

CONTRACT ID: RRSP/CS3-RRD4-1/2017-03

PREPARATION OF MAIN DESIGNS FOR HEAVY MAINTENANCE (ROAD REHABILITATION-UPGRADING) OF THE STATE ROADS IA1 AND IB22:

LOT 1: IA1, BRESTOVAC (INTERCHANGE) – DOLJEVAC (INTERCHANGE), L=6.022 KM

LOT 2: IB22, UŠĆE-RAŠKA (KOSOVSKA MITROVICA), L=32.127 KM

LOT 3: IB22, NOVI PAZAR (BRDJANI) - RIBARIĆE, L=24.360 KM

БР. УГОВОРА: RRSP/CS3-RRD4-1/2017-03

ИЗРАДА ГЛАВНОГ ПРОЈЕКТА ПОЈАЧАНОГ ОДРЖАВАЊА ДРЖАВНОГ ПУТА IA1 И IB22 :

ЛОТ 1: IA1, БРЕСТОВАЦ (ПЕТЉА) – ДОЉЕВАЦ(ПЕТЉА), L =6.022 KM

ЛОТ 2: УШЋЕ – РАШКА (КОСОВСКА МИТРОВИЦА), L =32.127 KM И

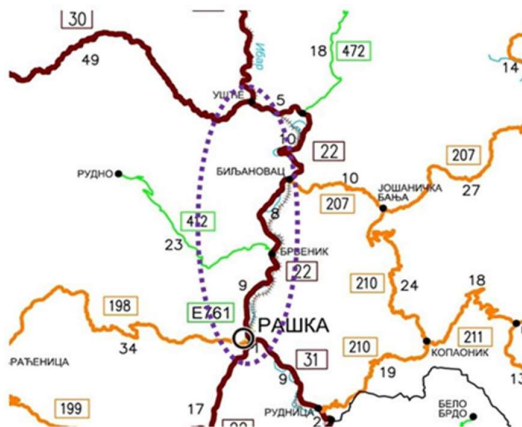
ЛОТ 3: IB22, НОВИ ПАЗАР (БРЂАНИ) - РИБАРИЋЕ, L =24.360 KM



ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN:

Draft no. 1:

LOT 2: IB22, UŠĆE-RAŠKA (KOSOVSKA MITROVICA), KM 203+694 - 235+821
L=32.127 km



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ABBREVIATIONS

CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
ESMP	Environmental and Social Management Plan
IFIs	International Financing Institutions
INCS	Institute for Nature Conservation of Serbia
IPCMK	Institute for Protection of Cultural Monuments Kraljevo
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
PERS	Public Enterprise "Roads of Serbia"
PSC	Project Supervision Consultant
RE	Resident Engineer
RRSP	Road Rehabilitation and Safety Project
SE	Site Engineer
SLMP	Safety Labour Management Plan
WB	The World Bank Group
WMP	Waste Management Plan

I. INTRODUCTION

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation Project (RRSP). International financing institutions are: World Bank, European Investment Bank and European Bank for Reconstruction and Development. The Republic of Serbia plans to invest part of the funds for the project of heavy maintenance (road rehabilitation – upgrading) of the class IB state road no. 22 section Usce-Raska (Kosovska Mitrovica), L = 32.127 km.

Environmental and Social Management Plan (EMP) relates to the heavy maintenance and road rehabilitation-upgrading of IB state road no. 22 section Usce-Raska (Kosovska Mitrovica), L = 32.127 km.

The subject section belongs to the Raski Administrative district, located in the southwestern part of the Republic of Serbia. The section Usce-Raska (Kosovska Mitrovica) i.e. in accordance with the reference system from 2009 (Usce-Raska 1(Trnava)) in length 32.223 km belongs to the State road of IB 22 (old road mark M-22) („Official Gazette of Republic of Serbia“, No. 93/2015), and represents a part of the traffic link between Belgrade and the [satatestate](#) border with Montenegro (border crossing „Mehov krs“).

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

International financing institutions (IFI) have classified the project as environment category B, which requires an Environmental Management Plan to be carried out.

Road rehabilitation and Safety Project (RRSP) is a project of support of support of international financing institutions (World Bank, European Investment Bank and European Bank for Reconstruction and Development) to the Government of the Republic of Serbia in implementation of the National State Road Network Rehabilitation Program. This Project represents the implementation of the first phase of the Government's Program for the period 2014-2022. The project is realised by PE “Roads of Serbia” (hereinafter PERS).

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

II. SUMMARY

II.1. Description

The subject of the Services is preparation of ESMP document for the section: Usce-Raska (Kosovska Mitrovica) length of 32.127 km. In this regard, the start of the section is defined with the stationing 203+694 km, while the end is defined on 180 m before the node 2229, app. stationing km 235+821.

The start of the subject section is located in the node Ušće, which in the reference system is marked 2225 and represents the intersection of the subject section with the state road IB-30 Ivanjica - Ušće. This intersection is in the form of a three - way intersection type 1.

The end of the section in question is defined at 180 m before the Raška node, which in the reference system is marked 2229 and represents the intersection of the section with the state road IB-31 Raška - Leposavić - Kosovska Mitrovica - Vucitrn - Pristina - Ferizaj - state border with FYR Macedonia (border crossing General Jankovic). This intersection is in the form of a roundabout that has already been rehabilitated.



Pictures 1: Start of the section in question (view in the direction of stationary growth)



Pictures 2: End of the section in question (view in the direction of stationary growth)

The section in question is a suburban, which passes through the area of the settlement in some places.

Table 1: Traffic sections and nodes according to reference system

Item no.	Old mark of section*	Mark of section	Mark of start node	Mark of end node	Title of start node	Title of end node	Section length(km)
1	0548	02226	2225	2226	Usce	Bare	5.234* 5.234**
2	0549	02227	2226	2227	Bare	Biljanovac	9.575* 9.575**
3	0550	02228	2227	2228	Biljanovac	Brvenik	8.238* 8.238**
4	0551	02229	2228	2229	Brvenik	Raska (K.M.)	9.260* 9.080**
Total:							32.307* 32.127**

* mark of section according to old reference system /2009 (JV CPL- Nievelt)

** length of section to be rehabilitated



Map No. 1: Location of the subject section

II.2. Policy, legal and administrative framework

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

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

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

PE „Roads of Serbia” (PERS) submitted a request to the Institute for Nature Conservation of Serbia (INCS) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, the INCS issued a statement on conditions for nature protection 03 no. 020-3553/3 dated 25.01.2019.

Also PERS submitted a request to the Institute for Protection of Cultural Monuments Kraljevo (IPCMK) in order to acquire the conditions under which the proposed design should be

implemented. Acting on the request by PERS, IPCMK issued a statement on conditions for protection of cultural monuments no. 1818/3-2018 dated 28.02.2019.

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

Final Environmental Approval is obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-00826/2020-03 dated 14.08.2020.) stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project. (Appendix 6).

Upon receiving mentioned documentation (the conditions of the INCS and IPCMK and the decision of the Ministry of Environmental Protection), as well as based on the conditions set in the Environmental Management Plan, PERS will ensure full implementation of environmental protection measures defined by the design and thus reduce the impact on local population and natural environment.

In accordance with a statement issued by the INCS, the subject road section is located within a ~~the~~ border of the natural good for which the protection procedure has been initiated. Landscape of Outstanding Features "Zeljina", protection regime of degree III. Part of the route intersects the ecological network called "Kopaonik" and "Klisura Ibra". It is necessary to respect the prescribed conditions and protection measures by INCS.

In the conditions of the IPCMK, there are no identified immovable cultural assets, nor recorded, but there is one site with archaeological content "Lagum" which has protection under the Law on Cultural Property ("Official Gazette of the RS" No. 71/94). The prescribed technical protection measures are: Archaeological supervision is necessary during the works on strengthening the road construction at the intersection with the road from Brvenik to the Gradac Monastery. Investor needs to provide and plan the costs of constant archaeological supervision and monitoring during the entire duration of earthworks, it is also necessary to inform the IPCMK about the start of works no later than 15 days. Investor is obliged to provide constant archaeological supervision during the execution of earthworks. In the case that an unrecorded site or part is discovered during earthworks, the investor is obliged to immediately stop the works and notify the IPCMK without delay, provide conditions for archaeological research, conservation and presentation. Investor is obliged to provide funds for research, protection, publication and presentation of the same. International financial institutions demand that the project be in accordance with the laws of the Republic of Serbia, but also with the standards of the European Union.

Creditors require that the following is applied:

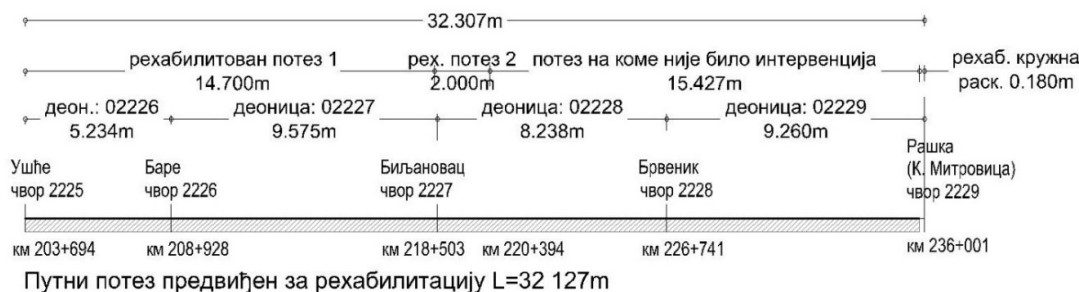
- Environmental Impact Assessment Operational Policy (OP 4.01)
- Environmental and Social Policy, EBRD (2008)
- Environmental and Social Principles and Standards, EIB (2008).

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

II.3. Baseline conditions assessed during route survey

The section of the road that is the subject of heavy maintenance (road rehabilitation), is located in Raski Administrative district, located in the southwestern part of the Republic of Serbia. Section Usce-Raska (Kosovska Mitrovica), L=32,127 km. The subject section passes through the territory of the City of Kraljevo and the Municipality of Raska.

The start of the section is defined by the stationing 203 + 694 km, while the end of the section is defined at 180 m before the node 2229, the approximate stationing km 235 + 821.



The section in question has two traffic lanes, variable width of the road: 6.8-8.0 m.

Insight into the existing situation on the field as well as the analysis of the geodetic survey, the designer noticed sections of the route where the road has already been rehabilitated.

The following table shows the sections of the route which show which parts of the road were rehabilitated, as well as the width of the road on those sections.

Start of the section	End of the section	Length of carriageway	Width of carriageway [m]
	203+694,00	Start of route	
203+694,00	220+394,00	16.700,00	6,8 – 7,8
220+394,00	235+821,00	15.427,00	5,8 - 8,0
235+821,00		End of route	
	Total of length of route Σ	32.127,00	

The shoulders are 1.0–1.5 m wide, mostly made of earthen material. In some places, extensions have been formed that are used as parking areas.

The bridge over the river Ibar (ID 04702), at the station km 203 + 999, which is located in Ušće, is made of steel construction, the width of the road on the bridge is ~ 4 m, so that one-way traffic is possible.

II.3.1. Roadcross - existing condition

Along the whole road section, the river Ibar stretches at a greater or lesser distance from the section of the road in question, which is also the main recipient of atmospheric water. The river Ibar intersects the section in question in 3 places.

The road section in question is intersects by other watercourses that stretches directly to the road section and do not represent the main recipients of atmospheric water, but accept a very small part of atmospheric water from the road, namely the rivers Studenica, Gokcanica, Markovska River, Brvenica and several streams. In the continuation of the text, stationations and pictures of bridges at the intersection of rivers with the road section are given.

There are bridges at the following stations:

1. Bridge over the river Studenica in Ušće (station km 203 + 700)
2. Bridge over the river Ibar in Ušće (station km 203 + 960)
3. Bridge over the river Ibar in Biljanovac (station km 218 + 711)
4. Bridge over the river Brvenica (station km 226 + 760)
5. Bridge over the river Ibar in Raska (station km 234 + 742.27).

The main recipient of atmospheric water on the road section in question is the river Ibar. Also, the existing drainage system on the section in question is mostly open.

The following are pictures of bridges, canals and all intersections with road stations and crossroads:



Pictures 3: Bridge over the river Studenica in Ušće (station km 203 + 700)



Pictures 4: Bridge over the river Ibar in Ušće (station km 203 + 960)



Pictures 5 and 6: Bridge over the river Gokcanica (station km 209 + 039)



Pictures 7: Bridge over the stream in Bare (stat km 210 + 638)



Pictures 8: Bridge over the Markovska river (stat. km 212 + 229)



Pictures 9: Bridge over the railway in Bojanici (station km 213 + 194)



Pictures 10: Bridge over river Ibar in Biljanovac (stat. km 218 + 711)



Pictures 11 and 12: Bridge over the stream near the Ibar mine (stat. km 221 + 416)



Pictures 13: Bridge over the stream in Baljevac (stat. km 222 + 184)



Pictures 14: Bridge over the river Brevnica (stat. km 226 + 760)



Pictures 15: Bridge over the river Ibar in Raska (stat. km 234+742.27)

II.3.2. Existing bus stops

On the section in question, the existing bus stops are located outside the road, mostly in accordance with applicable regulations.

In Raska, in the settlements of Vlasovo and Varevo, not all stops have been built, especially the stops for the direction towards Kraljevo, and the stop that was provided by the municipal decision in the zone of the intersection with the municipal road to Rvati has not been built.

The existing bus stops are located along the main road of the rural area, but there is no safe infrastructure that would allow pedestrians to move safely from and to the bus stop, but they move on the road which poses a danger to the most vulnerable road users. It was determined that at most locations where buses stop, there are no conditions for waiting and exchanging passengers, as well as pedestrian areas that allow access to bus stops and connection to the road.

In urban areas, there are pedestrian paths and separate bus stops-niches, but as you can see in the photos, drivers are abusing such areas for illegal parking.

The following table provides information on the stops and on which side of the road the bus stop is located.

BUS stops	
left	206+025.00
right	206+429.50
left	210+121.00
right	210+268.00
left	211+377.00
right	211+481.00
left	213+033.00
right	213+097.00
right	214+217.00
left	214+313.00
left	215+083.00
right	217+195.00
left	217+338.00
left	218+468.00
right	218+599.00
right	220+650.00

BUS stops	
left	221+617.00
right	221+682.00
right	222+615.00
left	225+238.00
right	225+329.00
right	229+059.00
right	230+919.00
right	232+275.00
left	233+385.00
right	233+385.00
right	233+693.00
left	233+754.00
right	234+158.00
left	234+552.00
right	234+621.00



Pictures 16:
Bus stop, on station km 206+020 (Cerje near the restaurant, direction to Kraljevo)



Pictures 17:
Bus stop, on station km 206+420 (direction to Raska)



Pictures 18:
Bus stop, on station km 211+360 (direction to Kraljevo in the settlement of Bare)



Pictures 19:
Bus stop, on station km 211+460 (direction to Raska in the settlement of Bare)



Pictures 20:
Bus stop, on station km 213+014 (direction to Kraljevo in the settlement of Lozno)



Pictures 21:
Bus stop, on station 213+060 (direction to Raska in the settlement of Lozno)



Pictures 22:
Bus stop, on station km 214+200 (direction to Raska in the settlement of Bojanic)



Pictures 23:
Bus stop, on station km 214+320 (direction to Kraljevo in the settlement of Bojanic)



Pictures 24:
Bus stop, on station km 217+195 (direction to Kraljevo near Medarska fountain)



Pictures 25:
Bus stop, on station km 217+336 (direction to Raska near Medarska fountain)



Pictures 26:
Bus stop, on station km 221+590 (direction to Kraljevo in the settlement of Baljevac)



Pictures 27:
Bus stop, on station km 221+700 (direction to Raska in the settlement of Baljevac)



Pictures 28:
Bus stop, on station 218+460 (node 2227 Biljanovac)



Pictures 29:
Bus stop, on station 218+600 (node 2227 Biljanovac)



Pictures 30:
Bus stop, on station 234+550 (direction to Kraljevo in the settlement of Raska)



Pictures 31:
Bus stop, on station 234+625 (direction to K. Mitrovica in the settlement of Raska)

Some of the bus stops of view are shown in the following pictures

In Raska, in the settlements of Vlasovo and Varevo, not all stops have been built, especially the stops for the direction towards Kraljevo, and the stop that was provided by the municipal decision in the zone of the intersection with the municipal road to Rvate has not been built.

There are no clearly defined and isolated / built stops for each direction of movement, bad or unsafe microlocations.

II.3.3. Existing pedestrian paths

On the subject section, ieje, in the settlements, there are mostly built sidewalks along the state road, but the existing pedestrian crossings are poorly defined, or there are none where pedestrians appear as the most vulnerable category of traffic participants.

In places where sidewalks are not built, pedestrians (including students) usually walk along the sidewalk. During the rains, when the bank is muddy, scattered and in some places covered with water, they are forced to move along the edge of the road.

The width of the pedestrian paths is 1.0 - 1.5 m.

The given table shows the start and end stationing of the existing pedestrian paths.

Pedestrian paths	
left	
start	203+702.14
end	204+428.03

Pedestrian paths	
right	
start	203+702.30
end	204+169.89
start	220+318.58
end	220+597.74
start	220+676.15
end	221+152.47
start	222+267.73
end	223+057.14
start	232+250.19
end	234+999.26

II.3.4. Existing intersection

Intersections with the railway

When it comes to the intersection with the railway with the subject road, there are four intersections, at:

- km 204 + 281.00, the railway crosses above the road,
- km 213 + 143.00, the railway passes under the road,
- km 215 + 450.00, the railway is crossed by the tunnel pipe passing under the road in question,
- km 217 + 661.00, the railway crosses above the road.

Connections

Four state roads are connected to the road in question, as follows:

- at km 203 + 694.00 state road IB number 30 (node 2225), Ivanjica - Ušće
- at km 208 + 934.30 state road IIB number 472 (node 2226), Goč - Rudnjak - connection with state road IB22
- at km 218 + 521.53 state road IIA number 207 (node 2227), Biljanovac - Jošanička Banja - Grčak - Aleksandrovac - Kruševac (Košari)
- at km 226 + 764.52 state road IIB number 412 (node 2228), Brvenik - Gradac - Rudno
- In addition to the above connections, it is important to mention other approaches to public and private content. On the subject section there are also:
 - Fuel stations
 - Parking lots and stopping areas

The following table shows the existing connections.

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
203+694.88	right	state road IB-30	in the settlement	asphalt
203+789.56	right	street	in the settlement	asphalt
203+842.11	right	street	in the settlement	asphalt
203+888.53	left	street	in the settlement	asphalt
203+953.68	right	street	in the settlement	asphalt
204+205.20	right	street	in the settlement	asphalt
204+312.52	left	individual	in the settlement	gravel
204+429.56	right	individual	in the settlement	gravel
204+493.88	right	individual	in the settlement	gravel
204+543.60	left	individual	in the settlement	gravel
204+563.76	left	individual	in the settlement	gravel
204+826.17	left	individual	in the settlement	gravel/concrete

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
204+971.80	left	individual	outside the settlement	gravel
205+182.86	left	dirt road	outside the settlement	gravel
206+155.96	left/ right	local road	in the settlement	asphalt
206+400.39	right	local road	outside the settlement	gravel
207+012.58	right	approach river	outside the settlement	земља
208+936.21	left	state road IIB-472	outside the settlement	asphalt
210+144.74	left	local road	outside the settlement	asphalt
210+501.49	right	local road	outside the settlement	gravel
210+614.12	left	dirt road	outside the settlement	gravel
210+888.26	right	dirt road	outside the settlement	gravel
211+043.19	left	dirt road	outside the settlement	gravel
211+061.11	right	dirt road	outside the settlement	gravel
211+313.31	right	local road	in the settlement	asphalt
211+325.15	right	individual	in the settlement	gravel
211+677.05	right	individual	in the settlement	gravel
211+824.31	right	dirt road	outside the settlement	gravel
213+078.40	right	local road	outside the settlement	asphalt
213+543.91	right	dirt road	outside the settlement	gravel
214+305.11	right	individual	in the settlement	gravel
214+360.51	right	individual	in the settlement	gravel
214+472.92	left	individual	in the settlement	gravel
214+577.59	left	individual	in the settlement	gravel
215+033.63	left	local road	in the settlement	gravel
215+163.26	right	individual	in the settlement	gravel
215+926.88	right	dirt road (over railway)	outside the settlement	gravel
217+272.60	left	local road	in the settlement	asphalt

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
217+323.35	left	local road	in the settlement	gravel
217+487.31	left	local road	in the settlement	gravel
217+852.34	right	dirt road	outside the settlement	gravel
218+012.21	left	dirt road	outside the settlement	gravel
218+107.55	right	dirt road	outside the settlement	земља
218+520.34	left	state road IIA-207	outside the settlement	asphalt
218+543.97	right	approach PR	outside the settlement	asphalt
218+823.85	right	approach PR	outside the settlement	asphalt
219+853.69	right	dirt road	outside the settlement	земља
220+012.05	right	dirt road	outside the settlement	земља
220+218.58	left	dirt road	outside the settlement	gravel
220+370.37	left	dirt road	in the settlement	gravel
220+604.26	right	dirt road	in the settlement	gravel
220+635.36	right	local road	in the settlement	asphalt
220+918.41	left /right	local road	in the settlement	gravel
221+162.74	left /right	street	in the settlement	asphalt
221+382.18	right	local road	in the settlement	asphalt
221+404.63	left	local road	in the settlement	asphalt
221+648.39	left	street	in the settlement	asphalt
221+731.24	right	fuel station connection	in the settlement	asphalt
221+854.90	left	street	in the settlement	asphalt
221+927.67	left	street	in the settlement	asphalt
222+014.61	right	street	in the settlement	asphalt
222+037.13	left	dirt road	in the settlement	земља
222+244.33	right	street	in the settlement	asphalt
222+292.83	left	individual	in the settlement	gravel/concrete

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
222+541.68	left	dirt road	in the settlement	gravel
222+625.47	right	street	in the settlement	asphalt
222+730.66	left /right	individual	in the settlement	gravel/concrete
223+016.93	left	dirt road	in the settlement	gravel
223+065.09	right	street	in the settlement	asphalt
223+218.26	right	dirt road	outside the settlement	gravel
224+582.19	right	dirt road	outside the settlement	gravel
225+083.64	right	dirt road	in the settlement	gravel
225+157.82	right	dirt road	in the settlement	gravel
225+338.03	right	individual	in the settlement	gravel/concrete
225+406.08	left	dirt road	in the settlement	gravel
225+500.46	right	individual	in the settlement	gravel
225+707.43	left	dirt road	outside the settlement	gravel
226+743.94	left	approach PR	in the settlement	asphalt
226+766.40	right	state road IIB-412	in the settlement	asphalt
226+850.00	right	dirt road	outside the settlement	земља
227+182.46	left	dirt road	outside the settlement	gravel
227+384.47	right	local road	outside the settlement	asphalt
227+522.96	right	individual	outside the settlement	gravel
227+763.04	left /right	dirt road	outside the settlement	gravel
228+146.09	left	dirt road	outside the settlement	земља
229+053.97	right	approach PR	in the settlement	asphalt
229+871.50	left	dirt road	outside the settlement	земља
230+087.88	right	individual/entre	outside the settlement	земља
230+228.49	right	individual/exit	outside the settlement	земља
230+375.47	right	dirt road	in the settlement	gravel

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
230+917.04	right	approach PR	in the settlement	asphalt
231+054.69	right	local road	in the settlement	земља
231+117.00	right	local road	in the settlement	земља
231+182.42	right	individual	in the settlement	земља
231+697.27	right	approach PR	in the settlement	asphalt
232+079.52	right	approach PR	in the settlement	asphalt
232+283.41	right	approach PR	in the settlement	asphalt
232+426.43	right	street	in the settlement	asphalt
232+691.85	right	street	in the settlement	земља
232+746.60	left	street	in the settlement	asphalt
232+768.45	right	street	in the settlement	asphalt
233+065.08	right	approach PR	in the settlement	asphalt
233+244.34	right	street	in the settlement	asphalt
233+507.80	right	street	in the settlement	asphalt
233+678.24	right	street	in the settlement	asphalt
233+737.96	left	street	in the settlement	asphalt
233+956.46	left	street	in the settlement	asphalt
234+086.63	right	street	in the settlement	asphalt
234+182.13	left	street	in the settlement	asphalt
234+219.00	left /right	approach PR	in the settlement	asphalt
234+552.36	right	street	in the settlement	asphalt
234+572.13	right	street	in the settlement	asphalt
234+608.57	left	street	in the settlement	asphalt
234+626.75	right	approach PR	in the settlement	asphalt
235+074.75	right	street	in the settlement	asphalt
235+216.31	left	street	in the settlement	gravel

Stationing	Connection position	Connection type	Location in relation to the settlement	Existing pavement structure
235+755.52	right	approach PR	in the settlement	asphalt

Other private facilities

There are the following fuel stations on the section in question:

Fuel stations	
left	221+533,00
right	221+733,00
left	233+300,00
right	233+300,00
left	234+974,00
right	235+707,00

From the aspect of parking lot and rest areas along the state road, the following specifics were noticed on the subject section:

Along the route of the state road, there are no arranged and marked public parking areas in the zones of the settlement. In front of some commercial and restaurants, there is an individually arranged space by the content owner, intended for parking exclusively for their users.

On parts of the road outside the settlement, there are areas in the form of widening in the profile of the road, which could be, but are not arranged and marked as functional elements of the road intended for stopping and parking. A slightly small part is arranged and provided with parking space.

On parts of the road in the settlement and outside the settlement, there are areas in the profile of the road (in the road belt), where vehicles (mostly trucks) are stopped and parked, although they are not intended for parking.



Pictures 32: Unarranged parking space next to the state road - restaurant "Fontana"



Pictures 33: Improper parking of trucks on the shoulder, view in the direction of Raska

On the subject route, there is only one marked and arranged place for parking vehicles along the state road at km 218 + 875.00.



Pictures 34: Built parking lot next to the state road, stationing km 218 + 875.00

In other locations, the widening surfaces are made of asphalt that is not marked according to the current regulations, from gravel, very bad asphalt, earth, or a combination of the listed materials.

The section in question is characterized by a large presence of commercial facilities along the road, both in the settlements and outside them. In a significant number of cases, commercial content is part of individual housing facilities (combined function) and with an asphalted or earthen part connected to a public area along the entire private plot. Almost the entire length of the section in question, which passes through Raska, iei.e. Vlasovo, the commercial contents are connected to each other. Private and commercial facilities are present outside the settlement and represent one of the primary features of this section. The main characteristic of these contents refers to their unregulated, uncontrolled and non-channelled connections to the state road.

From this aspect, the following were observed:

- Connections of private plots with residential and commercial facilities (mixed function of buildings);
- Connections of catering facilities;
- Connections of private plots used for truck parking (truck parking).



Pictures 35: Restaurant "Crna Maca", direction from Raska



Pictures 36 and 37: Restaurant „AS“



Pictures 38: Restaurant „Beli dvor“, direction from Usce



Pictures 39: Unarranged commercial facilities (ceramic shop, warehouse, workshops), view in the direction of Raska

On the subject section, there is a large number of non-channelled turning on and off of vehicles on the state road from commercial facilities and private parking lots for trucks along the road.

Social environment

There are two primary schools on the subject route, which are located near the subject road, in the settlements of Usce and Baljevac.

In its current state, the school zone is marked only with road markings with the inscription "SCHOOL" and signs I-15 and II-30 (40).

II.4. Other conditions assessed during route survey

During the tour of the field, the existence of illegal landfills along the road was not noticed.

In the pre-project conditions obtained from PE "Vodovod" Kraljevo, it is stated that at the location covered by the spatial plan there are no installations or atmospheric or fecal sewers that are under the jurisdiction of PE "Vodovod" Kraljevo. By visiting the field and inspecting the archival documentation, the existence of drains and collectors on a small part of the route was established. Due to the non-functionality of these drains, it is planned to demolish them and design new collectors with drains.

New atmospheric sewage collectors have also been adopted in parts of the road where there was not enough space to design a canal or gutter, or if the projected pedestrian path is leveling higher than the level of the road.

The conditions of PE "Srbija vode", PE "Vodovod" and PE "Raska" were also obtained and the project was done in accordance with all the obtained conditions of public institutions as well as local self-governments.

II.4.1. Traffic load

The ToR's required a control count of traffic of motor vehicles, as well as pedestrian and bicycle traffic at critical locations, which was realized in order to more reliably assess the need for interventions to protect extremely vulnerable road users (children, cyclists).

Traffic load is necessary for the process of road design and refers to time sections in the future, so the ToR's and associated methodologies define the planning period according to the functional type of road and the type and scope of planned construction interventions of 10 years. The further analysis will show the traffic load for the planning period for which the growth rates are given in the ToR's, ie the traffic load for the period from the base 2019 to 2030.

Based on the relevant AADT from 2019 and the traffic growth rate for the moderate scenario, whose application is in accordance with the recommendation from the ToR's, the traffic forecast for the planning period was calculated, by standard vehicle categories and in total.

For AADT in 2020, the value calculated on the basis of traffic control counting is shown, but from 2021 onwards, AADT values are shown, which would be realized even if there was no COVID19 epidemic, so a realistic assumption was adopted that the intensity and growth of traffic demand will return to the level that would have been achieved since 2021, even if there was no pandemic of the corona virus.

The traffic forecast is shown for each of the traffic sections separately in the following tables.
Traffic load forecast for the period 2019-2030. year on the traffic section ID 02226: Ušće - Bare, L = 5.2 km

Year	PC	BUS	LT	MT	HT	TT	AADT (veh/day)
2019	4029	120	90	129	42	390	4800
2020	2721	38	97	132	50	395	3433
2021	4337	129	97	139	45	420	5167
2022	4510	134	101	144	47	437	5373
2023	4691	140	105	150	49	454	5589
2024	4878	145	109	156	51	472	5811
2025	5073	151	113	162	53	491	6043
2026	5251	156	117	168	55	508	6255
2027	5435	162	121	174	57	526	6475
2028	5625	168	126	180	59	544	6702
2029	5822	173	130	186	61	564	6936
2030	6026	179	135	193	63	583	7179

Traffic load forecast for the period 2019-2030. year on the traffic section ID 02227: Bare - Biljanovac, L = 9.6 km

Year	PC	BUS	LT	MT	HT	TT	AADT (veh/day)
2019	3830	116	87	122	45	388	4588
2020	2558	36	94	119	53	390	3250
2021	4123	125	94	131	48	418	4939
2022	4288	130	97	137	50	434	5136
2023	4459	135	101	142	52	452	5341
2024	4637	140	105	148	54	470	5554
2025	4823	146	110	154	57	489	5779
2026	4992	151	113	159	59	506	5980
2027	5166	156	117	165	61	523	6188
2028	5347	162	121	170	63	542	6405
2029	5534	168	126	176	65	561	6630
2030	5728	173	130	182	67	580	6860

Traffic load forecast for the period 2019-2030. year on the traffic section ID 02228: Biljanovac - Brevnik, L = 8.2 km

Year	PC	BUS	LT	MT	HT	TT	AADT (veh/day)
2019	4765	130	100	136	59	420	5610
2020	3124	39	97	133	62	428	3883
2021	5129	140	108	146	64	452	6039
2022	5334	146	112	152	66	470	6280
2023	5548	151	116	158	69	489	6531
2024	5769	157	121	165	71	509	6792
2025	6000	164	126	171	74	529	7064
2026	6210	169	130	177	77	547	7310
2027	6428	175	135	183	80	567	7568
2028	6653	181	140	190	82	586	7832
2029	6885	188	145	197	85	607	8107
2030	7126	194	150	203	88	628	8389

Traffic load forecast for the period 2019-2030. year on the traffic section ID 02228: Brevnik – Raska (Kosovska Mitrovica), L = 9.2 km

Year	PC	BUS	LT	MT	HT	TT	AADT (veh/day)
2019	5369	135	103	150	61	422	6240
2020	3750	45	100	161	55	440	4551
2021	5779	145	111	161	66	454	6716
2022	6010	151	115	168	68	472	6984
2023	6251	157	120	175	71	491	7265
2024	6501	163	125	182	74	511	7556
2025	6761	170	130	189	77	531	7858
2026	6997	176	134	195	80	550	8132
2027	7242	182	139	202	82	569	8416
2028	7496	188	144	209	85	589	8711
2029	7758	195	149	217	88	610	9017
2030	8030	202	154	224	91	631	9332

On the part of the route outside the settlement, conducting field research on the subject section, the expert team did not notice cyclists in traffic, although the weather conditions affected cycling. Additional checks revealed that the section in question is not part of any bicycle route and that there are no traffic signs for cyclists on the road along it.

Based on the control count that was conducted, a small number of cyclists was noticed on the territory of the area of the settlement of Raska, while their movements were not registered in other parts of the subject route.

Within the Report on Continuous Control Counting of Traffic, in addition to the results on counting motor vehicles, the results of counting pedestrian and bicycle traffic at locations in settlements are presented.

The further analysis shows the data taken from the Report on the control count of traffic, which were collected during the manual counting of pedestrians and cyclists on the sections covered by the Project, and the counting was realized at all locations on Tuesday 13.10.2020. year in the period from 07 to 13 hours, while in Usce and Raska and in conditions of reduced visibility, the count was performed in the period from 18 to 20 hours.

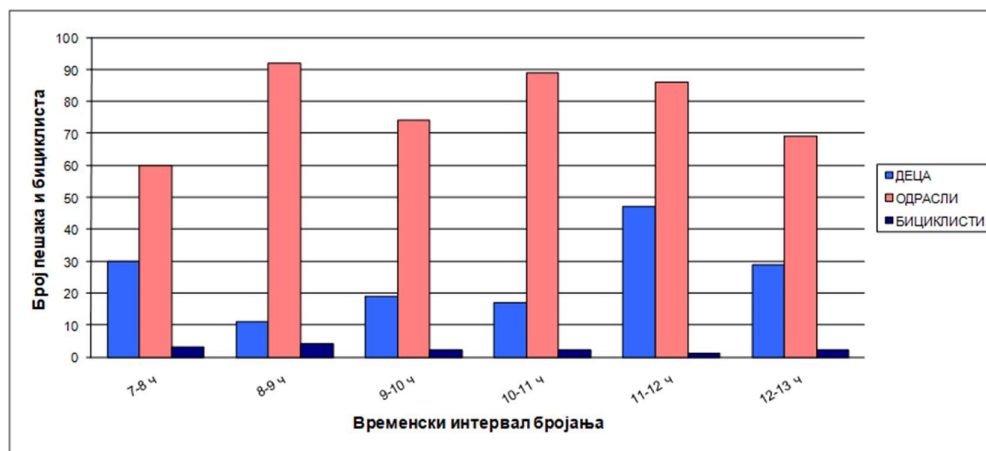


Chart 1: Overview of the number of pedestrians and cyclists in the settlement of Usce (07-13 h)

During the counting of traffic in the settlement of Usce, a significant number of pedestrian (623) and a small number of bicycle movements (14) were registered in the period from 7 am to 1 pm. The number of movements of children in relation to the total number of pedestrian movements is 24.56%. The largest number of movements of children was registered in the period from 11-12

hours (47), adults in the period from 8 to 9 hours (92), and cyclists in the period from 8 to 9 hours (4).

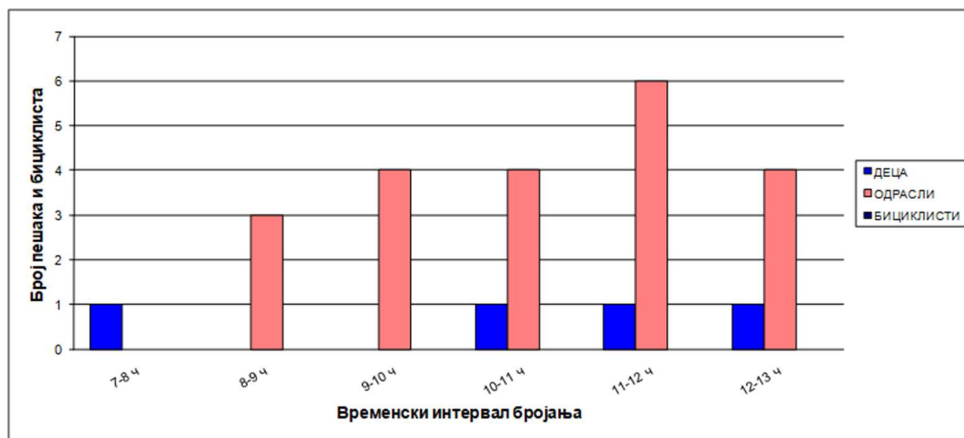


Chart 2: Overview of the number of pedestrians and cyclists in the settlement in Lozno (07-13 h)

At the location in question, in the settlement of Lozno, there are no pedestrian paths built along the IB-22 road, as well as bicycle paths.

During the counting of traffic in the period from 7 am to 1 pm, an extremely small number of pedestrians (25) was registered, while bicycle movements were not observed, with the distribution by directions of pedestrian movements being more pronounced in the direction of Raska.

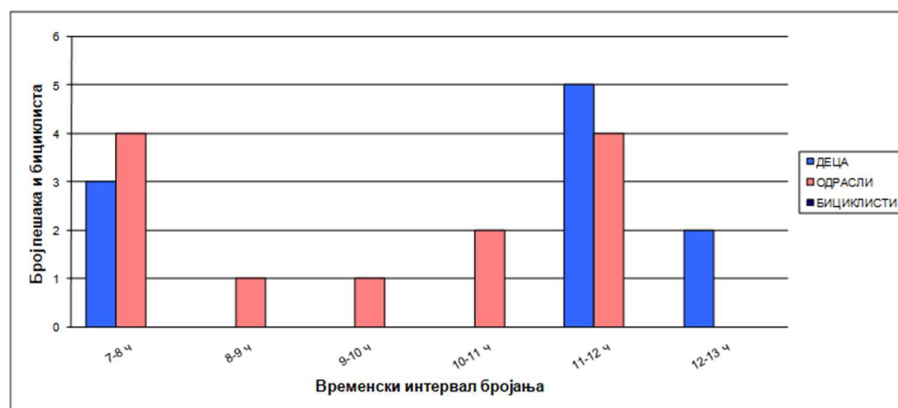


Chart 3: Overview of the number of pedestrians and cyclists in the settlement in Biljanovac (07-13 h)

In the settlement of Biljanovac, there are no built pedestrian paths along the IB-22 road, as well as bicycle paths.

During the counting of traffic in the period from 7 am to 1 pm, an extremely small number of pedestrian movements was registered (22 in total), while no bicycle movements were observed (0), with the distribution of traffic directions being the same when it comes to pedestrian movements.

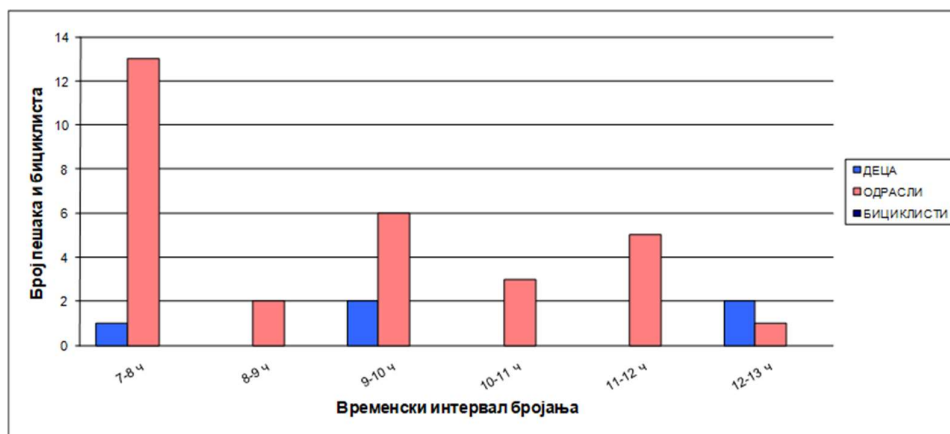


Chart 4: Overview of the number of pedestrians and cyclists in the settlement in Baljevac (07-13 h)

At the subject location, through the settlement of Baljevac, there are no built pedestrian paths along the road IB 22, as well as bicycle paths.

During the counting of traffic in the period from 7 am to 1 pm, a small number of pedestrians were registered (35 in total), while bicycle movements were not observed (0), with the distribution by directions of movement more intensive towards Usce than towards Raska.



Chart 5: Overview of the number of pedestrians and cyclists in the settlement in Raska (07-13 h)

There are no pedestrian paths built along the IB-22 road at the subject location, and no bicycle paths have been built either.

During the counting of traffic in the period from 7 am to 1 pm, a small number of pedestrian (18) and extremely small number of bicycle movements (2) were registered. number of movements in both directions (1 each). The number of movements of children in relation to the total number of pedestrian movements is 2:18 (11.11%).

There were no bicycle movements during this period.

III. Summary of Environmental Impacts

Due to the rehabilitation works involved, temporary negative impacts may occur at the location of the subject works, and may include interruption of traffic flow, decreased road safety, damages on access roads, dust and gas emissions and temporary disturbance of residents of the neighboring areas (due to air pollution and increased noise pollution). Short-term biocenosis disturbance may occur, and potential pollution of soil and water. Works in the quarry, borrow-pits and asphalt plants are performed outside the site and may cause negative impact if not managed properly. The existing road section belongs to a network of state roads and represents significant road with large traffic load, and after road rehabilitation, in accordance with the declared traffic analyses and forecasts, moderate increase of road traffic is expected.

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

Based on the provision of the Institute for Nature Protection of Serbia, which is related to waters that are by rising from the road, and are loaded with oils and other petroleum products, an analytical calculation was performed for certain types of pollutants according to the method defined in "Calculation of loads of chronic pollution from roadways runoffs (Sétra, July 2006)", which provides a link between pollutant emissions and average annual daily traffic. The results of the conducted calculation indicate that the values of pollutants caused by traffic load, and expressed using the values of AADT for 2030 for the observed section, are below the permitted values prescribed in the Regulation on emission limit values for pollutants and deadlines for reaching them- ("Official Gazette of RS", No. 67/11, 48/12, 1/16) for the second class of surface water quality. This means that there is no need to treat atmospheric waters on the subject section according to the mentioned regulation.

In addition to the previously mentioned Regulation, it is important to note that in the Republic of Serbia, the Regulation on Limit Values of Pollutants in Surface and Groundwater and Sediment and Deadlines for Reaching Them ("Official Gazette of RS", No. 50/2012) is in force.

The quantities of all surface and groundwater pollutants in the vicinity are within the permitted limits so that rivers, canals, surface and groundwater are not endangered.

The quality of the effluent will correspond to the second class of surface water quality. All water management facilities owned by JKP "Raška" with the correct positions were obtained from JKP "Raška" within the pre-project conditions. On the subject section, there is no need to treat atmospheric water with separators for fats and oils for water that are created by washing from the road.

During the course of the works, wastewater may negatively affect the quality of ground and surface water. Because of this, appropriate mitigation measures and a monitoring plan have been provided for. During the road operational phase, only environmental accidents may lead to water pollution, in which case the relevant procedures (setting out actions to be conducted in accident situations), defined by Ministry of the Interior and in accordance with the Law on Water (Official Gazette of RS, No. 30/10, 93/12, 101/16, 95/18 and 95/18-oth.law), are applied. Negative cumulative effects may occur in the future (noise and air pollution) as a result of potential construction of new facilities near the road.

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

III.1. Environmental Management Plan

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

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

III.2. Stakeholder engagement - Information disclosure, consultations and public participation

In accordance with IFIs safeguard policy, public consultations will be organized and performed during the ESMP preparation. In accordance with the World Bank Operational Policy OP 4.01 draft ESMP document will be available to local communities within the premises of the local Municipalities, in the premises of PERS and on the PERS website.

Participation of stakeholders is significant in order to understand the nature and intensity of social and environmental impacts, as well as proposed measures for their mitigation. Public consultations isare one of the ways to get feedback from stakeholders and enhance involvement of the local community in design implementation. The stakeholders may use a grievance complaint mechanism that is publicly available. (see Appendix 4)

III.3. Summary of public disclosure process

EMP will bewas presented to public and all the comments will beare collected. The conclusions will be was presented in the report from public presentation, which will beare included in this document (Appendix 4).

IV. PROJECT DESCRIPTION

The aim is to prepare technical documentation in the form of the Main Project of heavy road maintenance which provides: increasing the use value and durability of the road, improving traffic safety, including local community requirements (social aspect) and compliance with environmental requirements as much as possible in given spatial constraints. context of the section) and restrictions arising from the type of permitted construction and traffic interventions (legal basis).

The existing road axis is retained. The widening of the road is envisaged in places where in the current state the basic width of the road as well as the width of the road in curves is not sufficient.

The project envisages that the existing bus, if they are not satisfied from the aspect of traffic safety, will be moved. It is also planned to form new positions where necessary.

In addition to bus stops, existing roadside extensions will be arranged to allow safe stopping of both passenger and freight vehicles along the road, as there is a need to do so.

All existing road connections will be maintained and arranged in order to eliminate or at least reduce their negative impact on traffic safety (unfavorable intersection angle, road curtain made of crumbling stone material, etc.) to the extent possible.

Also, approach to both individual and commercial facilities will be maintained.

IV.1. Location Description

The subject section belongs to the Raski Administrative district, located in the southwestern part of the Republic of Serbia. The section Usce - Raska (Kosovska Mitrovica) i.e. in accordance with the reference system from 2009 (Usce - Raska 1 (Trnava)) in length 32.223 km. belongs to the State Road of IB-22 (old road mark M-22) („Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between Belgrade and the state border with Montenegro (border crossing "Mehov krs"). In addition, the subject section is a part of the RRSP planned for heavy maintenance during the fourth year of the Project implementation.

In the ToR's the beginning of the section is defined with the stationing 203+694 km, while the end is defined on 180-m before the node 2229, app. stationing km 235+821. The Cover Page and all other pages of the Main Design shall contain the name of the section in accordance with the new Reference System from 2017, and the exact stationing included within design.



Picture 40. Location of the subject section

As already mentioned, the start of the section in question is at km 203 + 694.00, and the end at 235 + 821.00. The section can be characterized as typically suburban with passages through rural settlements.

The lengths of sections through settlements and suburban sections are shown in the table. From these data, it can be seen that the length of the suburban section is longer than the section through the settlements.

The following table shows the stations of the start and end of the settlement on the subject section.

Settlement name	Stationing according to the reference system	Section length in settlements [m]
Usce	203+694 (start of the section) - 204+860	1834
Bare	211+300 - 211+700	400
Bojanic	213+950 – 215+130	1,180

Lozno	217+200 - 217+500	300
Baljevac	220+155 – 223+098	2,943
Beoci	228-970 – 229+400	430
Raska	231+100 – 235+821 (end of the section)	4721
Length of the section in the settlement:		11.808 m
Length of the section outside the settlement:		20.319 m

From the tabular presentation, it can be seen that the section is mostly suburban. The following figure shows the position of the settlement through which the subject route passes.



Picture 41. Settlements on the subject section

IV.2. Rehabilitation works description

On the section that has already been rehabilitated, it is planned to replace the pavement layer of asphalt concrete, in order to improve the condition of the road in terms of longitudinal and transverse flatness as well as repair mesh, transverse and longitudinal cracks and thus improve road conditions and safety. would lead to greater damage to the pavement surface.

Also on this part of the subject route, widening of the road is planned where necessary (insufficient basic width of the road, insufficient widening of the road in curves, etc.).

On the part of the subject route that has not been rehabilitated in the near future, the planned technical measure of rehabilitation is also reflected in the replacement of asphalt layers, but in greater thickness.

In addition to the works planned for the rehabilitation of the road surface itself, the construction of pedestrian paths on the stretches where it does not currently exist is also planned, and the conducted analyses have determined that it is necessary.

Works on the rehabilitation of existing shoulders are also planned, as well as the rehabilitation of existing and the formation of new bus stops where necessary.

Also, within the subject documentation, the arrangement of side connections is envisaged.

In addition to the above, in order to increase traffic safety, it is planned to install appropriate horizontal signs while checking whether the existing signs are in accordance with applicable standards and supplementing the vertical signs.

On the rest of the section, it is necessary to eliminate the damage caused by the erosive action of water, to eliminate the causes that led to the damage as much as possible, to increase the use value, durability of the road, as well as traffic safety.

In addition to the mentioned, the subject documentation also envisages the rehabilitation of existing buildings, retaining walls, culverts, bridges, as well as the renovation of the protective pedestrian and safety fence.

The types of drainage adopted in the project in question are:

- Closed type of drainage
- Open type of drainage

Closed type of drainage includes:

- Drainage on bridges
- Atmospheric sewage in populated areas and near settlements (due to the design of new pedestrian paths)
- Drainage under the gutter on the cut side

Open type drainage includes:

Type 1 - On one side of the shoulder, on the other a gutter or canal

Type 2 - On both sides of the gutter

Type 3 - On both sides of the shoulder

TYPE 1

The drainage system consists of a gutter or canal on one side of the road and a shoulder on the other. The drainage system collects and drains water from the road and water from the surrounding terrain that flows into the road from the cut side.

On one side of the road, in the embankment, it is planned that due to the transverse fall of the road, the water through the shoulder will be drained through the slope of the embankment into the surrounding terrain where the water will infiltrate and a smaller part of the water will evaporate.

On the other side of the road, in the cut, a gutter with drainage (type 1a) or a canal (type 1b) is envisaged. The gutter and the canal, in addition to the water from the road, collect coastal water from the surrounding terrain.

For the most part of the route, a gutter with drainage is planned, which also collects coastal water from the cut side.

The gutter and the drainage pipe are poured into the inflow structure of the existing tubular culverts on the part of the route where the existing tubular culverts are located, which have inflow structures suitable for the gutter outflow and drainage. In addition, on the part of the route where there are no tubular culverts or existing tubular culverts do not have inflow structures suitable for inflow and drainage, drainage pipe and gutter are poured into the AB shaft from which water is collected by a collector through the outflow structure. in the surrounding terrain. Spill areas should be lined with concrete stone.

The canals are earthen and concrete. Earthlings are either absorbent and water from them infiltrates the soil, or they conduct water to the inflow structures of tubular culverts by a longitudinal fall. The earthen canal needs to be lined with stone in concrete in the inflow zone. Concrete canals also conduct water to inflow structures with tubular culverts. The canals into which the gutter and drainage are poured need to be deepened in order to enable the drainage to flow into the canal.

It is planned to demolish the existing culverts that have been buried, and into which the gutter and drainage or canal are poured, and the construction of new ones in the same place.

These types of drainage are provided on the following sections:

Type 1a - gutter with drainage

km	204+618.2	-	km	204+812.3
km	206+120	-	km	208+076
km	208+418	-	km	208+540.7
km	208+624.6	-	km	208+794.3
km	208+966.6	-	km	209+516.5
km	210+020.8	-	km	210+389
km	211+082.1	-	km	211+390.5
km	211+719.6	-	km	212+033.3
km	212+176.8	-	km	212+678
km	212+806.5	-	km	212+888.5
km	213+138.4	-	km	214+480
km	214+603.8	-	km	214+830
km	215+098	-	km	215+460
km	215+730	-	km	217+130.5
km	217+455.5	-	km	217+849.4
km	217+954.8	-	km	218+135.6
km	218+920	-	km	219+069.9
km	219+148.3	-	km	220+219.9
km	223+785	-	km	224+161
km	225+105	-	km	225+579
km	225+656.8	-	km	225+756
km	225+886.4	-	km	225+964.3
km	226+069.5	-	km	226+240
km	226+815.8	-	km	227+645.4
km	227+775.7	-	km	228+702
km	228+885	-	km	229+042.7
km	229+509.4	-	km	230+067.2
km	231+479.1	-	km	231+643
km	231+794.6	-	km	231+919.6
km	235+190	-	km	235+608

Type 1b – canal

km	217+238.8	-	km	217+435.8
km	219+069.9	-	km	219+148.3
km	220+855.7	-	km	221+720
km	223+295.4	-	km	223+393.9
km	223+492	-	km	223+591

km	225+579.9	-	km	225+659.8
km	225+757	-	km	255+886.4
km	225+964.3	-	km	226+069.5
km	227+649.4	-	km	227+775.7
km	229+327	-	km	229+512.4
km	230+067.2	-	km	230+183.6
km	230+391.8	-	km	230+990.5
km	231+157.3	-	km	231+479.1
km	231+701.9	-	km	231+794.6
km	231+936	-	km	232+063.5
km	232+439.4	-	km	232+495
km	232+744.9	-	km	233+170

TYPE 2

The drainage system consists of gutters on both sides of the road, which accept water from the road and coastal water from the surrounding terrain. Drainage for receiving coastal water is provided under the gutter in the cut. The embankment side is provided in the case when the slopes of the shoulder are on a large slope and when the height of the embankment is large. Also, the gutter is planned on the parts of the route where it is not possible to drain water over the shoulder due to some obstacles on the surrounding terrain, such as buildings built near the road. The water from the road is collected with a gutter and discharged in a controlled manner into the surrounding terrain through the gullies in places suitable for outflow. The outflow of the hull into the surrounding terrain should be covered with stone in concrete.

The specified type of drainage is provided on the following sections:

Type 2 - on both sides of the gutter

km	204+522.25	-	km	204+618.2
km	205+643	-	km	205+881.2
km	205+935.05	-	km	206+043.5
km	208+794.3	-	km	208+925.3
km	209+516.5	-	km	209+682
km	210+389	-	km	210+524.7
km	210+564	-	km	210+607
km	210+866	-	km	211+023.4
km	211+398	-	km	211+712.6
km	212+033.3	-	km	212+143.4
km	212+678	-	km	212+806.5
km	212+888.5	-	km	213+095
km	214+830	-	km	215+098
km	215+460	-	km	215+730
km	217+130.5	-	km	217+238.8
km	218+772.6	-	km	218+920
km	220+481.6	-	km	220+572.2
km	220+855.7	-	km	220+871.2
km	226+029.2	-	km	226+708.2
km	230+233.3	-	km	230+347.9
km	230+990.5	-	km	231+132.7

km	234+199.1	-	km	234+393.5
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TYPE 3

The drainage system means the drainage of water from the road in the embankment through longitudinal and transverse slopes over the shoulder and slopes of the hull of the road into the surrounding terrain, where the water infiltrates into the soil or evaporates.

The specified type of drainage is provided on the following sections:

Type 3 - shoulder on both sides

km	217+849.4	-	km	217+954.8
km	218+169	-	km	218+382
km	218+580.8	-	km	218+664.7
km	220+219.9	-	km	220+264.1
km	221+334.3	-	km	221+368.9
km	222+627.9	-	km	222+664.4
km	222+980	-	km	223+043.9
km	223+393.9	-	km	223+493
km	224+229.3	-	km	224+354.9
km	232+806	-	km	233+205

Outside the settlement drainage is done through gutters and muddy or concrete canals and by draining through the shoulder. The existing drainage system has been maintained wherever possible. With the changes in the level of the road, the drainage system also changes.

V. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

Relevant Institutions

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

Existing Serbian legislation

The environmental laws and [regulations by laws](#) in force in the Republic of Serbia are summarized in Appendix 3.

EIA procedure in the Republic of Serbia

According to the Serbian Law on EIA (Official Gazette 135/04, 36/09) full EIA procedure, including preparation of EIA Study are not necessary for road rehabilitation projects, except when there are protected natural or cultural properties nearby. In such cases the Project Proponent shall submit a Request for Decision about Need for Environmental Impact Assessment to the MoEP. The Law on Environmental Impact Assessment regulates the EIA procedure and is in accordance with European Directive EIA - 85/337/EEC.

In the statement 03 no. 020-3553/3 dated 25.01.2019. Institute for Nature Conservation of Serbia (INCS) the issued conditions for the subject road section. By reviewing the Central Register of Protected Goods and documentation of the INCS, and in accordance with the legislation governing the field of nature protection concluded that the subject area is within in the border of the natural good for which the protection procedure has been initiated. Landscape of Outstanding Features "Zeljina", protection regime of degree III. Part of the route intersects the ecological network called "Kopaonik" and "Klisura Ibra". It is necessary to respect the prescribed conditions and protection measures by INCS.

In the statement no. 1818/3 dated 28.02.2019. Protection of Cultural Monuments Kraljevo (IPCMK) issued technical protection measures needed for development of project technical documentation. It states that there [is are](#) no identified immovable cultural assets, nor recorded, but there is one site with archaeological content "Lagum" which has protection under the Law on Cultural Property ("Official Gazette of the RS" No. 71/94). It is necessary to respect the prescribed conditions and protection measures by IPCMK.

Final Environmental Approval is obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-00826/2020-03 dated 14.08.2020.) stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project. (see Appendix 6). Consequently, that there is no need for producing the Environmental Impact Study of the subject section of the state road.

Relevant IFIs Policies and Statements

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

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

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

VI. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

The subject road section Usce-Raska (Kosovska Mitrovica) to Raski Administrative District located in southwestern part of Republic of Serbia, to the City of Kraljevo and Municipality Raska.

There are protected natural (Landscape of Outstanding Features "Zeljina", ecological networks "Kopaonik" and "Klisura Ibra") and cultural properties (Cultural Location "Lagum") in the vicinity of the subject road section.

Considering the fact that the subject section passes through the territory of two municipalities (Raska, City of Kraljevo (Usce)) and the social aspect of the ESMP document, information on the requests of the local community was collected from representatives of both municipalities.

During the implementation of the project, there will be no new area occupation, as defined in OP 4.12.

The recording of the damage to the surface of the road construction was made visually in the field and with a digital video system mounted on the vehicle. Damage recording was done according to the instructions given in the Terms of Reference, and according to the requirements of the Investor, i.e. the defined damage catalogue.

After the analysis of the results of the damage recording, the dominant types of damage were singled out, which will be relevant for the analysis of the current state of the road:

- Longitudinal and transverse cracks as a consequence of thermal influences and the influence of traffic load during operation,
- Road repairs, as a consequence of interventional periodic maintenance due to intensive damage,
- Mesh cracks due to fatigue of the pavement structure.

On the sections where a decrease in the percentage of mesh, transverse and longitudinal cracks was observed, interventions of intensified maintenance (reinforcement / replacement of one – hull a layer of asphalt) of more recent date are noticeable.

The following figures show the characteristic damages observed during the field research.



Picture 42. Damage of pavement



Picture 43. Damage of pavement



Picture 44. Damage of pavement



Picture 45. Damage of pavement

The subject section from the aspect of surface damage, taking into account the type of damage, intensity and percentage is divided into two homogeneous sections:

Homogeneous section	Stationing		Characteristic types of damage
	from	to	
HD 1	203+694	220+300	longitudinal and transverse cracks
HD 2	220+300	235+821	mesh, longitudinal and transverse cracks

According to the designer, there are no industrial complexes and landfills along the section in question.

Settlements

The City of Kraljevo

The subject section passes through Kraljevo (Usce), Usce is a settlement in the town of Kraljevo in the Raski District, according to the 2011 census, there were 1,881 inhabitants.

The city of Kraljevo has an area of 1,530 km² and includes 17 settlements and the city, according to the 2011 census, has a population of 124,554. It is situated on the confluence of West Morava and Ibar, in the geographical region of Sumadija, between the mountains of Kotlenik in the north, and Stolovi in the south.

Municipality Raska

Raska is a municipality in the Raski district in southwestern Serbia. The municipality has a population of 24,680 people, while the town has a population of 6,574 people (2011 census). It covers an area of 670 km². The town is situated on the rivers Raska and Ibar.

Bicycle traffic

During the field research on the subject section, the participation of cyclists in traffic was not noticed, although the weather conditions affected cycling.

Additional checks revealed that the section in question is not part of any bicycle route and that there are no traffic signs for cyclists on the road along it.

Based on the control count that was conducted, a small number of cyclists was noticed on the territory of the area of the settlement of Raška, while their movements were not registered in other parts of the subject route.

Given the rank of the road and the real speed on the route, areas for independent cycling are needed. However, while respecting the traffic demand in terms of a certain number of cyclists on the route, the fact that no bicycle route passes through the section, as well as environmental conditions that do not allow independent continuous cycling, construction of these areas has no economic and functional justification.

Railway traffic

On one part of the route, along the road, there is the railway Lapovo - Kraljevo - Lesak - Kosovo Polje - General Jankovic - state border - (Volkovo).

The railway stretches parallel to the subject road from the station km 204 + 075 to km 204 + 100, then from km 204 + 800 to km 206 + 400 and from the exit of the railway from the railway tunnel at km 215 + 486 to km 216 + 225.

Considering that the position of the road cannot be changed within this project, as well as that the existing width of the road in the zone where the railway runs parallel to the route corresponds to the width of the road proposed by the term of reference, move and move the edge of the road towards the track, the distance of the edge of the road from the track has not been specially analyzed.

Watercourses

Ibar

The Ibar gorge stretches through Kraljevo and Raska in the entire length of about 65 km, near Kraljevo it flows into the West Morava. It belongs to the Black Sea basin and is not a navigable river.

Air

Within the observed section of the road Ušće - Raška (Kosovska Mitrovica) there are no additional sources of air pollution, since it is a matter of rehabilitation, possible current air pollution during the works.

Noise

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

VII. SUMMARY OF ENVIRONMENTAL IMPACTS

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

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	Does not exist	During the realization of the project, there will be no expropriation of land
Ground and surface water	Low	Due to low amount of water that can come to the recipient by drainage, the negative impact is minimal to negligible.
Air quality	Low	Temporary impact during works.
Flora and fauna (protected areas and species)	Low/Middle	Under the terms of the Institute for Nature Conservation of Serbia
Monuments	Low/Middle	Under the terms of the Institute for Protection of Cultural Monuments

		Kraljevo.
Noise	Low	Temporary impact during works.
Access/crossing points of the main road and local roads	Low	The rehabilitation and widening works will not affect existing crossing points.
Soil management	Low	With the application of appropriate measures of waste management.
Waste	Low	According to the waste and wastewater management plan
Cumulative impacts	Minor	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

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

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

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

Overview of Key Impacts

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

Noise and Air Pollution in Residential Areas

During the rehabilitation works, use of construction machinery and equipment with exhaust fumes leads to an increase in the concentration of nitrogen oxide and sulfur oxide in the air. Local residents will not be temporarily impacted by non-significant air and noise pollution and dust emission, since there is no residential zone nearby.

Possible water contamination

Water pollution may occur on site, on the locations where the equipment, vehicles and machinery are washed and also on the parking area. The contaminated water shall be filtered through a gravity oil-water separator. If there is a spillage on the road, especially near the watercourses, the Contractor shall use absorbent materials and remove the contaminated layer of soil, which is then transported to a location defined in the Law on Water ("Official Gazette RS" Nos. 30/2010, 93/2012, 101/2016, 95/2018 и 95/2018-oth. law).

Potential Cumulative Impacts

If the ESMP is properly implemented, all negative effects on the people and the environment resulting from cumulative impacts will be reduced.

Determining the location for landfilling is a very big problem in the Republic of Serbia, given the small number of regulated sanitary landfills, the recommendation of the Environmental and Social Management Plan is to use a regulated and sanitary landfill of municipal and construction waste, all in accordance with valid planning and urban documentation for the subject section and all in accordance with the Local Waste Management Plan on the territory of the City of Kraljevo¹ and the Local Waste Management Plan in the Municipality of Raska for the period 2010-2020² and or any other that is according to the European standards and in accordance with the legal regulations of the Republic of Serbia.

Other Impacts:

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

VIII. ENVIRONMENTAL MANAGEMENT PLAN

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

A. Environmental Mitigation Plan

The Environmental Mitigation Plan defines the environmental impacts and measures to be implemented during the design, construction and operational phase (Appendix 1). The Plan conforms to the conditions received from the Institute for Nature Conservation of Serbia and valid laws. It states the locations, time frame, responsibility for its implementation and supervision. Costs of mitigation measures are included in the cost of the works. Contractor shall implement the environmental mitigation measures, include them in the total costs, and execute the works in accordance with national laws, EU standards and creditor's requests.

Site Organization Plan

Contractor shall carry out and follow the Site Organization Plan. Conditions issued by INCS shall be included in the Site Organization Plan. Location of the facilities (warehouses, workshops, asphalt and concrete plant etc.) shall be approved by a Resident Engineer. The following conditions have to be met when selecting the location and organizing the site:

¹ Source: <https://www.kraljevo.rs/wp-content/uploads/2017/11/06-Lokalni-plan-upravljanja-otpadom.pdf>

² Source: <http://www.sepa.gov.rs/download/UpravOtpad/RaskaLPUO.pdf>

- Temporary locations for storing the construction and other material and equipment must be outside the area with high vegetation and river flood areas and limited only to the duration of the works;
- Temporary or permanent locations must be provided (the existing organized communal facilities/landfills) for disposal and tipping of debris and other waste material in any form and communal waste produced during the works. Prohibit disposal/dumping into the zone of the watercourses.
- After the completion of the works, all areas that have been degraded in any way by road rehabilitation works must be rehabilitated as soon as possible;
- During the works, the planned road sections and corridors around it must be followed (monitored), so that the earthworks and machinery do not affect the surrounding areas and its quality. Also, the existing road network must be used, without building new roads, to prevent habitat fragmentation;
- During the road works directly along the river or watercourse, river bed and river bank must be preserved as much as possible;
- Vehicle and machinery servicing on the road section shall be prohibited. In the event of a road traffic accident resulting in oil or service fluids spillage, the road area must be cleaned and reinstated;
- On the parts where the section is located in a populated area the works must be performed only during the day, to minimize the impact of noise on local residents;
- Guardrails and pedestrian crossings must be placed where necessary;
- Locations for containers for temporary tipping of communal waste produced during the works must be determined;
- The area for Contractor's facilities must be of the smallest possible size, to avoid unnecessary removal of vegetation. All facilities must be fenced;
- Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
- Only trained workers, who can remove any consequences of accidental spillage, may handle the fuel;
- Waste oil, oil filters and fuel must be stored on safe locations; Sanitary wastewater and polluted water must be treated before the water is discharged into the surface water flow system, in line with the Law on Water ("Official Gazette of RS", Nos. 30/2010, 93/2012, 101/2016, 95/2018 и 95/2018-oth-law);
- Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the storm water runoff that carries eroded material;
- Excavations and machinery works must be avoided when the soil is damp;
- Upon the completion of works, machinery, construction material, containers and all other equipment must be removed in due time;
- When the site is ready to be closed, all contaminated soil must be excavated and replaced with a new layer of soil;
- Upon the completion of works, the soil must be cultivated on all the critical locations, using suitable plants which are biologically adapted to the subject climatic conditions, resistant to air pollution and visually fitting for the surrounding area. Invasive species, such as the black locust, Indigo bush, ash leaf maple, ailanthus, American ash and species that cause allergic reactions, such as poplar, should be avoided.

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

Environmental Protection Plan

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

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

Environmental Protection Plan consists of the following:

1. *Site Management Plan* – defines the procedures for setting up and functioning of a site with a view to preserving the local community and natural resources.
2. *Site Organization Plan* – description and arrangement of areas, with maintenance equipment and oil and lubricant storage facilities, including the distance from water areas;
3. *Oil and Fuel Storage Management Plan* – procedures for storing, transporting and using oil and fuel, refuelling the facilities and machines, procedures for decreasing the risk of water and soil pollution. Vehicles used for refuelling will have the suitable equipment used for cleaning fuel spills. All classes of spills will be reported in line with the Plan;
4. *Waste Management Plan* – contains details of temporary waste storage, waste transport and treatment before its final disposal or recycling. Licensed facilities must be used for storing solid and liquid waste and the waste leaving the site must be traceable, in accordance with the jurisdictions. As part of the Plan, Contractor shall provide chain-of-responsibility forms for the waste that leaves the site. Therefore, waste controller shall keep one copy of the form, and the driver shall have a copy, to make sure that all the listed waste is brought to the landfill. Contractor shall keep all records for audit purposes.
5. *Sewerage and Waste Water Management Plan*
6. *Soil Management Plan* – steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
7. *Noise* – all the equipment must have a license and must be approved in accordance with the EU standards. This applies to all machinery, vehicles and sites where noise and vibrations affect the noise-sensitive receptors. In accordance with the Law on Protection against Environmental Noise ("~~RS~~-Official Gazette of RS", Nos. 36/09, 88/10), Contractor is responsible for ensuring the noise and vibrations do not affect the local community. Contractor shall limit his works to a period from 07:00 am to 07:00 pm.
8. *Dust Emission Reduction Plan* – during the works, when dust may form, Contractor shall monitor the conditions on site and application of measures to control dust emissions, which include reduced traffic during road rehabilitation works and spraying water on the exposed surfaces;
9. *Material Excavation and Extraction Location Plan* – defines the reparation measures to be implemented for the areas of borrow-pits and access roads after the project is finished;
10. *Management Plan for Works on the River* – includes plans and procedures for water habitat and fish preservation during the works.
11. *Emergency Response Plan* – sets out the procedures for reacting in case of emergency or accidents of a bigger or smaller scale, to protect the people, property and natural resources. Equipment to be brought on site to minimize the effects of the spillage of polluting substances must be included in the Plan.
12. *Recultivation Plan* – cleaning and recultivation of the site and removal of Contractor's facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management ("~~RS~~-Official Gazette of RS", Nos. 36/09, 88/10, 14/10), Contractor shall develop a plan for handover, selling or removal of all vehicles and machinery, to remove them from site. All site and work areas will be rehabilitated, in order to be reinstated as much as possible. This includes stabilization and landscaping of all sites. In line with the Law on Environmental Protection ("~~RS~~-Official Gazette of RS", Nos. 135/04, 36/09, 72/09, 43/11, 14/16), after the works are completed, waste must not remain on site. If waste

is not removed by the Contractor, PERS is entitled to withhold payment and organize the cleaning of the area. The costs of the cleaning and the administrative costs will be included in the final payment.

13. *Plan of Environmental Complaints* – means used by the local residents and third parties affected by the project to call attention to environmental issues and file a complaint, defining how and to whom these should be addressed (Appendix 4, Grievance Mechanism);

Safety

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

- Contractor shall ensure that drugs and alcohol are not used on site;
- Contractor is to include in his Site Safety Plan a provision for safe working environment and safety measures and personal protective equipment (PPE) for all workers, including gloves, hard hats, goggles, ear protection and safety footwear;
- Site Safety Plan is to include a provision for first aid to be administered on site and a trained person must be engaged in line with the Law on Occupational Health and Safety (“Official Gazette of RS”, Nos. 101/05, 91/15 and 113/17-oth. law);
- Contractor shall provide to his workers potable water supply, toilets and water supply for washing;
- Safety Labour Management Plan is required to ensure health and safety provisions during the works on heavy maintenance;
- Contractor shall perform all project activities following the SLMP and all Serbian laws and by-laws regarding health and safety;

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

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

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

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

Operational Phase

In the road operational phase, special attention must be paid to safety of pedestrians, by using measures for traffic calming in the vicinity of schools and populated areas, improving road signs

and markings, keeping a record of traffic accidents that are recurring on some locations, and marking them as black spots.

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

B. Environmental Monitoring Plan

Basic components of the Monitoring Plan are:

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

A monitoring control list is prepared on the basis of EMP and Monitoring Plan (Appendix 2). The list is used by the supervision engineer on site. Signed control lists are submitted to PERS, which is responsible for compliance monitoring and reporting. PERS will have a Database of grievances, listing the information on complaints received from local communities and other interested parties. This includes: type of grievance, place, time, actions to be taken to resolve the grievance and the final outcome.

C. Institutional implementation and reporting arrangements

Project Implementation

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

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

- Contractor shall prepare Environmental Protection Plan and take all steps to mitigate ecological effects as stated in the Environmental Mitigation Plan (Appendix 1);
- Contractor should not be compensated for the costs of the required mitigation measures and monitoring activities in the form of a specific item in the total price, except for the analysis of the quality of water and noise measuring. Contractor will be deemed to have included these costs in the total price. The actual costs of the analysis of water quality and noise measuring will be paid to the Contractor as part of a specific item in the total price. Failure to follow the requested environmental mitigation measures on the Contractor’s part will result in penalizing the Contractor in the form of negative points. Negative points have been established as a measure to stimulate the Contractor to perform his obligations in an organized and timely manner and perform his duty with a high degree of excellence. Negative points consist of two elements – numerical and financial. Each negative point is connected to a sum, representing a permanent reduction in payment for the determined non-conformances in contractual obligations. The number of negative points earned has a cumulative effect. Should the

Contractor receive more than a certain number of negative points stated in the Contract, he will not be allowed to participate in PERS tenders in the next two years. Also, if the Contractor is awarded a certain number of negative points, the employer has the right to break the contract. Monetary value of each negative point and the deadlines for other possible actions by the employer must be clearly stated in the contract. Explanation for the application of these two measures – fees for specific costs and penalties for non-compliance should provide the implementation of all the requested environmental mitigation measures and monitoring activities.

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

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

PERS shall also be responsible for the following:

- Implementation of the requests for environmental protection provided by: State environmental authorities, IFIs and other institutions, Law on Environmental Protection (RS Official Gazette Nos. 135/04, 36/09, 36/09- oth.law, 72/09- oth.law, 43/11-decision US, 14/16, 76/18, 95/18- oth.law and 95/18-oth.law);
- Implementation of the requests for environmental protection through Contractor's specifications;
- Project supervision via consulting services for supervision and project implementation;
- Environmental monitoring supervision via consulting services for environmental monitoring;
- Preparation of final environmental reports.

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

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

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

The Contractor Reporting Arrangements

1. Contractor to PERS

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

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

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

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

2. Project Supervisor Consultant to PERS

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

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

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

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

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

VIII.4. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

As requested by IFI safeguard policy, public consultations were held in the ESMP preparation. ESMP and other project-related information were disclosed to the public and made available to the local community.

PERS office	Vlajkovicева St. 19 a, Belgrade, Contact person: Igor Radovic, dipl.ing. and Jelena Cvetkovic, dipl.ing. 011 3206811
Local community centres	City of Kraljevo, Municipality Raska
Web site - PERS	www.putevi-srbije.rs

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

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

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

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

A grievance mechanism will be implemented to ensure that the complaints from local communities are appropriately addressed, corrective measures taken and complainants informed about the outcome. This applies to the complaints of all interested parties. The complaint form is shown in the Appendix 4, while hard copies will be available in local community centers.

The Report on Public Consultation is presented in Appendix 4 to this ESMP.

IX. REFERENCES

- Environmental Assessment No 25, Environmental Management Plans, World Bank Environment Department, January 1999.
- Roads and the Environment: A Handbook, World Bank Environment Department.
- EIB, Environmental and Social Practices Handbook, Environmental and Social Office, version 2 24/02/2010.
- EBRD, Environmental and Social Policy 2008.
- EIB, Environmental and Social Principles and Standards (2008)
- EMP for the rehabilitation of roads, bridges and tunnels, as part of the World Bank project, Road Management and Traffic Safety, Republika Srpska, Roads Directorate, Banja Luka, 2001.
- Environmental Assessment Report and EMP for the Serbian Transport Rehabilitation Project, report ref: E866, project title: YF – Transport Rehabilitation Project – Br. P075207, document date 30/11/2003
- Environmental Management Framework Document - EFD, PE Roads of Serbia, february 2013. Available on the link: http://www.putevi-srbije.rs/images/pdf/investicije/rrsp_environmental_management.pdf

X. APPENDIXES

Appendix 1

X.1. MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
Pre-construction	Main Design			
	Following the environmental protection procedure	Conditions from the Institute for Nature Protection of Serbia and Institute for Protection of Cultural Monuments Kraljevo are obtained to avoid environmental risks	PERS And Main Design Designer- Consultant	PERS
	Site location and organisation will be approved by PERS and selected so as to:	<ul style="list-style-type: none"> - be outside of the river banks and river flood area of Ibar - have no impact on the environment and the local community (noise, dust, vibrations etc.) - be outside the high vegetation area - minimise the size of the facilities to minimise the unnecessary removal of vegetation - have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water (RS Official Gazette No30/2010, 93/2012, 101/2016, 95/2018, 95 / 2018- oth. law) - properly drain the locations. Paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator - whenever possible, limit the area to be cleared and avoid topsoil degradation - the material removed will be collected, disposed and/ or re-used as needed - prevent soil erosion on site - contractor is responsible for implementing the measures for erosion protection - contractor shall limit the scope of the excavations to mitigate soil erosion - contractor shall implement soil conservation method in 	PERS Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		sensitive areas to prevent or minimize the storm water runoff, which causes material erosion - contractor is to avoid excavation and machine operations in damp site conditions.		
	Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement Influence on public health and sociological circumstances	- minimum distance must be kept (buffer zone) between the site and the nearest populated area - influence of the local conditions must be accounted for (wind) to avoid or minimise harmful effects -contractor's EMP defines health and safety and environmental measures - independent water and electricity supply, in addition to a medical service station on site must be planned for.	Contractor	PERS
	Safety of pedestrians and suitable crossings	- a suitable pedestrian crossing must be provided, equipped with kerb ramps that allow the use of wheelchairs, trolleys, bicycles and prams.	Main Design Designer- Consultant	Main Design Technical Control PERS
	Stakeholder engagement	Details of the proposed road route, access points and safety features will be disclosed at the location of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered will be recorded in the Main Design.	PERS and Main Design Designer- Consultant	Main Design Technical Control PERS
Construction	Management plans			
	Contractor shall prepare the implementation of the Plans described in the EMP, to ensure that the legislation and Creditor's requirements have been met: - Site Organisation Plan - Sewerage and Wastewater Management Plan - Soil Management Plan - Dust Management Plan - A plan indicating the location of borrow-pits, and measures for recultivation of borrow-pits			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	and access roads after the project is completed - Waste and Wastewater Management Plan, in line with the Law on Waste Management (RS Official Gazette No 36/2009, 88/2010, 14/2016 и 95/2018 –oth. low) - Oil and Fuel Storage Management Plan - In-river Works Management Plan - Emergency Response Plan - Complaints Procedure - Safety and Hazard Assessment - Safety and Labour Management Plan			
Construction	Site Induction			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
Construction	Material Supply			
	asphalt plant: dust, fumes, health and safety of workers, ecosystem disturbance	- use the existing asphalt plants; - requirement for official approval or valid operating license	asphalt plant	asphalt plant
	quarry: dust, health and safety of workers, ecosystem disturbance	- use the existing quarries; - requirement for official approval or valid operating license	quarry	quarry
	sand and gravel borrow-pits: river bed disturbance, quality of water, ecosystem disturbance	- use the existing borrow pits or buy material from licensed separation facilities; - requirement for official approval or valid operating license	contractor or gravel and sand separation facility	contractor or gravel and sand separation facility
Construction	Material Transport			
	asphalt: dust, fumes	- all trucks need to be covered - contractor's machinery to be carefully selected	truck operator	truck operator

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	stone: dust	wet truck load	truck operator	truck operator
	sand and gravel: dust	wet truck load	truck operator	truck operator
	management of traffic noise, exhaust fumes and road congestion	- haul material at off-peak traffic hours (9-14h) - use alternative roads to avoid main roads - proper road signs and markings of the site, to minimise chances of a wrong turn	transport manager truck operator	transport manager truck operator
	Possibility of encountering an archaeological site	If any archeological remains are found during the works, the contractor, ie the PE "Roads of Serbia", must inform the competent IPCMK. During the works on strengthening the road construction at the intersection with the road leading from Brvenik to the Gradac Monastery (observing from the direction of Ušće), archeological supervision is needed due to the cultural and historical site of Lagum. PE "Roads of Serbia" is obliged to inform the competent IPCMK about the start of works 15 days before the start of works in order to ensure supervision over the works.	contractor	contractor's supervision IPCMK PERS
	the possibility of encountering geological-paleontological or mineral-petrological objects	If during the works geological-paleontological or mineral-petrological objects are encountered, which are presumed to have the property of a natural good, the Contractor is obliged to inform the Ministry of Environmental Protection within 8 days, ie to take all measures to ensure that the natural good is not would damage until the arrival of an authorized person.	contractor	contractor's supervision
Construction	Construction Site			
	negative impact of noise on	- limit the activities to daylight working hours	contractor	contractor

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	reduced access to roadside activities	provide an alternative access to roadside activities at all times	contractor	contractor
	safety of vehicles when / where there are no construction activities	lighting and well-defined safety signs and protection measures	contractor	contractor
	soil and water pollution from improper material storage, management and use	<ul style="list-style-type: none"> - organise and cover material storage areas - isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers - isolate the areas for washing the concrete or asphalt trucks and other equipment from the watercourse by choosing areas for washing which are not freely drained directly or indirectly into the watercourse - organize the site so as to minimize the risk of generating sediments and accumulating waste water, which could cause pollution of the surrounding soil and water - Soil Management Plan to provide controlled removal, storage and re-use of topsoil - use local controlled measures to prevent sediment flowing into surface water and drainage channels. Some of the measures include physical obstacles such as fences, mulch barriers, geotextile, rock groynes, sediment basins. - to prevent sediment flowing into surface water, slope of the soil and protection form wind erosion must also be considered, by installing fences, covers etc. - any deposits of excess soil, stone etc. may only be temporary, until the works have been completed. After that, excess soil, stone and other waste material must be removed and complete rehabilitation of all areas degraded by the works must be done. 	contractor	contractor
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> - dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorised landfill - dispose waste in accordance with best international practice (IFC, EHS – general guidelines). 	contractor	contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ul style="list-style-type: none"> - apply additional measures for storing hazardous waste (secondary containment, limiting the access, providing PPE etc.) to prevent negative effects on the workers, local community or environment - nominate a person responsible for waste collection and storage (hazardous and non-hazardous) 		
	potential contamination of soil and water from improper maintenance and fuelling of equipment	apply the best engineering practice in handling and safe storage of lubricants, fuel and solvents, ensure proper loading of fuel and equipment maintenance, collect all waste and dispose it on authorised recycling locations	contractor	contractor
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> - transport the waste in marked vehicles designed for waste transport, to minimise the risk of releasing hazardous and non-hazardous substances - train the drivers in handling and disposal of the load they transport and transport documents describing the nature of the load (waste) and its degree of hazard 	contractor	contractor
	safety of workers	<ul style="list-style-type: none"> - provide workers with safety instructions and PPE - provide a safe alternative traffic flow 	contractor	contractor
	areas temporarily occupied	<ul style="list-style-type: none"> - undertake re-vegetation with native species and monitor the effects (avoid invasive species those that cause allergic reactions) -where initial plantings were not successful, carry out re-planting 	contractor	contractor
Operation	Maintenance			
	negative impact of noise on local residents and workers	<ul style="list-style-type: none"> - limit activities to daylight working hours, or as agreed with the authorities - use the equipment with noise mufflers installed 	maintenance contractor	maintenance contractor
	potential air, water and soil pollution:	- apply the best engineering practice in handling and safe storage of lubricants, fuel and oil	maintenance contractor	maintenance contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	dust, exhaust fumes, spilt fuel, oil and lubricants	<ul style="list-style-type: none"> - ensure proper loading of fuel and maintenance of equipment - collect and dispose all waste in accordance with the Law on Waste Disposal - properly organise and cover the areas for material storage - isolate concrete and asphalt works from the watercourse by using sealed formwork - isolate the area for washing trucks for the transport of concrete and asphalt and all other equipment from the watercourse, by choosing the area for washing where the water is not freely drained directly or indirectly into the rivers - dispose the waste material to suitable locations protected from washing out 		
	vibrations	limit activities to daylight working hours, or as agreed with the authorities	maintenance contractor	maintenance contractor
	safety of workers	<ul style="list-style-type: none"> - provide workers with safety instructions and PPE - organise safe traffic bypass 	maintenance contractor	maintenance contractor
	increased vehicle speed	install speed limit signs	maintenance contractor	maintenance contractor
	erosion, rockfall, hazardous situation	install suitable warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal crossing, slow traffic zone), reflective markings indicating steep slopes or convex mirrors in curves where there is a lack of visibility, warning signs on locations considered appropriate in line with good engineering practice or as agreed with the authorities	maintenance contractor	maintenance contractor

Appendix 2

X.2. MONITORING PLAN

MONITORING PLAN

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
Construction	Material supply					
<i>asphalt plant</i>	possession of an official approval or valid (operating) license	asphalt plant	inspection supervision engineer /	prior to the start of the works	ensure the compliance of the plant with the health and safety and environmental requirements	plant manager
<i>quarry</i>	possession of an official approval or valid (operating) license	quarry	inspection supervision engineer /	prior to the start of the works	ensure the compliance of the quarry with the health and safety and environmental requirements	quarry manager
<i>sand and gravel borrow-pit</i>	possession of an official approval or valid (operating) license	sand and gravel borrow-pit or separation facility	inspection supervision engineer /	prior to the start of the works	ensure the compliance of the borrow-pit with the health and safety and environmental requirements	borrow-pit or separation facility manager
Construction	Material transport					
<i>asphalt</i>	truck load covered	site	supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the health and safety and environmental requirements	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>stone</i>	truckload covered or wetted	site	supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the health and safety and environmental requirements	Contractor's supervision
<i>sand and gravel</i>	truckload covered or wetted	site	supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the health and safety and environmental requirements	Contractor's supervision
<i>traffic management</i>	hours and routes selected	site	supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
Construction	Construction site					
<i>negative effects of noise on the workers and local residents</i>	noise levels	site; nearest homes in the local settlement	sound meter with suitable software	-once at the beginning of the project and later quarterly -after receiving a complaint -if the monitoring results are not satisfactory, monitoring to be done on monthly basis	ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	contractor (monitoring)

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>dust</i>	air pollution (suspended solids)	on and near the site	inspection and visual observation	unannounced inspections during material delivery and construction works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision (monitoring)
<i>vibrations</i>	limited time of activities	site	supervision	unannounced inspections during construction works and after a complaint is received	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>disruptions to traffic during construction works</i>	existence of a Traffic Management Plan and traffic pattern	on and near the site	inspection and visual observation	prior to the start of the works; once a week in peak and non-peak hours	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>reduced access to roadside activities</i>	alternative access provided	site	supervision	random checks at least once a week during the construction works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>safety of vehicles where there are no construction activities</i>	visibility and suitability	on and near the site	observation	random checks at least once a week in the evening	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>water and soil pollution resulting from improper material storage, management and use</i>	soil and water quality (suspended solids, oils, ph values, conductivity)	the watercourses	unannounced sampling, analysis in a certified laboratory possessing the required equipment	at least three times for the entire Project duration, monitoring to be done before the construction (or at a reference point upstream of the site if performed during the works) and after the rehabilitation works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>safety of workers</i>	PPE; bypass organisation traffic	site	inspection	unannounced inspections during the works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	supervision contractor
Operation	Maintenance					
<i>negative effect of noise on the workers and local residents</i>	noise levels	site; nearest homes	sound meter with suitable software	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>vibrations</i>	limited time of activities	site	supervision	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<i>safety workers of</i>	PPE; bypass traffic organisation	site	inspection	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
Operation	Road safety					
<i>increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in the design	visual observation; radar speed detectors	during the maintenance activities; unannounced	ensure a safe and economical traffic flow	maintenance contractor; traffic police
<i>erosion, rockfall and hazardous situations</i>	condition of traffic signs	road section included in the design	visual observation	during the maintenance activities	ensure a safe and economical traffic flow	maintenance contractor, monitoring

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

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

2. Status of the Environmental and Social Action Plan

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

3. Environmental Monitoring Data³

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

Parameter ⁴	Value ⁵	Unit	Compliance Status ⁶	Comments ⁷
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³ 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.

⁴ 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.

⁵ Please ensure that the units of measurement are clearly stated

⁶ Please report on compliance against the standards agreed with EBRD for this project (typically local, EU and/or World Bank Group)

⁷ In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility

Please provide the name and contact details for your environmental manager:				
Parameter ⁴	Value ⁵	Unit	Compliance Status ⁶	Comments ⁷
Waste Water				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
Air Emissions				
SO ₂				
NO _x				
Particulates				
CO ₂				
CH ₄				
N ₂ O				
HFCs				
PFCs				
SF ₆				
[Other]				
Other Parameters				
Noise				

Please provide the name and contact details for your environmental manager:				
Parameter ⁴	Value ⁵	Unit	Compliance Status ⁶	Comments ⁷
[Other]				
Solid Waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output				
Parameter	Value	Measurement Unit	Comments ⁸	
Fuels used				
Oil				
Gas				
Coal				
Lignite				
Grid Electricity				
Heat Purchased				
Feedstocks and raw materials consumed				
Name 1				
Name 2				
Product output				

⁸ In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility. Please include any fuel quality parameters (e.g. calorific value)

4. Resource Usage and Product Output

Parameter	Value	Measurement Unit	Comments ⁸
Product 1			
Product 2			

5. Human Resources Management

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

	Total	Recruited in this reporting period	Dismissed in this reporting period
Number of direct employees:			
Number of contracted workers:			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:	
Are there any planned redundancies to the workforce in the next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and selection and consultation process:	
Were there any changes in trade union representation at Company facilities during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions during reporting period:	
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details and 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"> • Union recognition • Collective Agreement • Non-discrimination and equal opportunity • Equal pay for equal work • Gender Equality • Bullying and harassment, including sexual harassment • Employment of young persons under age 18 • Wages (wage level, normal and overtime) • Overtime • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety 	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please give details, including of any new initiatives:

6. Occupational Health and Safety Data

Please provide the name and contact details for your Health and Safety manager:					
	Direct employees	Contracted		Direct employees	Contracted

		workers			workers
Number of man-hours worked this reporting period:			Number of Fatalities ⁹ :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) ¹⁰ :		
Number of lost workdays ¹¹ 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:					
7. Stakeholder Engagement					
Please provide the name and contact details for your external relations or community engagement manager:					

⁹ If you have not already done so, please provide a separate report detailing the circumstances of each fatality.

¹⁰ Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.

¹¹ Lost workdays are the number of workdays (consecutive or not) beyond the date of injury or onset of illness that the employee was away from work or limited to restricted work activity because of an occupational injury or illness.

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

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

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

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

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

Existing Land Acquisitions

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

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

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

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

9. Community Interaction and Development

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

Appendix 3

X.3. LEGISLATION

RELEVANT SERBIAN ENVIRONMENTAL LEGISLATION:

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

- ✚ Law on planning and construction (RS Official Gazette Nos. 72/2009, 81/2009, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14, 83/18, 31/19, 37/19-oth.law and 9/20);
- ✚ Law on nature protection (RS Official Gazette Nos. 36/09, 88/10, 91/10, 14/16, 95/18-oth.law);
- ✚ Law on environmental protection (RS Official Gazette Nos. 135/04, 36/09, 72/09, 43/11-decision US, 14/16, 76/18, 95/18- oth.law and 95/18- oth.law);
- ✚ Law on EIA (RS Official Gazette Nos. 135/2004, 36/2009,);
- ✚ Law on Strategic EIA (RS Official Gazette Nos. 135/2004, 88/10);
- ✚ Law on waste management (RS Official Gazette Nos. 36/09, 88/10, 14/16 and 95/18-oth.law);
- ✚ Law on noise protection (RS Official Gazette Nos. 36/09, 88/10);
- ✚ Law on water (RS Official Gazette Nos. 30/10, 93/12, 101/16, 95/18 and 95/18- oth.law);
- ✚ Law on forests (RS Official Gazette Nos. 30/10, 93/12, 89/15 and 95/18- oth.law);
- ✚ Law on air protection (RS Official Gazette Nos. 36/09, 10/13);
- ✚ Law on safety and health at work (RS Official Gazette Nos. 101/05, 91/15, 113/17-oth.law).

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

- ✚ Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of projects for which the EIA can be requested (RS Official Gazette No 114/08);
- ✚ Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (RS Official Gazette No 69/05);
- ✚ Rulebook on the contents of the EIA Study (RS Official Gazette No 69/05);
- ✚ Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study (RS Official Gazette No 69/05);
- ✚ Rulebook on the work of the Technical Committee for the EIA Study (RS Official Gazette No 69/05);
- ✚ Regulations on permitted noise level in the environment (RS Official Gazette No 72/10);
- ✚ Decree on establishing class of water bodies (RS Official Gazette No 5/68);
- ✚ Decree on limit values of pollutants in surface and deadlines for their achievement ("Official Gazette of RS", Nos. 67/11, 48/12 and 1/16);
- ✚ Decree on limit values of pollutants in surface and groundwater and sediment and deadlines for their reach ("Official Gazette of RS", No. 50/12)
- ✚ Regulations on dangers pollutants in waters (RS Official Gazette No 31/82).

Other relevant Serbian legislation

- ✚ Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (RS Official Gazette No 38/09);
- ✚ Law on Roads ("Official Gazette of the Republic of Serbia", No. 41/18 and 95/18- oth.law).

Appendix 4

X.4. STAKEHOLDER ENGAGEMENT

Identification of stakeholders

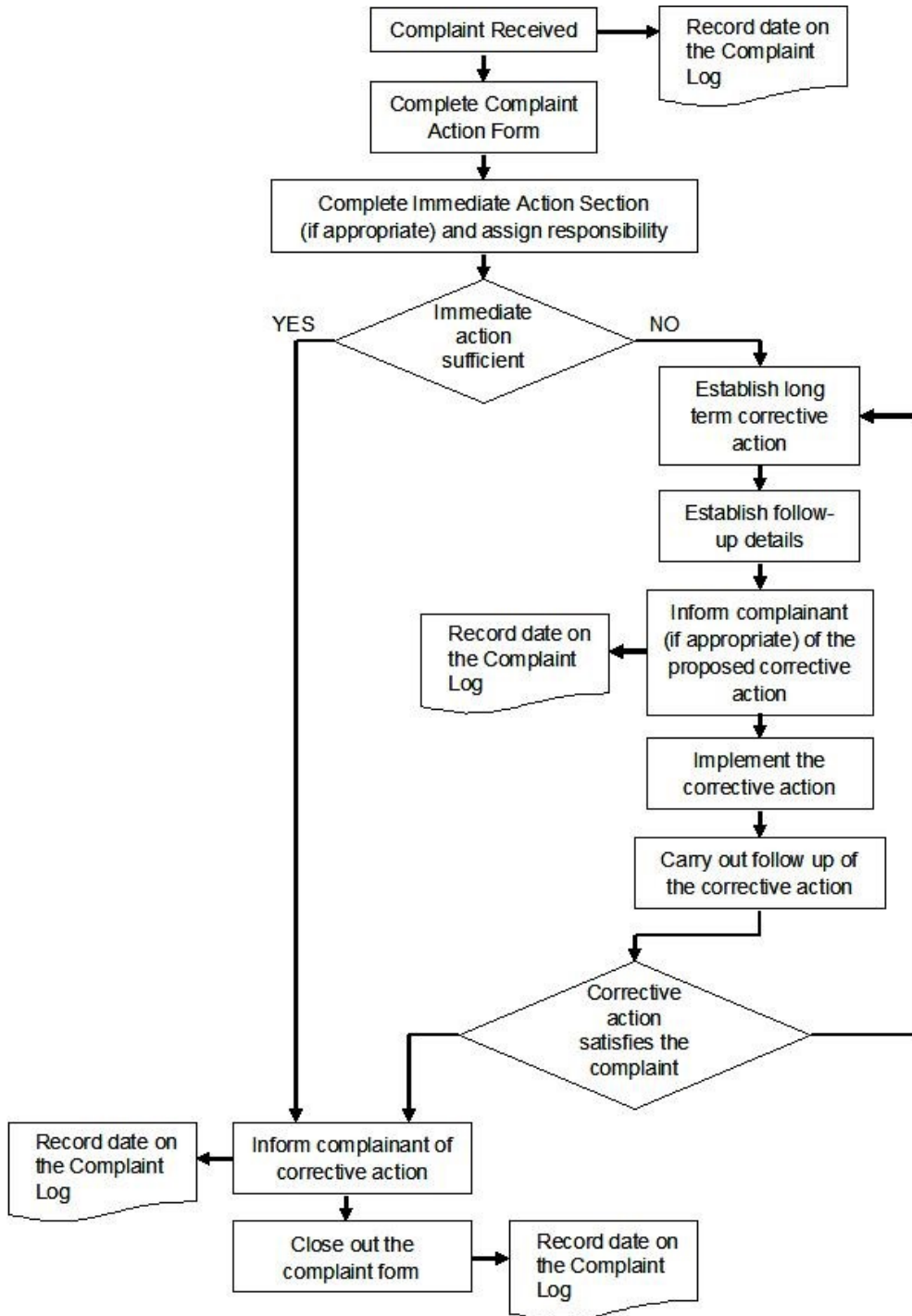
The stakeholders are people and organisations which may affect, be affected by, or believe to have been affected by a decision or activity. The stakeholders on this Project may be classified as follows:

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

2. Other interested parties:
 - ❖ Public;
 - ❖ Other companies operating in the National Network;
 - ❖ NGOs.

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

Grievance mechanism and form



Grievances are to be resolved within 15 working days.

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

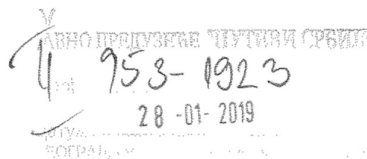
REPORT ON PUBLIC CONSULTATION

The report will be inserted later, after the public presentation and consultations.

Appendix 5

X.5. CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

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



Завод за заштиту природе Србије, Београд, Др Ивана Рибара бр. 91, на основу члана 9. и 57. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка, 14/2016 и 95/2018) и члана 136. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), поступајући по Захтеву II бр. 953-27216 од 24.12.2018. године ЈП „Путеви Србије“, Булевар краља Александра бр. 282, Београд, за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 22 (стара ознака: магистрални пут М-22), деоница Ушће-Рашка, дана 25.01. 2019. године под 03 бр. 020-3553/3, доноси:

РЕШЕЊЕ

1. Траса пута за који се ради техничка документација поклапа се са границом природног добра за које је покренут поступак заштите Предио изузетних одлика „Жељин“, режим заштите III степена. Део трасе пресеца еколошке мреже под називом „Копаноник“ и „Клисуре Ибра“. Сходно томе, издају се следећи услови заштите природе:
 - 1) Дефинисати да се одводњавање саобраћајнице врши гравитационим отицањем површинских вода и по потреби изградњом отворених канала за прихват површинских вода;
 - 2) За воде које настају спирањем са коловоза и оптерећене су уљима и другим нафтним дериватима предвидети изградњу таложника и сепаратора масти и уља, уколико се Планом управљања животном средином и уредбама којима су дефинисане и регулисане граничне вредности емисије загађујућих материја у води утврди/процени да ће просечни годишњи дневни саобраћај негативно утицати на квалитет воде реципијента;
 - 3) Као коловозни застор користити материјале који могу, са аспекта заштите, обезбедити смањење нивоа буке и вибрација и омогућити ефикасно дренажање воде са површине коловоза;
 - 4) Дефинисати ужу и ширу зону утицаја саобраћајнице на животну средину (посебно са аспекта очувања пољопривредног земљишта и производње хране одговарајућег квалитета), на основу тога утврдити мере и препоруке за коришћење земљишта;
 - 5) Дуж саобраћајнице предвидети заштитно зеленило - формирати травњаке, уз примену ниског зеленила, чиме би се омогућила визуелна заштита контактних зона и естетско обликовање простора;
 - 6) Препоручује се примена претежно аутохтоних, брзорастућих врста, које имају фитонцидно и бактерицидно дејство и изражене естетске вредности. Избежавати врсте кој су детерминисане као алергене (тополе и сл.), као и инвазивне (багрем, кисело дрво и др.);
 - 7) Прибавити сагласност надлежних институција за извођење радова који изискују евентуалну сечу одраслих, вредних примерака дендрофлоре, како би се уклањање вегетације svelo на најмању меру;

- 8) Утврдити обавезу санације или рекултивације свих деградираних површина. Уз сагласност надлежне комуналне службе, предвидети локације на којима ће се трајно депоновати неискоришћени геолошки грађевински и остали материјал настао предметним радовима;
 - 9) Предвидети постављање специјалних судова за сакупљање отпада на одговарајућим бетонским површинама;
 - 10) Предвидети све мере заштите природе у акцидентним ситуацијама уз обавезу обавештавања надлежних инспекцијских служби и установа;
 - 11) Уколико се током радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести Министарство заштите животне средине, односно предузме све мере како се природно добро не би оштетило до доласка овлашћеног лица.
2. Ово решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
 3. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је 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 издато, дужан је да поднесе захтев за издавање новог решења.
 5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чл. 2. став 5. 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

Завод за заштиту природе Србије примио је дана 25.12.2018. године Захтев заведен под 03 бр. 020–3553/1 ЈП „Путеви Србије“ из Београда за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 22 (стара ознака: магистрални пут М-22), деоница Ушће-Рашка.

На основу достављеног захтева и документације подносиоца захтева утврђено је да је техничка документација пројекта Појачаног одржавања предметног пута саставни део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева, који је подршка међународних финансијских институција Националном програму рехабилитације државних путева Републике Србије. Почетак деонице је укрштање државних путева IB реда бр. 22 и IB реда бр. 30 у Ушћу (скретање за манастир Студеница), крај деонице је укрштање државних путева IB реда бр. 22 и IB реда бр. 31 у Рашкој. Планирани радови обухватају радове на постојећој саобраћајници у постојећим габаритима коловозне конструкције и у потпуности су регулисани одредбама чл. 116 Закона о путевима („Службени гласник РС“, бр. 41/2018) и Закона о јавним путевима, чл. 59 („Службени гласник РС“, бр. 101/2005).

Увидом у Централни регистар заштићених природних добара, документацију Завода, а у складу са прописима који регулишу област заштите природе, утврђено је да се траса пута за који се ради техничка документација поклапа са границом природног добра за које је покренут поступак заштите Предео изузетних одлика „Жељин“, режим заштите III степена. Део трасе пресеца еколошке мреже под називом „Копаноник“ и „Клисура Ибра“.

Законски основ за доношење решења је Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010, 14/2016 и 95/2018) и Уредба о еколошкој мрежи („Службени гласник РС“, бр. 102/2010).

Планиране активности могу се реализовати под условима дефинисаним овим Решењем, јер је процењено да неће утицати на природне вредности подручја.

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

Такса на захтев и такса за решење, по Тар. бр. 1. и Тар. бр. 9. су наплаћене у складу са Законом о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 83/2015, 112/2015, 50/2016, 61/2017, 113/2017 и 3/2018-испр. и 95/2018).

Упутство о правном средству: Против овог решења може се изјавити жалба Министарству заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје писмено или изјављује усмено на записник Заводу за заштиту природе Србије, уз доказ о уплати Републичке административне таксе у износу од 470,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

ДИРЕКТОР

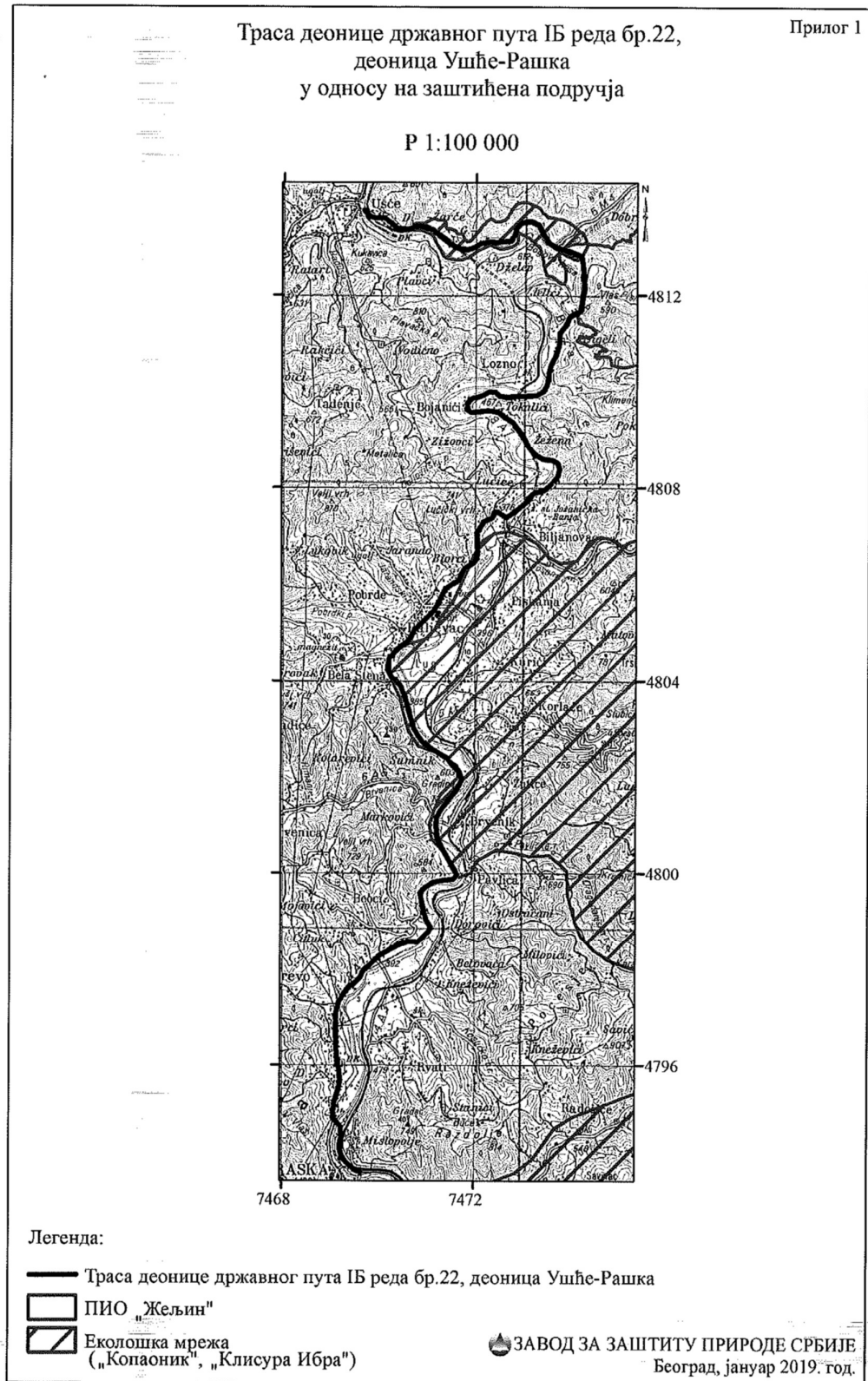
Александар Драгишић

Прилог:

- Карта: Траса деонице државног пута IB реда бр. 22, деоница Ушће-Рашка у односу на заштићена подручја 1 : 100 000

Достављено:

- Подносиоцу захтева
- Архива х 2





г/ља

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ

Број: 1818/3 - 2018
28.02. 2019 год.
КРАЉЕВО

Завод за заштиту споменика културе Краљево

36000 Краљево, Цара Лазара 24, ПИБ 100239951, матични број 07101104
тел. 036 331 866, тел/факс 036 321 025, e-mail: zzzskv@gmail.com
жирос рачун: 840-69664-74, 840-69668-62

ПРЕДУЗЕЋЕ ЧПУТ
Број: 055-5607
Датум: 04-03-2019
Београд, Булевар краља Александра

Завод за заштиту споменика културе Краљево, Краљево, Улица Цара Лазара бр. 24, на основу члана 36 став 1, тачка 4, 99 став 2, тачка 1 и 3, члана 100 став 1 и члана 104, 109. и 110. Закона о културним добрима („Службени гласник РС“, бр.71/94, 52/2011-др.закон, 99/2011-др.закон), као и члана 131 Закона о општем управном поступку („Службени гласник РС“, бр.18/2016), поступајући по захтеву ЈП „ПУТЕВИ СРБИЈЕ“, Београд, Булевар краља Александра 282, Бр. 953-27607 од 27.12.2018. године, за потребе издавања услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута ИБ реда бр.22 (стара ознака: магистрални пут М-22), деоница Ушће-Рашка, запримљеног у овом Заводу под бројем 1818/1 од 28.12.2018. године, доноси

РЕШЕЊЕ

I – Подносиоцу захтева, издају се услови за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деонице државног пута ИБ реда бр.22 (стара ознака: магистрални пут М-22), деоница Ушће-Рашка и могу се предузети према следећим условима:

- На простору предвиђеном за радове ојачања постојеће коловозне конструкције нема утврђених непокретних културних добара, као ни евидентираних али има једно добро, локалитет са археолошким садржајем које уживају претходну заштиту на основу Закона о културним добрима (Службени гласник РС 71/94). Реч је о локалитету Лагум које се налази непосредно испред укрштања магистралног пута са путем који води од Брвеника ка Манастиру Градац (посматрајући из правца Ушћа). Лагум је пресечен приликом изградње пута а некада је водио од средњовековног града Брвеника (непокретно културно добро-споменик културе) до Ибра.
- Приликом радова на ојачању коловозне конструкције на месту укрштања са путем који води од Брвеника ка Манастиру Градац неопходан је археолошки надзор.
- Уколико се током било којих радова на целој деоници наиђе на археолошке остатке, извођач радова, односно инвеститор дужан је да одмах обавести надлежни Завод
- Извођач/инвеститор дужан је да предузме мере техничке заштите како налаз не би био уништен или оштећен.
- Забрањено је неовлашћено прикупљање археолошког материјала.
- Трошкове истраживања, заштите, чувања, публикација и излагања добра које ужива претходну заштиту, све до предаје добра на чување овлашћеној установи заштите, сноси инвеститор.
- Инвеститор се обавезује да 15 дана пре почетка радова обавести надлежни Завод о почетку радова, како би се обезбедио надзор над радовима.

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

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

IV - Ово решење важи две године од дана издавања.

V – Жалба на решење не задржава извршење овог решења.



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Образложење

Овом Заводу обратило се ЈП „ПУТЕВИ СРБИЈЕ“, Београд, Булевар краља Александра 282, захтевом за прибављање услова за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деонице државног пута ИБ реда бр.22 (стара ознака: магистрални пут М-22), деоница Ушће-Рашка.

Увидом у документацију овог Завода, као и на основу Извештаја број 1818/2-18 од 07.02.2019. године, сачињеног од стране стручног сарадника овог Завода, на простору предвиђеном за радове ојачања није утврђено постојање непокретних културних добара, нити евидентираних добара која уживају заштиту на основу Закона о културним добрима („Службени гласник РС“, бр.71/94, 52/2011-др.закон, 99/2011-др.закон).

Међутим, на простору планираном за радове ојачања постоји локалитет са археолошким садржајем наведен у тачки 1. диспозитива овог Решења.

Планирани радови могли би да девастирају позната добра или приликом земљаних радова постоји могућност појављивања нових добара под претходном заштитом јер су археолошки локалитети специфични са становишта заштите, јер се налазе испод површине земље и често није могуће знати за њихово постојање, приликом било каквих земљаних радова могуће је наићи на остатке материјалне културе из прошлости, те је у том случају неопходно организовати праћење спровођења мера заштите од стране археолога Завода.

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

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

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

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

Са изложеног, одлучено је као у диспозитиву овог решења.

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

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

Обрађивачи: Гордана Гаврић, дипл. археолог и Љиљана Александрић, дипл правник

Доставити:

- ☉ Подносиоцу захтева
- Републичком Заводу за заштиту споменика културе - Београд
- Архиви Завода

В.Д. Директора Завода
Иван Милуновић

Appendix 6

X.6. FINAL ENVIRONMENTAL APPROVAL



Република Србија
МИНИСТАРСТВО
ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ
Број: 011-00-00826/2020-03
Датум: 14.08.2020.године
Београд

PANPRO TEAM d.o.o.

Број: 353-1-5120

Датум: 08.09.2020.
БЕОГРАД

PANPRO TEAM, d.o.o.

Београд
Генерала Рајевског бр.1

ПРЕДМЕТ: Захтев за информацију о потреби израде студије процене утицаја на животну средину за појачано одржавање државног пута ИБ 22: ЛОТ 2: ИБ 22 Ушће-Рашка (Косовска Митровица), L=32,127 km, ЛОТ3: ИБ 22 Нови Пазар (брђани)-Рибариће, L=24,360 km.

У складу са вашим дописом бр.237-2-5/20 од 07.08.2020. године у којем нам се обраћате са захтевом за информацију о потреби израде студије процене утицаја на животну средину за појачано одржавање државног пута ИБ 22: ЛОТ 2: ИБ 22 Ушће-Рашка (Косовска Митровица), L=32,127 km, ЛОТ3: ИБ 22 Нови Пазар (брђани)-Рибариће, L=24,360 km, обавештавамо вас о следећем:

На основу Закона о процени утицаја на животну средину, чл. 3. став 1. и став 2. („Службени гласник Републике Србије“, број 135/04, 36/09), предмет процене утицаја су пројекти који се планирају и изводе, промене технологије, реконструкције, проширење капацитета, престанак рада и уклањање пројекта који могу имати значајан утицај на животну средину, а немају одобрење за изградњу или се користе без употребне дозволе.

Такође, у складу са критеријумима за одлучивање о потреби израде Студије о процени утицаја на животну средину, а на основу Уредбе о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину („Службени гласник Републике Србије“, број 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, дефинисани су пројекти за које је неопходно отпочети процедуру процене утицаја.

У предметном случају ради се о потреби спровођења процедуре процене утицаја за појачано одржавање државног пута ИБ 22: ЛОТ 2: ИБ 22 Ушће-Рашка (Косовска Митровица), L=32,127 km, ЛОТ3: ИБ 22 Нови Пазар (брђани)-Рибариће, L=24,360 km и ова врста пројеката се не налази на Листама I и II горе наведене Уредбе односно, не подлеже процедури процене утицаја.

У складу са изнетим, не постоји законска обавеза покретања процедуре процене утицаја на животну средину за наведени пројекат.

Међутим, желимо да напоменемо да је процедура процене утицаја поступак који има јасно дефинисан садржај и не може посматрати изоловано неке од наведених објеката/ активности, јер се исти обрађују односно, описују у Студији предметног пројекта, а уколико се утврди да постоји значајан утицај на животну средину (на основу пројектно –техничке документације и услова и сагласности других надлежних институција у складу са посебним законом), прописују се одговарајуће мере заштите животне средине и мониторинг.



Доставити:
- Наслову
- Архиви