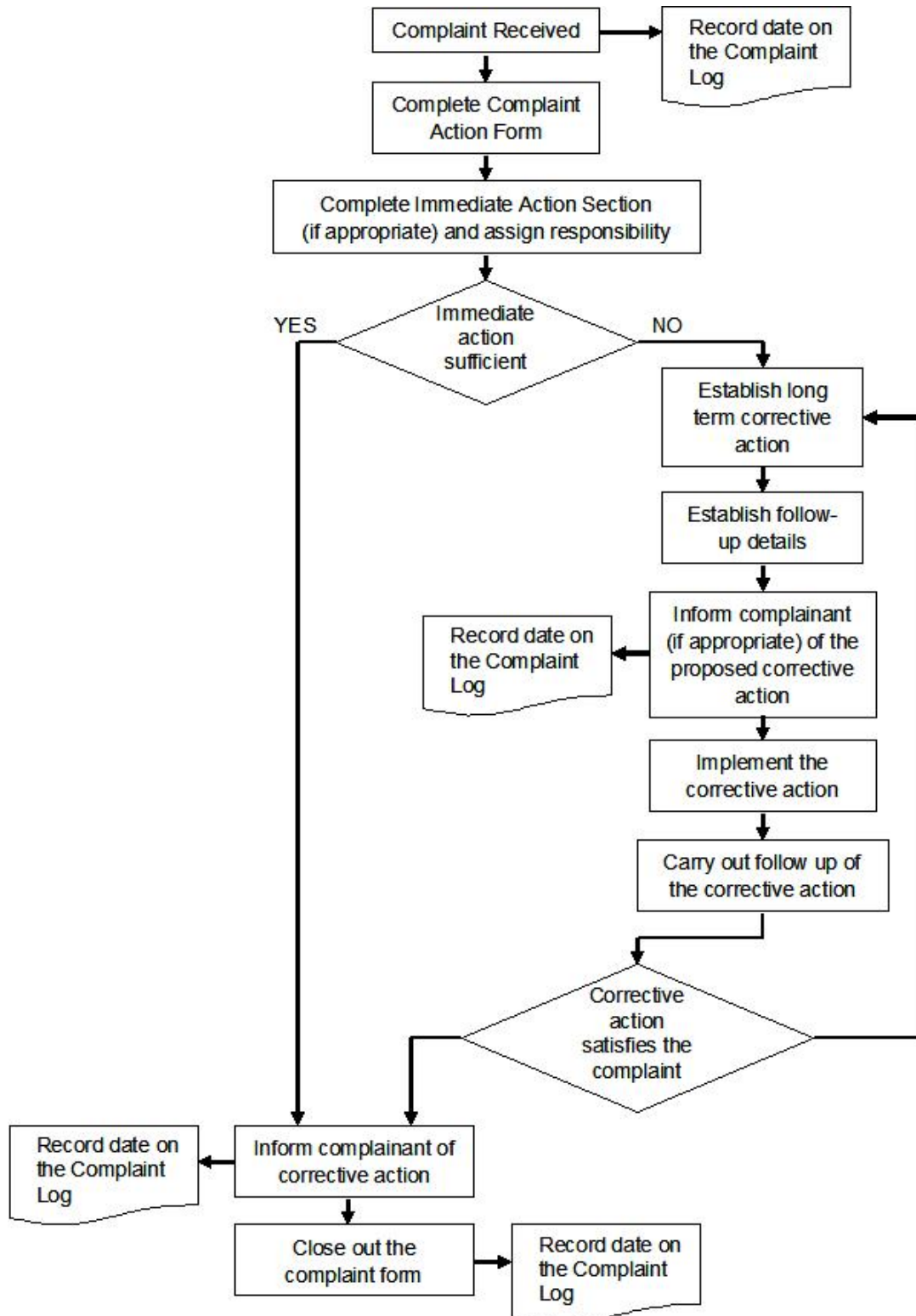
The Contractor will make all reasonable efforts to address the complaint upon acknowledgement of the grievance. If the Contractor is not able to address the issues raised by immediate corrective action, appropriate, long-term corrective action(s) will be identified. The complainant will be informed about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

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

If the stakeholder is not satisfied with the solutions implemented by the Contractor and PERS to address the raised comment or grievance, the complainant may seek other legal remedies in accordance with Serbian law.

Grievance mechanism and form

## 6. Flowchart of Complaints/Grievance Procedure



Grievances to be resolved within 15 working days.

The table below provides the example of Grievance Form. The records of all complaints will be kept, and their status will be recorded on a monthly basis. Once per month all the details will be reported.

## 7. Grievance Form

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



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

## 8. Reporting and Monitoring

The outcomes of the stakeholder engagement process will be documented by Contractor and PERS. This will include the following information:

Details of the public consultative meetings;

Details of information made available to stakeholders and the associated mechanisms;

General information on the participants (e.g. if they are residents or representatives of NGOs etc.);

Issues and concerns raised during the consultative meetings;

List of number and types of grievances raised in the reporting period and the number of resolved and/or outstanding grievances;

Information on how the issues raised during the meetings were taken into consideration by the Contractor.

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

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

Is the current engagement process still „meaningful“ and „culturally appropriate“, particularly in terms of languages used and communication methods?

Are there any new engagement activities that will be undertaken, including participatory processes, joint decision-making, and/or partnerships undertaken with local communities, NGOs, or other project stakeholders?

Are vulnerable people/groups being reached? Are their concerns being met?

Are different formats to meeting stakeholders required e.g., a separate discussion for elderly people?

Is attendance at public meetings adequate, if not; are the local residents aware of the process?

Is information reaching people in a timely manner?

## **9. PERS Company Contact Details**

Public Enterprise “Roads of Serbia”

Bulevar Kralja Aleksandra 282

11000 Beograd

tel: + 381-11- 30 34 744

fax: + 381-11- 30 34 832

e-mail: igor.radovic@putevi-srbije.rs

www.putevi-srbije.rs

**Appendix V**  
**CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS**



Република Србија  
МИНИСТАРСТВО ПОЉОПРИВРЕДЕ  
И ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ  
Број: 011-00-01693/2016-16  
Датум: 15.11.2016.  
Београд

ХИДРОПРОЈЕКАТ-САОБРАЋАЈ  
ПРЕДУЗЕЋЕ ЗА СТРУЧНО ПРОЈЕКОВАЊЕ  
САОБРАЋАЈНЕ ИНФРАСТРУКТУРЕ И БЕЗОПАСНОСТИ  
Београд  
Бр. 555  
18.11.2016 год.  
Београд, Веле Нигринове 16а

**ХИДРОПРОЈЕКАТ-САОБРАЋАЈ DOO**  
**11 000 БЕОГРАД**  
**Веле Нигринове 16а**

**Предмет:** Допис у вези са захтевом за мишљење

Министарству пољопривреде и заштите животне средине обратили сте се Захтевом за давање мишљења о потреби израде студије о процени утицаја на животну средину за пројекат појачаног одржавања државног пута Iб реда бр. 25 (стара ознака М-23), деоница Топола (Наталинци) – Крагујевац (Церовац), дужине 31,714 км.

У допису наводите да пројекат подразумева грађевинско-путарске радове у оквиру трасе већ постојећег пута, уз пројектовање свих елемената који продужавају трајност радова и унапређују безбедност саобраћаја и обухваћени су интегралним Пројектом рехабилитације путева и безбедности саобраћаја, који се финансира из међународних кредита.

Уз Захтев је приложена и додатна документација:

- Правилник о ургентном одржавању државног пута („Сл. гласник РС“ 74/2014 и 87/2014), којим су дефинисане врсте радова, технички услови и начин извођења радова;
- Пуномоћје бр. 953-16747 од 10.08.2016. за одабраног консултанта, издато од стране ЈП Путеви Србије
- Сажети технички опис планираних радова на траси и објектима;
- Графички прилог-прегледна карта;
- Решење бр. 020-1263/2 од 20.06.2016. које је издао Завод за заштиту природе Србије;
- Решење бр. 953-13270/16-1 од 25.07.2016. које је издао Републички завод за заштиту споменика културе у Крагујевцу;
- Доказ о плаћеној републичкој административној такси;

На основу члана 4. ст. 1. и 3. Закона о процени утицаја на животну средину („Сл. гласник РС“, 135/04 и 36/09) донета Уредба о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну

средину („Сл. гласник РС“, 114/08), којом су утврђени пројекти за које се обавезно израђује процена утицаја-Листа I и пројекти за које се процењује значајан или могућ утицај на животну средину-Листа II.

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

Државни секретар  
По решењу о овлашћењу  
бр. 119-01-51/26/2016-09 од 25.10.2016.

др Стана Божовић



**Доставити:**

-наслову  
-архиви

РЕПУБЛИКА СРБИЈА  
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ  
03 Број: 020-1263/2  
Датум: 20.06.2016.  
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91  
Тел: +381 11/2093-802; 2093-803  
Факс: + 381 11/2093-867

VI  
ЈАВНО ПРЕДУЗЕЋЕ ПУТЕВИ СРБИЈЕ  
II Број: 953-12602/16-1  
Датум: 21-06-2016  
БЕОГРАД, Булевар краља Александра бр. 222

Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010- исправка и 14/2016) и члана 192. став 1. Закона о општем управном поступку („Службени лист СРЈ“, бр. 33/1997 и 31/2001 и „Службени гласник РС“, бр. 30/2010), поступајући по захтеву Јавног предузећа „Путеви Србије“ за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 25 (стара ознака: магистрални пут М-23), деоница Топола-Крагујевац, доноси

### РЕШЕЊЕ

1. Предметно подручје (деоница пута) се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у обухвату простора еколошке мреже. Сходно томе, издају се следећи услови заштите природе:
  - 1) Саставни део Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати и обезбедити:
    - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван простора са високом вегетацијом, као и плавних зона река и других водотока, и ограничити искључиво на време трајања радова;
    - привремене или трајне локације (постојеће уређене комуналне објекте/депоније) за одлагање и депоновање шута и другог отпадног грађевинског материјала у било каквом стању, као и комуналног отпада насталог у току извођења радова, односно забрану њиховог одлагања/депоновања у приобаљу или кориту већих и мањих водотока дуж трасе пута, као и пољопривредном земљишту, осим на локацијама дефинисаним Пројектом;
    - предвидети да се након завршетка предметних радова све површине које су на било који начин деградирале грађевинским и другим радовима, што пре санирају;
  - 2) При извођењу радова строго се придржавати трасе и коридора пута како се при манипулацији возилима и машинама не би оставиле последице на шири простор. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта;
  - 3) При извођењу радова на деловима трасе који се евентуално пружају непосредно уз, или прелазе преко водотока, неопходно је планирати максимално очување обала и приобалне вегетације, а у зони прелаза пута преко водотока где је неопходно уређење, Пројектом предвидети употребу камена и других природних материјала, и у највећој могућој мери избећи бетонирање обала и корита водотока (спровести тзв. природно уређење водотока), при чему је неопходно максимално очување самог корита, али и обала са постојећом вегетацијом;

- 4) Забрањено је сервисирање возила и машина дуж трасе пута. Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање;
  - 5) Предметне радове на траси пута која пролази кроз насељена места, изводити само у току периода дана због могућег утицаја буке од грађевинских машина и возила;
  - 6) Размотрити могућност да се дуж, и на местима укрштања постојећих и планираних саобраћајница формирају мање зелене површине или засаде појединачна или мање групе стабала;
  - 7) С обзиром да траса пута већим делом пролази и кроз урбане и полуурбане зоне блиских насеља, потребно је обратити пажњу на негативне ефекте коришћења планиране саобраћајнице (нарочито буку, загађење ваздуха, вибрације, светлосно загађење). У предстојећем процесу израде техничке документације, потребно је извршити анализу трасе у смислу лоцирања тачака на којима се могу испољити негативни ефекти буке и предвидети евентуалну изградњу посебних заштитних конструкција (заштитних застора);
  - 8) Предузети мере заштите становништва од удеса. У том смислу потребно је предвидети постављање заштитних ограда и пешачких прелаза и пролаза на местима где је то најцелисходније, нарочито на локацијама у близини постојећих насеља;
  - 9) Током извођења радова дуж целе трасе одржавати максимални ниво комуналне хигијене;
  - 10) По изведеним радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго. Уколико је дошло до нарушавања предметног подручја (терена дуж трасе) треба га санирати. У том смислу, успоставити биљни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре и врста које су биолошки постојане у датим климатским условима, отпорније на штетне утицаје (издувне гасове и сл.), као и да је избор врста усклађен са околним простором и његовом наменом.
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
  3. За све друге радове/активности на предметном подручју, потребно је Заводу за заштиту природе Србије поднети нови захтев.
  4. Уколико подносилац захтева у року од две године од дана достављања овог Решења не отпочне радове и активности за које је ово Решење о условима заштите природе издато, дужан је да Заводу поднесе нови захтев за издавање услова заштите природе.
  5. Подносилац захтева је ослобођен плаћања таксе за издавање овог решења у складу са чл. 3. став 1. тачка 4. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите природе („Службени гласник РС“, бр. 73/2011 и 106/2013).

#### *Образложење*

Јавно предузеће „Путеви Србије“, 11050 Београд, Булевар краља Александра бр. 282, обратило се дописом бр. 953-12602 од 15.06.2015. године, са захтевом за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 25 (стара ознака: магистрални пут М-23), деоница Топола-Крагујевац.

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да је планирана 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 и поштовање захтева заштите животне средине у максималној могућој мери. Предметни Пројекат је саставни део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева Републике Србије, и подразумева грађевинске – путарске радове у оквиру трасе већ постојећег пута. Врсте радова, технички услови и начин извођења радова регулисани су одредбама Закона о јавним путевима („Службени гласник РС“, бр. 101/05, 123/07, 93/12 и 104/13).

Увидом у Централни регистар заштићених природних добара и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. При томе се имало у виду да се предметно подручје (траса пута) не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, на основу Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016), нити у обухвату простора еколошке мреже.

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

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

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

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

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

ДИРЕКТОР

Александар Драгишић

Достављено:  
- Подносиоцу захтева  
- Архива х 2



V  
ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"  
Број 955-75270/164  
Датум 25.07.2016.  
БЕОГРАД Булевар краља Александра бр. 200

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА  
КУЛТУРЕ КРАГУЈЕВАЦ  
Број 635-02/12  
Датум 21.7 2016 год.  
КРАГУЈЕВАЦ

Завод за заштиту споменика културе у Крагујевцу, на основу члана 99. став 2, тачка 1, 100. став 1 и 104, Закона о културним добрима ("Сл. гласник РС" бр. 71/94) и члана 131 Закона о општем управном поступку ("Сл. гласник СРЈ" бр. 33/97), а на захтев Ј.П. „Путеви Србије“ из Београда, за израду Главног пројекта појачаног одржавања деонице државног пута ИБ реда бр.25 (стара ознака: магистрални пут М-23) Топола-Крагујевац, (заведено у Заводу под бр. 635-02/1 од 27.06.2016. год.) доноси:

### РЕШЕЊЕ

I Мере техничке заштите и други радови на непокретном културном добру као и валоризованим објектима градитељског наслеђа који се налазе дуж дела трасе захвата:

Непосредно, уз саму трасу деонице Топола-Крагујевац државног пута ИБ реда бр.25, налазе се следећи валоризовани објекти градитељског наслеђа:

#### Спомен обележја:

1) **Споменик НОБ-а, Божурња-** Налази се поред пута Крагујевац – Топола. Рађен је од комада гранита, са стилизованом барелефном представом војника са пушком на фронталној страни и уклесаним текстом поред њега и са бочне стране споменика.

2) **Спомен чесма НОБ-а, Божурња-** Налази се у делу села непосредно поред београдског друма. Зидана је од комада тесаног гранита са једном луком за воду. На фронталној страни постављена је плоча од белог мермераса урезаном звездом петокраком и пригодним текстом испод ње.

#### ОПШТИ УСЛОВИ

1. Приликом извођења радова заштићена спомен обележја не смеју се оштетити или уништити;
2. Забрањују се радови који могу да наруше стабилност објеката, као што су геомеханичка, сондажна испитивања или друга ископавања било какве врсте;
3. Обезбедити заштићена спомен обележја од евентуалног сливања воде са пута-трасе;
4. Ако се у току извођења радова наиђе на археолошка налазишта или археолошке предмете, извођач радова је дужан да одмах, без одлагања, прекине радове и обавести надлежан Завод за заштиту споменика културе и да предузме мере да се налаз не уништи и не оштети и да се сачува на месту и у положају у коме је откривен (члан 109 Закона о заштити културних добара „Сл. гласник 2 бр. 71/94“).  
*/Овом одредбом обавезати инвеститора кроз све наредне управне акте./*

#### ПОСЕБНИ УСЛОВИ

5. Уклонити растиње поред пута и самог споменика НОБ-а, како би сам споменик био видљивији;
6. Обезбедити одтицање вода са пута тако да не угрожава спомен чесму.

II Пројекат мора бити израђен у свему у складу са издатим условима из тачке I овог решења.

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

**Један примерак пројекта трајно се задржава у архиви Завода.**

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

**V** Ово решење важи једну годину од дана издавања

**VI** Жалба не одлаже извршење овог решења.

### Образложење

Ј.П „Путеви Србије“ из Београда обратио се Заводу, преко Републичког завода за заштиту споменика културе, захтевом бр. 635-02/1 од 27.06.2016. год., којим траже утврђивање услова за предузимање мера техничке заштите и других радова за израду Главног пројекта Главног пројекта појачаног одржавања деонице државног пута ИБ реда бр.25 (стара ознака: магистрални пут М-23) Топола-Крагујевац“.

После увида у документацију којом располаже Завод и непосредног увида на лице места, утврђени су услови за извођење мера техничке заштите и других радова из диспозитива овог решења.

У складу са чланом 100. Закона о културним добрима, услове за предузимање мера техничке заштите и других радова на непокретном културном добру, утврђује надлежни завод за заштиту споменика културе.

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

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

Податке дали:

Маријана Беџ, дипл.инж.арх.

Ђорђе Миловановић, дипл. историч. умет.

Обрађивач: Предраг Вукашиновић, дип. прав.

Доставити:

- подносиоцу захтева
- Досијеу општина
- Архиви Завода

Директор  
Марко Грковић