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ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

for

Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

-Final version-

Contract ID: I -1030/19

- ENVIRONMENT CATEGORY B -



Belgrade, July 2019

Document Information

General Information

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Project Title	Environment and social management plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3
Document Title	Environmental and Social Management Plan
Date	July, 2019

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Correction history

Version	Date	Author	Approved and signed by
Draft	21.05.2019.	Marina Komad, dipl.ing. Civil, Milica Simic, grad. Spatial Planner	Marina Komad, dipl.ing. Civil
Final version	10.07.2019.	Marina Komad, dipl.ing. Civil, Milica Simic, grad. Spatial Planner	Marina Komad, dipl.ing. Civil

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ABBREVIATIONS AND ACRONYMS

CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
ESMP	Environmental and Social Management Plan
IFIs	International Financing Institutions
INCS	Institute for Nature Conservation of Serbia
IPCMN	Institute for Protection of Cultural Monuments
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
KS	Ltd. „Koridori Srbije“
PSC	Project Supervision Consultant
RE	Resident Engineer
SLMP	Safety Labour Management Plan
WB	The World Bank Group
WMP	Waste Management Plan

I. INTRODUCTION

The subject section of Highway E-75, which is the subject of this ESMP document, is the part of the Trans-European Highway Network (TEM) in the north-south direction and is part of the Pan-European Transport Corridor "X", or its branch, "X-b", which connects nine countries of northern and southern Europe. In a narrow sense, the section is part of the Belgrade Bypass and performs several important functions, as it allows relocation of transit traffic from the City of Belgrade, connecting the Highway E-75 with the E-70 motorway and allowing connection with the logistic location of the Intermodal Transport Center.

Restructuring of the loan from the European Bank for Reconstruction and Development (EBRD) - loan no. 39750, Project K10 in accordance with Government Conclusion 05 No. 48-3232/2018 of 05 April 2018 is intended to finance the Environment and Social Management Plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

The subject of the Environment and Social Management Plan is the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3, State road no. I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge started over the railway and the parallel bridge "twin", the local road 1 and the local road 3. This way, the construction of the mentioned roads will be completed, which will enable the direct connection of the Batajnica settlement and the intermodal terminal on the Highway E75.

The purpose of the ESMP is to present the negative environmental impacts and management problems during the construction works and the necessary mitigation measures the Contractor must apply. Key components of the Environmental 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 and Social Management Plan to be carried out. Project Proponent is the Government of the Republic of Serbia, represented by the relevant Ministry, and the project is realised by Ltd. "Koridori Srbije" (hereinafter KS) and project documentation is provided by PE "Putevi Srbije".

The design will be made in accordance with Serbian legislation and the conventions and safeguard guidelines issued by IFIs and EU Institutions . 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. EXECUTIVE SUMMARY

Project description

Interchange Batajnica belongs to the Belgrade Administrative District, settlement Batajnica. Traffic infrastructure in the zone of interchange Batajnica will be enabled to connect the Highway E75 with the settlement Batajnica and the logistic center for intermodal transport. The following roads are planned within the complex Batajnica interchange: part of the Batajnica Boulevard from the ramp R4 (fitting into the existing state) to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3, the completion of the ramp R2 (fitting with the Batajnica Boulevard), the state road no. 1 from the intersection with access to the intermodal terminal to the intersection with the Batajnica Boulevard, including the completion of the bridge started over the railway and the parallel bridge "twin", the local road 1 and the local road 3, as well as mentioned the connecting road. Batajnica Boulevard is initially crossed with a connecting road via a four-way intersection. The beginning of the subject route of the boulevard is at a chainage km 0+534.77. The completion of the boulevard route is at the point of fitting into the existing condition at the approximate chainage km 1+599.04. Due to the traffic - geographic nature, the level of development and position in the road network, the subject road is of the most importance for the Republic of Serbia.

The Environmental and Social Management Plan is a procedure of the European Bank for Reconstruction and Development (EBRD), and accordingly all procedures and conditions will be respected and the project will be in accordance with the laws of Serbia and the standards of the European Union.



Figure 1: The design subject overview (red line)



Figure 2: Overview of wider zone of the project

Policy, legal and political 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/EES.

Within the process of obtaining the location conditions for the needs of the preparation of the technical documentation for the subject location, by electronic application through the system of the Central register of unified procedures, the request was submitted to the Institute for Nature Conservation of Serbia, in order to obtain the conditions which the project concerned should be implemented. The Institute for Nature Conservation of Serbia has issued a decision on the conditions of nature conservation 03 no. 020-3303/2 of December 18th 2018.

Within the procedure for obtaining the location conditions for the needs of creating technical documentation for the mentioned location, by electronic application through the system of Central register of unified procedures, the conditions of the Institute for the Protection of Cultural Monuments have not been determined, since Detailed Regulation Plan of the subject area for the subject location, in the territory on which is planned construction of the subject roads, cultural monuments and archaeological sites have not been recorded.

In the case of an archaeological or historical site is discovered during the works, the Investor is obliged to immediately stop the works and inform the Institute for the Protection of Cultural Monuments and Belgrade city Museum without delay, all in accordance with the Law on Cultural Property ("Official Gazette RS No. 71/94, 52/11- the other Law and

99/11-the other Law) and to take measures to ensure that the finding is not destroyed and not damaged in the place and in the position in which it was discovered and to provide conditions for archaeological research, conservation and presentation of the same.

A request for decision on the need for producing EIA Study has been submitted to the MoEP together with other relevant technical documentation. **Final Environmental Approval is obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-299/2019-03 dated 14 June 2019) stating that the Client (PERS) is not obliged to conduct EIA procedure for this project (see Appendix 6).**

Considering that this design is completion of works, and that there is already planned and project-technical documentation, the scope of works is exclusively within the limits established by the previous design. The design will envisage the same layout plan as the previous design change, according to which works were carried out from 2010 to 2016, and, of course, within the original boundaries, and with identical traffic load, where the environmental impacts of the project are identical to those analysed within the Environmental Impact Assessment Study as part of the Preliminary Design Project E70 / 75, Bypass around Belgrade, section "A" Batajnica - Dobanovci from station km184+738

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

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

Based on the Detailed Regulation Plan for the intermodal terminal and logistic center "Batajnica", from the aspect of the protection of cultural property and in accordance with the Law on Cultural Property ("Official Gazette of RS" No. 71/94, 52/11 - other law and 99/11- other law), the area within the boundary of the subject Plan is not established for cultural good, it is not located within a spatial cultural and historical unit, it does require previous protection, it is not located within the previously protected area and does not contain individual cultural properties. Within the scope of the Plan, there are no recorded archaeological localities or individual archaeological researches.

In the framework of the Detailed Regulation Plan of the State road IA no. 1 (Highway E75) Batajnica - Dobanovci, (Sector 1), the Municipality Zemun, 'Fig. sheet no. 52/12, on the subject route there are no archaeological researches and site which are recorded, but they were recorded in the immediate vicinity. Therefore, the following is foreseen: in order to protect archaeological researches, in the event that during the excavation work an unrecorded site or part thereof is discovered, the Contractor is obliged to immediately stop the works and inform Institute for the Protection of Cultural Monuments of the City of Belgrade without delay and to take measures to ensure that the archaeological research is not destroyed, not damaged and preserved in the place and in the position in which it was discovered (Article 109 of the Law on Cultural Property).

According to Article 110 of the same Law, the Investor is obliged to provide funding for research, protection, preservation, publication and presentation of the property, until the transfer of the cultural property to the authorized institution of protection.

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

Creditors require that the following be applied:

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

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

Baseline conditions assessed during route survey

Interchange Batajnica is located in the Belgrade Administrative District, the subject section of Highway E-75, which is the subject of this ESMP document is the part of the Trans-European Highway Network (TEM) in the north-south direction and is part of the Pan-European Transport Corridor "X", or its arm, "X-b", which connects nine countries of northern, central and southern Europe.

In a narrow sense, the section is part of the Belgrade Bypass and performs several important functions, as it allows the relocation of transit traffic from the City of Belgrade, connecting the Highway E-75 with the E-70 motorway and allowing connection with the logistic Centre of the Intermodal Transport.

The Preliminary design of the section Batajnica - Dobanovci from chainage km184+738.24 to chainage km194+782.94 was done by the Highway Institute in 2000. In 2004, this project was divided into Sector 1 and Sector 2. Modification of the Preliminary design should enable the construction of the Interchange "Batajnica" that needed to be designed so as to enable a closed toll collection system. Within the framework of this design is included:

- section of the Batajnica - Dobanovci from the existing highway Belgrade - Novi Sad built in full profile up to km 188+680.00, or until fitting into sector 2.
- part of the motorway M-22 that takes over the role of connecting Belgrade to the Highway E-75.
- part of the motorway M-22.1 from the place in Batajnica where its construction was suspended until it entered in the previous Lenin Boulevard.
- all the elements necessary for connecting the local road network to the Highway E-75.
- State road no. I planned by General Plan by the City Belgrade leading to the future local cargo station.
- Local roads that replace road connections interrupted by passing the highway route.

In March 2009 was created the Preliminary design of the Interchange Batajnica with toll ramps, entitled "Highway E-75 Novi Sad - Belgrade - Nis; section: Batajnica - Dobanovci: km184+738.24 - km194+782.94; sector 1: km184+738.24 - km 188+680.00; Interchange

Batajnica". The Preliminary design was also developed by the Highway Institute, Belgrade.

Considering that the regulation of the Government of the Republic of Serbia since October 2009 was abolished the payment of toll on the Belgrade bypass highway, changing the solution of the Interchange Batajnica was automatically imposed. The toll collection starts and ends at the leading pay tolls Bubanj potok, Simanovci and Pazova. The change of the designed solution of Interchange imposed the need for testing and possibilities of rationalization of the entire solution of the sector 1. For these reasons, a new conceptual solution was made as a proposal for a new Main design.

For the execution of works contract No. 454-1121 of 11 April 2010 was signed. The contract was based on YELLOW FIDIC BOOK and the Contractor's task was to create the Preliminary and Main design and perform the works. The design documentation was made on the basis of the Conceptual Design, which was an integral part of the tender documentation. The construction of local roads was not part of the contract, except for a part of the route from the ramp R4 to the Batajnica Boulevard. The works are financed from the EIB. The contract was completed in 2016, but not all contracted works.

From the above, it follows that there is a partial construction of the route and facilities, as well as a large amount of archive planning, urban and technical documentation, based on which these works have been carried out, so this project implies the completion of works on the Interchange Batajnica.

The subject Interchange Batajnica is located in the City of Belgrade in Batajnica, which is under the administration of the city municipality Zemun.

On the State road No. 1, at the point of crossing with the railroad, at the chainage km 922+71, the construction of the right bridge over the railway has already been carried out (on the construction, according to the designer's knowledge, there are no approach embankment, bridge approach slab, waterproofing, curbs, asphalt, pedestrian fences, gullies and expansion joints). In any case, the cross section, the appearance of the piers at the part of the bridge which is not in the curve, and the length of the span were kept. The subject of this project is the completion of all the missing works on the right bridge, also.



Figure No. 3: The part of the terrain for the completion of the Interchange Batajnica

The project area, which envisages the construction of the completion of the Interchange Batajnica with accompanying facilities, belongs to the Srem loess flat and forms a natural extension of the Zemun loess plateaus. It is characterized by terrain with pronounced morphological forms - depressions and elevations. The general direction of providing micro - morphological forms is SE - NNW.

In the project area, up to a depth of max 58 m, quaternary sediments are involved in the geological structure of the field. The Batajnica loess section is one of the most complete Middle and Late Pleistocene records known in the Vojvodina region (Serbia). The project area belongs to loess acidic soils. Substrate is usually made up of quaternary sediments: loess, loess clay and old alluvial deposits.

The terrain of the Interchange Batajnica is built by the youngest (middle Pleistocene) quaternary deposits - land - bar lesoids, sand dusts created by the introduction of dust through a grassy, humid or water - based terrain, under uneven climatic conditions. The thickness of these deposits in the supra-source zone is 0.6-5.5 m, while the originally mapped deposits as "the source zone of the lesoid" must be considered as alluvial - bar aleurolites with a thickness of 19.7-24.5 m, up to 35-38 m, as an older variety. Land-bar lesoids, construct the terrain up to the level of 76.0-77.00 m above sea level, and are predominantly saturated with water below the existing level 75.00 - 79.0m.

The conclusion is that the successive alternation of several similar soil types is determined on the ground, with the pronounced regularity of the alternation of units of the same genetic origin and composition, similar or the same physical - mechanical characteristics. The soil structure and spatial geometry are fully repeatable vertically and horizontally, with clearly defined repetition rules, throughout the explored area.

Considering that the subject area is located in the urban area, the pedological characteristics could not be spoken in the usual way. Namely, the surface parts of the terrain are built by clay embankment carried out in the roadbad or, in order of leveling the terrain, during urbanization.

When it comes to surface waters, the melioration canal located on the subject area belongs to the sub-basin of the Usinjski canal, which is the left tributary of the Veliki Begej canal, which is also the left tributary of the main canal of the basin - Galovica.

For the subject project, the already performed facilities for the Interchange Batajnica are the existing drainage condition. In the area of planned construction, there are no suitable recipients for pipe sewage that could accept the water collected from the areas that are subject to drainage.

The only natural recipient in the zone of the Interchange is the melioration canal 70, along the railroad, so the system is also conceived in the basic project, and it is also retained in this project. Namely, all the rain water from the mentioned system, are included either in the main collector that flows into the canal 70, or directly into the canal 70, through new facilities for treatment of water and effluent structures.

In the conditions of PE "Srbija Vode" it is defined that conditionally clean atmospheric waters, which correspond to class II water, can be used without purification, and released through arranged discharge into the canal, ameliorative canals streams, and other water courses, whereas the quality of the water defined by the Regulation on limit values for

emissions of pollutants in water and deadlines for their achievement (Official Gazette, No. 67/11, 48/12 and 1/16).

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

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

There are no industrial facilities in the immediate vicinity of the Interchange Batajnica. There are no facilities of public importance near the Interchange.

In the zone of construction of the Interchange there are two discharge pipe lines, a discharge pipe line of rain sewage from asbestos-cement material, a diameter of 1000 mm, and a discharge pipe line of faecal sewage, of the same material, diameter 450 mm. The routes of the mentioned discharge pipe lines were partly endangered by the construction of bridge piers, either by constructing of approach embankment. Considering the previously predicted program of works, it was necessary to foresee minimum of works on the protection of existing discharge pipe lines, so that they could continue to function during the construction of the Interchange and after its opening for traffic, as well as, if possible, to plan a corridor for the future discharge pipe lines for faecal sewage. As for the discharge pipe line of rain sewage, the valid PDR does not envisage a new discharge pipe line, and changes will occur only in the location of the future Batajnica pumping station (the part of the discharge pipe line is reduced from the existing proviso to pumping station).

In the scope of planned works on the construction of roads within the complex of Interchange Batajnica, in the competence of PE "Srbijagas" are constructed and are in function the following gas pipelines: transport pipelines of steel pipes of maximum working pressure (MOP) 50 bar, diameter Ø 610 mm (old mark MG05Ø610mm) and diameter Ø 406mm (old mark RG04-05Ø406mm), distribution gas pipeline network of steel pipes (MOP) 16 bar, diameter Ø 219.1mm and diameter Ø168.3 mm and distribution pipeline of polyethylene pipes of maximum working pressure (MOP) 4 bar, diameter DN 40mm.

Telecommunication installations are the property of Telecommunications operators, Telekom Srbije ad, SBB and Nuba invest. In the territorial system, separates in landline telephony system of Telekom Srbija ad, but the subject roads are being established by the ATC "Batajnica". In addition to subscriber cables or cable access network in this region, there are underground intercity telecommunication cables or fiber optic cables of transport network. Based on planned construction on the mentioned roads, it is necessary to protect and modify existing endangered TC cables and to plan new ones in accordance with the planning documentation (PDR).

The planned road area is located in the area of agricultural and non-cultivated abandoned land with weeds (ambrosia), and partly touches the periphery of the settlement Batajnica.

Interchange Batajnica touches only the settlement Batajnica from major urban units. According to the population census in 2011, Batajnica has 48,600 inhabitants.

The road section can be characterized as a section that has the purpose of connecting the Highway E75 with the settlement Batajnica and the logistic center for intermodal transport.

Summary of Environmental and Social Impacts

Due to the construction, excavation and construction work, negative impacts that may occur are temporary. Temporary negative impacts may occur at the location of the subject works, and may include interruption of traffic flow, decreased road safety, damages to access roads, dust and gas emissions and temporary disturbance of residents in the neighboring areas (due to air pollution and increased noise pollution). Short-term biocenosis disturbance may occur, as well as potential pollution of soil and water. Works in the quarry, borrow-pits and asphalt plants are performed outside the site and may cause negative impact if not managed properly. In this case, the area of construction works are carried out is far from inhabited areas, so that these effects do not have negative effects on the health of the population. The quarry is located outside the impact zone of the project.

In order to avoid unnecessary loss of biotope as well as negative impacts, the site will not be located in areas with expressed characteristics of flora and fauna. Conditions will not be created so that the flora and fauna at the site and beyond are in any way endangered. Also, in the immediate environment of the site there are no objects of similar purpose and objects with which the effect will be cumulated.

The 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.

The previous planning and technical documentation, the expropriation has been completed in the existing condition, on the section of the connecting road is foreseen demolition of the residential building, which is left after the expropriation, which was carried out for the previous design phase. The surface of the building is about 200 m² and the demolition is planned through the subject and cost estimate. (Figure 4).



Figure 4: The building planned for demolition

Impact on the quality of water in the Canal 70 and its tributaries is expected to be minimal or negligible, because the installation of oil separators and derivatives with an external bypass is planned, as prescribed by the Environmental Impact Assessment Study for the Preliminary Design of the E-70/75 Highway, Belgrade bypass, section "A": Batajnica-Dobanovci from km 184+738.24 to km 194+782.94 (done by the Highway Institute, the final approval was obtained from the Ministry of Environmental Protection No. 353-02-774/2010-02 of 16.09.2010).

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

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

Environmental Management Plan

ESMP 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, construction and operational phase of the road. Environmental Mitigation Plan sums up all the anticipated impacts, suitable mitigation measures in the design, heavy construction 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 construction works, the Contractor is

obligated to perform in accordance with Environmental Protection Plan (which is based on EMP) and which is approved by Ltd "Koridori Srbije". 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.

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 KS and on the KS website.

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

Summary of public disclosure process

ESMP was presented to public and all the comments and conclusions were collected, the report of public consultations is included in this document (see Appendix 4).

III. PROJECT DESCRIPTION

Company Ltd. "Koridori Srbije" was founded in 2009 by the Government Republic of Serbia, with the aim of implementing works in the field of transport infrastructure - highways on the territory of the Republic of Serbia, with the purpose investing in the construction of highways, organizing and performing professional activities related to the construction of motorways, including and activities related to expropriation, the preparation of planning and technical documentation and the execution of works, the organization of expert supervision over construction of highways. The company is also responsible for the construction and finalization the following sections of the road:

- Corridor X
- Corridor XI E 763 Belgrade - South Adriatic
- E 763 Pojate - Preljina
- IB21 (Old designation "M-21") Highway Novi Sad - Ruma.



Figure 5: Position of Corridor X in the Republic of Serbia (red line)

The project of construction at the completion of the Interchange Batajnica on the Highway E75 – Belgrade bypass, belongs to Corridor X, Ltd. “Koridori Srbije” were designated as the Project Implementer, as the Investor was designated the company PE “Putevi Srbije”.

Within the project of construction at the completion of the Interchange Batajnica on the Highway E75 – Belgrade bypass are treated:

- completion of works on the part of the Batajnica Boulevard from ramp R4 to the connecting arm with the Kralj Mihailo Zetski Street and the local road 3, with the completion of the ramp R2.
- the State road no. I planned by the General Plan of Belgrade leading to the future intermodal terminal, which includes the construction of the overpass.
- The connecting arm which connecting the local road 3, Batajnica Boulevard and the street Kralj Mihailo Zetski
- local road no. 3
- completion of the other accompanying works (signalling, public lighting, completion of drainage systems, relocation and protection of installations in accordance with the design).

Typical crosssection are designed:

- On the subject part of Batajnica Boulevard:

width of traffic lane	$2 \times 7.00 = 14.00 \text{ m}$
width of median	4.50 m
shoulder width	$2 \times 1.50 = 3.00 \text{ m}$

- On the State road no. I from the beginning of road up to chainage km 0+446.59

width of traffic lane	7.00m
shoulder width	$2 \times 1.50 = 3.00\text{m}$

- On the State road no. I from chainage km 0+502.00 to the intersection with Batajnica Boulevard on the chainage km 1+103.00:

width of traffic lane	$2 \times 7.00 = 14.00\text{m}$
width of median	1.50m
shoulder width	$2 \times 1.50 = 3.00\text{m}$

- On the connecting road from Batajnica Boulevard at the point of fitting into the local road no. 3:

width of traffic lane	$2 \times 4.5 = 9.00\text{m}$
width of median	1.50m
shoulder width	$2 \times 0.5 = 1.00\text{m}$
pedestrian path	1.50m (right side)

- On the local road no.3:

width of traffic lane	7.00m
shoulder width	0.50m (left side)+1.00m (right side)
pedestrian path	1.50m (left side)

The ramps geometry is completely taken from the Main project of the E-75 Highway, Novi Sad – Belgrade - Nis, section: Batajnica - Dobanovci, LOT A1 Interchange "Batajnica", from km 184+738.24 to km 188+680.00.

The design of the entrance lane on the main direction was carried out in the so called "parallel" entrance. The line, radius and clothoids are used to form alignment of the ramps in the layout plan. The ramp axle is defined at a distance of 3.85m from the right edge of the carriageway.

The width of the carriageway of one-direction ramp is 5.50 m. During ramp designing, the ramp alignment is defined at a distance of 1.65 m from the left edge of the carriageway, at a distance of 3.85 m from the right edge of the carriageway (where the width of traffic lane is 3.50 m, and 0.35 m is marginal strip). Width of 1.65 m represents a spare width – nearside line which gives opportunity for overpassing a broken vehicle, or some other vehicle which stopped on the ramp from some other reasons.

Geometrical profile consists of a:

- traffic lane $1 \times 3.50 = 3.50\text{m}$
- marginal strip $1 \times 0.35 = 0.35\text{m}$
- nearside line $1 \times 1.65 = 1.65\text{m}$
- shoulder $2 \times 1.50 = 3.00\text{m}$

In the predesigned conditions and PDR of municipality Batajnica, it is specified a design of pedestrian paths with width of 3.0m, on every roads within boundary of PDR. Based on the width of the road area, and demanded carriageway width and pedestrian paths width (with boundaries on regulation line), the designer saw that, within boundaries of the road area, there is no space for cross section elements: shoulders and road slopes. Than designer wrote to Belgrade Secretary of Traffic and to Belgrade Land Development Public Agency with the request and suggestion for solution of named problem. It is suggested that the width of carriageway, on the part of the side road from the connection with the street Kralja Mihaila Zetskog to Boulevard, is reduced from $2 \times 7\text{m}$ to $2 \times 6.5\text{m}$, and that the width of pedestrian paths is also reduced from 3.0m to 1.5 m and on a local road 3, pedestrian paths to reduce from $2 \times 2.0\text{m}$ to $1 \times 1.5\text{m}$.

By the note number 344.5-424/1/2018 Secretary of traffic has announced that it is possible to complete named changes, which are later applied within the frame of project documentation.

In this way, pedestrian path with width of 1.75m is located on the both side of the carriageway of the connection road from the connection with the street Kralja Mihaila Zetskog to Boulevard, and from Boulevard to local road 3, pedestrian path with width 1.5m is located on the left side of carriageway.

On local road 3, pedestrian path with width 1.5m is located on the left side of carriageway. Left side of the shoulder (width 0.5m), is then matched with regulation line, which separates traffic road area and parcel which is in the ownership of city of Belgrade, while the bottom of the slope enters in the mentioned parcel, on which is planned a built up of a pumping station.

Belgrade Land Development Public Agency has defined, by note, that the permission for taking the parcels (mentioned before) will not be granted, but they said that the documentation is adequate and that they will not distract a future develop of side locations for public purposes.

Bus station on Batajnica Boulevard is designed on location, which is defined by PDR of Batajnica municipality and in dimensions according to the book. The bus stop is designed in a way of a road widening in width of 3.0m. Pedestrian stop is also 3.0m wide, after which pedestrian path is continued to the connection road 1.5m wide.

Construction works of the road will be executed on public areas, without any interfering with private properties. By regulations of World Bank OP 4.12 (forced resettlement), project doesn't demand any kind of expropriation, resettlement or long haul distract of people activities. The expropriation process is conducted by preplanned and technical documentation, which is related to highway E-75 and Batajnica interchange.

Location Description

The subject interchange is located in Batajnica, municipality Zemun in Belgrade. With the construction of this interchange, it will be possible to connect highway E-75 with the Batajnica municipality and with the logistic centre for intermodal transport. In the frame of Batajnica interchange, it is planned this roads: the section of Batajnica Boulevard from the ramp R4 (fitting with current condition) to the intersection of a connection road with the street Kralja Mihaila Zetskog and local road 3, the end of ramp R2 (fitting with Batajnica Boulevard), state road no. 1 from the intersection with the approach for intermodal terminal to the intersection with the Batajnica Boulevard, including ending of nearly started bridge over railroad and parallel bridge „twin“, local road 1 and local road 3, and also already mentioned, connection road.

The subject interchange is located in City of Belgrade.



Figure no. 6: The position of Interchange in road network

Construction works description

The goal for making technical documentation for construction works on completing Batajnica interchange on highway E-75, by-pass of Belgrade is:

- improving net value
- sustainability of a road
- improving the safety of traffic
- including requests of local community (social aspect)
- respecting the requests for environmental protection

Drainage

Drainage concept is designed in a way that sewage is positioned so it can accept designed gullies in all streets and approaching ramps, as well as from the bridge.

The sewage is with minimum diameter of 300mm, and it is mostly positioned in the shoulders, at the lower side of a carriageway, by the gully's line, so that the sewage shafts are outside the curb zone.

In the sections where the sewage is positioned in the carriageway, due to changing directions because of carriageway levelling, it is positioned 1.25m from the curb.

Water from the overpass are collected with the bridge gullies, and they are drained below the construction, with plastic pipes, which are inflowing in a designed sewage network. Water from the carriageway in a level or embankment is accepted with gullies, in a casual way.

As given, that in the main collector now is included extra water which is not calculated for the purposes of construction of the sewage in the Boulevard and main collector, and water is from overpass over railroad with the approach ramps, water from local road 3 and water from local road 1, that represents significant increase of water, which main collector could not accept. It is decided that pipe canals from Boulevard are not included in the main collector as it was planned with main project (unrealized part of a drain system), but they will have a special drain in the main recipient, Canal 70.

The part of rain water which is not included in the main collector, but for which the recipient is also Canal 70, it is drained by a collector of a diameter of 900 mm which was needed to be positioned under the current rail tracks. For that purpose it is planned that the section from the shafts K01 to the K02 is constructed with the embedding of protective iron pipe Ø1100 mm. Minimum distance between bottom of the pipe and manhole is 2.38m, which is enough for safe crossing.

Before drainage of rain water into Canal 70, it was needed to purify it from polluted derivatives from the road surfaces. For that purpose, a separator of oil and derivatives with extern bypass is planned, with the capacity of 100/1000, or treatment of 100 l/s, for first and the dirtiest water. When the flow is increased over 100 l/s, the separator with bypass purifies more water.

The separator has capacity of 1000 l/s. On the outlet is planned construction with the energy reduction, whose bottom is set on the bottom of a future reconstructed canal. The pipe system which drains parts of roads on the opposite side of a railroad, or part of the

overpass, and state roads no.1, has its own, special outflow into Canal 70, with the diameter of 600mm. Because of the length of the canal, and slope of the recipient, before letting water into separator of derivatives, the pumping station is planned, for rain water, of a capacity $Q=550$ l/s, height of rising of 7 m, strength of 35 kw. Water is also cleaned with coalescent separator capacity of 60/600, with the bypass, before going into the canal. On both outflows, the ultrasound measuring of the flows are planned.

Displacement of pressure delivery lines

It was planned to keep the work on minimum, but necessary for construction of functional solution. It was planned to remove the pipeline for rain sewage in total of 145.10 m, for the purposes of avoiding the collision with the bridge piers of the highway. During the construction works, the pipeline wasn't removed, the piers of the bridge were carried out without damaging the pressure delivery lines, so, by this documentation, removing isn't planned.

On the one section of the pipeline, which will stay under the embankment of the Boulevard, and in order to protect pipeline in that area from the construction works and from dynamical loadings during exploitation of the object, it is planned revealing of the pipeline, filling with sand in thickness of 20cm, covering with prefabricated concrete slabs dimensions 3.00 x 0.50 x 0.20m, in length of 45.00m, 90 slabs in total. In the middle section above the pipes, it is needed to dig a flat plateau in depth 5-10 cm, in width aproximatly 50 cm, on ground level 30 cm above top of the pipes, and to put formwork for reinforced concrete structure to overpass the gap. Then it is needed to cast rainforced concrete structure which will need to anchor left and right from the pipe zone, and, in that way, to protect the pipe from additional pressures.

As for the fecal pressure delivery line, the part of the alignment is corrected according to situation. On the section where the current pipeline is kept, and it is planned construction of the embankment, or the new road over it, it is planned revealing of the pipeline, filling with sand in thickness of 20cm, covering with prefabricated concrete slabs dimensions 1.50 x 1.00 x 0.20m, in length of 25.00m, 25 slabs in total. On a place where the new, removed pipeline passes under the embankment, it is planned installation of protective PE pipe, with diameter of 600mm, length 47.20m, showed in layout plan. Because of the depth of current pipeline and it's very small dynamical loadings, protection with concrete slab is enough. The pipeline is replaced with one of the same dimensions of 450mm. As for the future pressure delivery line, with the current PDR, a corridor for new pressure delivery line is planned, from the southern and eastern side of the interchange area, and on the outer area in width of 7.00m. Corridor leads from future location piping station Batajnica to the fitting in current trace.

The bridge construction

Superstructure

In the longitudinal section, the structure consists of 8 spans, 27.00+28.96+24.26+24.90+31.70+24.90+24.90+24.10m, total 221.83m. The first two spans are the frame spans, and the other six are the spans of the continual structure composed of prefabricated prestressed beam.

The spans are dictated by the position of the railroad and gas pipeline. Through the fifth span, the field C5 - C6 passes 2 existing railroad gauge and one more gauge are planned on both sides, at an axial distance of 7.5 m from the alignment of the existing gauge.

Through the field C1 - C2 passes a gas pipeline, which cuts the alignment of the local road at a very small angle. During the execution of works on the right bridge, the position of the gas pipeline in relation to the position given to the PDR was determined, so that the end pier of the bridge is shifted and the length of the ending span is increased. Accordingly, the subject design was made.

From pier C3 to pier C9, the cross-section consists of 6 precasted beams, T-cross section, height 132 cm, with the concrete pavement above. Precasted beams are pre-stressed, reinforced concrete. Above the middle piers, the main beams are continuous and transversely stiffened by the transverse beam. Precasted beams are the simply supported beam in the phase of installation, and after continuing, with cross beams, bearing beams and piers, that form a continuous frame construction.

The total width of the cross-section of the bridge is 9.48m.

The span C1 - C2 over the gas pipeline, and the span C2 - C3 have a cross section with a full concrete slab of height 120 cm, classically reinforced.

Foundation

On piers C1 and C2 piers are wall panels, 110cm thick, on the pierhead under which there are 3 piles (diameter 1.200mm, length 25m below C1 and 30m length below C2). The wall panel on C1 has, on the side facing the embankment, a short element for supporting the approach slab. At the pier C3, under the bearing beam on which on the one side are supported precasted beams and on the other side reinforced concrete slab, there are two piers of 100 cm in diameter. Under these piers there is a pile cap and below are 3 piles of diameter 1.200mm, length 25m.

Bearing beam of middle piers (C4 - C8) are with cross section 160/120cm. The beams rely on 2 piers, 100 cm in diameter. The bearing beam of pier C9 is bordered on the underside with reinforced concrete wall panel thickness 20cm. The upper surface of the beam is in the slope and there are cube and bearings on it. The bearing beams, on the side towards the embankment, have a short element on which the approach slab is supported. And the bearing beam of the end pier C9 relies on 2 piers, 100 cm in diameter. Piers C4 - C9 rely, over the pile cap, at 2 piles of diameter 1,200mm. The lengths of the piles of the end piers are 25m, and the middle 30m.

Retaining wall

In the immediate vicinity of the pier (C10) of the right overpass, there is a local road. The area of the slope (the slope in the zone of the end pier of the right overpass) is partly covered, and it is necessary to make a cut and provide it with the construction of the retaining wall.

The retaining wall is gravity, with height from 1.5m to 2.7m, with a total length of 35m. Under the level of the existing terrain is buried 70cm. The bottom of the wall is 120 cm wide and the top is 30 cm wide at the highest part of the wall.

The retaining wall is located at 90cm of a clear distance from the local road, and 1.5m is the distance of the wall alignment from the road. The retaining wall is concrete without reinforcement.

Gas pipeline

In the subject area, through the passage of transport pipelines from the steel pipes of maximum working pressure (MOP) 50 bar, diameter Ø 610mm (old mark MG05Ø610mm) and diameter Ø 406 mm (old mark RG04-05Ø406mm), the construction of the Batajnica boulevard from the ramp R2 and R4 to the intersection of the connecting road with street Kralja Mihaila Zetskog and the local road 3, with a total width of 18.50 m, with four lanes of 3.50 m width each and a green area in the middle of a road width of 4.50 m and a new local road 3, with a total width of 6.00 m, with two lines of 3.00 m wide.

In the subject area, through the distribution gas pipeline from the steel pipes of maximum working pressure (MOP) 16 bar, diameter Ø 219.1mm and diameter Ø 168.3mm and distribution gas pipelines of polyethylene pipes of maximum working pressure (MOP) 4 bar, diameter DN 40mm, it is planned construction of the connecting road from the intersection with the Batajnica boulevard to the new local road 3, with a total width of 10.50m.

In the subject area, via the distribution pipeline network of polyethylene pipes of maximum working pressure (MOP) 4 bar, diameter DN 40 mm, it is planned to build a connecting road from the intersection with Batajnicki bulevard to street Kralj Mihailo Zetski, with a total width of 14.50m.

Bridge over rail road and parallel bridge "twin", on the State road no. I, local road 1, is in the zone of crossing with existing transport gas pipelines of steel pipe of maximum working pressure (MOP) 50 bar, diameter Ø 610mm (old mark MG05Ø610mm) and diameter Ø 406mm (old mark RG04-05Ø406mm) and the newly designed slope does not exceed the gas pipeline, protection is not necessary.

At the crossing the transport gas pipeline, diameter Ø 610mm, with Batajnicki bulevard, it is planned to build protection of gas pipeline from the chainage 0+976.48 to the chainage 0+977.02, the total length of 27,0m. The construction of a reinforced concrete canal is envisaged as a protection of the gas pipeline.

At the crossing the transport gas pipeline, diameter Ø 406mm, with Batajnicki bulevard, it is planned to build protection of gas pipeline from the chainage km0+972.21 to the chainage km0+972.42, with a total length of 27,0m. The construction of a reinforced concrete canal is envisaged as a protection of the gas pipeline.

At the crossing the transport gas pipeline, diameter Ø 610mm, with the new local road 3, it is planned to build protection of the gas pipeline from the chainage km 0+461.07 to the chainage km 0+466.16, the total length is 18m. The construction of a reinforced concrete canal is envisaged as a protection of the gas pipeline.

At the crossing the transport gas pipeline, Ø 406mm diameter, with the new local road 3, it is planned to build protection of the gas pipeline from the chainage km 0+452.93 to the station km 0+458.04, with a total length of 17m. The construction of a reinforced concrete canal is envisaged as a protection of the gas pipeline.

At the crossing the transport gas pipeline, Ø 219,1mm diameter, with connection road from the intersection with Batajnica bulevard to the new local road 3, it is planned to install reinforced concrete slabs as protection of the gas pipeline from the chainage km 0+164.04 total length of 18,4m

At the crossing the transport gas pipeline, Ø 168.3mm diameter, with the connection road from the intersection with Batajnica bulevard to the new local road 3, it is planned to install reinforced concrete slabs as protection of the gas pipeline from the chainage km 0+162.94 to the chainage km 0+162.44, length of 18.4m.

At the crossing the transport gas pipeline, the diameter of DN 40mm, with the connection road from the intersection with Batajnica bulevard to the new local road 3, it is planned to install reinforced concrete slabs as protection of the gas pipeline from the chainage km 0+160.64 to the chainage km 0+161.19, the total length 18,4m.

At the crossing of the transport gas pipeline, the diameter DN 40mm, with the connection road from the intersection with Batajnicki bulevard to street Kralja Mihaila Zetskog, it is planned to install reinforced concrete slabs as protection of the gas pipeline from the chainage km 0+004.95 to the chainage km 0+009.48, the total length is 40.8m.

When fill the canal with a thin earth, a plastic warning tape, yellow, with a "GAS" marking is set at a distance of 0.2 m from the upper edge of the protective reinforced concrete slab to the same.

Electricity installations

Public lighting

The technical solution for lighting of unbulit parts of subject Interchange covered by this Design was developed in accordance with the technical solution of the Interchange provided by the Main Design, where by the same types of luminaires and heights of piers for the same types of crossections, the same photometric standards/recommendations, as well as the same photometric class for the same crossection types were adopted. The crossection type designations, depending on the width of the roads, were taken over from the Main Design.

In late night hours, when the traffic flow decreases, a reduction in the amount of light flux is made using luminaires with two-stage ballasts (the light flux decreases to about 50% and the luminous intensity is about 65%).

Telecommunications

The adopted technical solution envisages the protection and relocation of existing parts of the telecommunications network (TC) that are endangered by the planned construction of the subject roads. Also, it has been harmonized with the existing status of the TK network in the neighboring areas.

All existing cables that fall into the crossection of the road area and are threatened, are abandoned, and replaced with a new route through planned TK sewage or pipes laid in the ground.

Until the realization of the newly-planned solution and the construction of cables through the new cable infrastructure, it is necessary to plan the protection of the existing cable of

the distribution network of cable number 5, the lead cable for GMRS "Batajnica" type of cable TK16-PS capacity 7x4x0,9 which is laid directly into the ground in the space between the boulevard (old designation M22.1) and local road 3. The mentioned cable must be protected at the passage in the traffic zone connecting the boulevard and the local road 3. Protect by the concrete blocks or halves of the PVC pipes, that, during the works on the road construction, will be laid over the existing cable endangered.

In accordance with the Plan of Detailed Regulation (PDR), new routes (corridors) for TC cables are planned in all directions.

This Design envisages the construction of a unique telecommunication (TC) corridor of prospective sufficient capacity, which will enable the relocation of endangered TC cables and in the future the placement of new TC cables for the needs of all owners of the TC infrastructure. The Design envisages the construction of a cable TC sewer, which will enable easier construction of the access and transport telecommunication network, relocation of endangered TC cables, simpler expansion of the existing network, quick and easy replacement of existing TC cables, repair of cables in case of interference and damage, and also they do not damage the streets, do not interfere with the traffic and do not excavate for which the consent of other communal houses is required.

In accordance with the design conditions and requirements of the TC operator in the zone of Interchange Batajnica and along the highway E-75, a corridor for telecommunication cables has been built. Through these pipes, the main and intercity optical cables of the appropriate capacity will be laid and, if necessary, the affected optical cables will be removed.

In order to facilitate the enter of TC cables and possibly works on them, on the bridges are provided the manholes as part of the bridge construction itself. This will allow easier cable laying, without the risk of exceeding the permissible pulling tension of the cable, as well as to enable the proper formation of the TC cables and the reserves on them. The places of manholes, the openings, are determined in agreement with the bridge designer.

The design envisages works on the construction of TC sewage, laying of PE/PVC pipes into the ground and installation of precasted shafts. The height of the shafts can be adjusted to the conditions on the ground, by mounting the appropriate number of precasted elements. The location of the windows and the ranges between them are determined depending on the situation on the ground, with the aim of longer ranges, which will allow the laying of all cable capacities, without exceeding the maximum permissible pulling tension.

Landscaping

In accordance with the planning documentation, The Main design of the E-75 highway, Novi Sad - Nis, section: Batajnica - Dobanovci, LOTA1 Interchange Batajnica from km 184+738,24 to km188+680,00, Preliminary design of the part of Batajnica boulevard ramps R2 and R4 to the intersection of the connecting road with street Kralja Mihaila Zetskog and the local road 3, the State road no. I from the intersection with the Batajnica boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railroad and the parallel bridge "twin", the local road 1, and the local road 3 and the Locational conditions ROP-MSGI-33971-LOC-1/2018 of December 14, 2018. and the Synchron plan, subject area are landscaped by the use of high and low dendro species, undergrowth of deciduous and evergreen origins.

Green surfaces are covered from the edge of the carriageway to the regulation line, except in the ramp R4 where the existing slope is built, and at the State road no. 1 where the green surfaces extend to the canal.

The largest part of the landscape is the vegetation of the flat land, that is, agricultural fields, meadows and abandoned lawns, apart from the part of the settlement Batajnica that touches the corridor of the Dobanovci-Batajnica highway.

During the landscaping of ramps, clearly defined areas, such as:

- the surface of the shoulder on both sides of the road
- Surface slopes,
- the surface of the median.

The principle of traffic safety is respected in that, with respect to the position of the vegetation in the traffic profile, the values adopted:

- Minimum distance between middle and low vegetation from the edge of the shoulder is 4.5m,
- The minimum distance between the seedlings of the undergrowth from the edge of the shoulder is 3.5m on the slope of the embankments, and from the edge of the local roads it is 3m,
- The minimum distance from the high vegetation from the edge of the shoulder is 8m.

The selected planting material should have a pronounced ability to bind the terrains on the slopes, as a protection against erosion and a filter that will retain particles of dust, soot and partly heavy metals. In accordance with the modern conception of landscaping of the roads of this rank, the design solution is landscape, the natural forms of planting material are respected, except in the lane lines along the Batajnica boulevard, part of the local road 1 and the circular intersection at the crossing of the mentioned roads.

High vegetation, wood engraving seedlings are planned along the Batajnica boulevard and the local road 3, with broad-formed crowns at a height of 2.5-2.8m.

Depending on the natural ground level and the height at which the road is being provided, the landscaping of the sideways slopes - cut and embankment, is carried out through lower categories of planting material, predominantly by groups of low deciduous trees and deciduous undergrowth. Their basic role is reflected in the provision and binding of the surface layer of the soil, the aspiration of extra water from pavement and soil, and in the aesthetic decorative function. With landscaping, space dynamics is achieved, along with increased traffic safety and annihilation of the negative effects caused by car headlights. Landscaping of lane lines are in the form of a quickset of 2m wide and 1m high in the grassy areas. The circular intersection at the crossing of the Batajnica boulevard and the State road no. 1 are solved in high altitude in three levels: lawn, low evergreen undergrowth and deciduous fall that has fallen form.

IV. 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:

Ltd. "Koridori Srbije", PE "Putevi Srbije" and Institute for Nature Conservation of Serbia (INCS).

Existing Serbian legislation

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

EIA procedure in the Republic of Serbia

According to the Serbian Law on EIA (Official Gazette 135/04, 36/09) full EIA procedure, including preparation of EIA Study are not necessary, 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.

The road construction 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.

In the statement 03 no. 020-3303/2 dated 18 December 2018 Institute for Nature Conservation of Serbia (INCS) issued conditions for the subject road section. By reviewing the location conditions and in accordance with the legislation governing the field of nature protection, it concluded that the subject area is not situated within a protected area, nor in a procedure of protection ecologically significant areas and ecological corridors of international significance of the Republic of Serbia has been implemented or initiated.

Also, in the planning documents, it states that there is no immovable cultural property of great importance in the area that is intended for the project, and that in the case that a cultural good is discovered during the works, the Contractor is obliged to immediately notify the Institute for the Protection of Cultural Monuments of the City of Belgrade and the Museum city of Belgrade. .

Final Environmental Approval is obtained from the Ministry of Environmental Protection (MoEP) (No. 011-00-299/2019-03 dated 14 June 2019) stating that the Client (PERS) is not obliged to conduct EIA procedure for this project. (see Appendix 6).

Considering that this design is for completion of works, and that there is already planned and project-technical documentation, the scope of works is exclusively within the limits established by the previous design. The design will envisage the same situational solution as the previous design change, according to which works were carried out from 2010 to 2016, and, of course, within the original boundaries, and with identical traffic load, where the environmental impacts of the project are identical to those analysed within the Environmental Impact Assessment Study as part of the Preliminary Design Project E70 / 75, Bypass around Belgrade, section "A" Batajnica-Dobanovci from station km184+738.94.

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.

V. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

Interchange Batajnica belongs to the Belgrade Administrative District, the Municipality of Zemun in the Batajnica settlement.

There are no protected natural entities and habitats in the vicinity of the subject road section, nor in the area of the ecological network. All other works which are proposed with this design will be conducted only in the existing road area and completely in accordance with Statement 03 no. 020-3303/2 dated 18 December 2018 by INCS.

On the planned part for Interchange Batajnica there are places where one can notice a quantity of waste in the form of plastic bottles, bags and the similiary.

The designer required the cleaning of the ground belt terrain, and suggest that the local community and local communal organization are responsible for waste management of outside the road. Also, the local community should solve the problem of dumps outside the road, in order to ensure an efficient completion of the project. The recommendation of the EMP document would be the use of a landfill site that meets European standards and complies with the regulations of the Republic of Serbia.

Settlement Batajnica

Batajnica is a settlement in the northwest side of Belgrade, located in the territory of the Municipality Zemun. Belgrade was merged in 1972, until it was a village in Srem.

In the last decades of the typical flat village of Vojvodina, with predominantly agricultural population, Batajnica has become a mixed-type settlement and multiplying population. According to the 2011 census, Batajnica had about 48,600 inhabitants and 450 business entities, mostly private. Beside Batajnica, the highway for Novi Sad and the important railway line passes towards Sid and Novi Sad from one side and towards Belgrade on the other side. There is also a bypass railway that goes towards Surcin.

Bicycle traffic

Bicycle routes are not the subject of this design, but the pedestrian paths are described in more detail in the Project Description section are planned.

Railway traffic

The route of the Highway E-75 crosses the bridge construction in the Interchange Batajnica via existing and planned railway roads which connecting the railway station Batajnica with Belgrade. The space covered by the design crosses the railway corridor leading from Belgrade to the state border. This railroad is an international highway that is electrified by the 25Kv, 50Hz system.

Watercourse

In the observed area there are no natural watercourses, but they are superfluous surface and groundwater are drained by artificial amelioration channels, which gravitate towards the Usinski kanal and the Zemun-Dobanovci canal. Both canals are as the left tributaries, they are cast into the Novopazovacki canal, which is connected to the canal "Galovica" south of Dobanovci. Pumping Station "Galovica", waters of the mentioned canals are transferred to the Sava River. The area that gravitates towards the designed Highway E-75 Batajnica-Dobanovci covers about 54 km² and is located in the triangle "Batajnica-Zemun-Dobanovci".

Air

Within the observation Interchange Batajnica, data on the calculated values of air quality from the Environmental Impact Assessment Study for the E-70/75 Highway Belgrade, section A: Batajnica-Dobanovci km184+738.24 - km194+782.94 results in the corridor of the observed highway there are no significant point sources of air pollution. The assumption is that the planned section of the highway will become the dominant line air pollutant in the observed area when the exploitation starts.

The construction of works by nature is an important source atmospheric pollution due to the use of construction machinery which use mainly fossil fuels. Starting large masses during the construction of the roadbed (cut, embankment) causes a rise in the atmosphere of large quantities of dust that can cause negative effects on the population and vegetation. The work of asphalt bases, as well as the installation of asphalt mass on the roadway, lead to the emissions of easily volatile organic compounds (VOCs), which are in their composition significant percentage of polycyclic aromatic hydrocarbons (PAH) which influence is on the occurrence of cancerous diseases in the population. In the concrete case, the area where construction works are carried out is away from populated areas, so that these effects do not cause adverse effects to health of the population. The base for the production of asphalt mixtures is located outside project impact zone.

Air pollution caused by road traffic, as one of the criteria that define the relationship between the road and the environment, today are relative successfully quantifies, regardless of the stochastic character of a large number parameters that essentially determine this phenomenon (meteorological, topographical, traffic, construction, etc.). Taking into the aforementioned facts, the frameworks of this study research in the field of air pollution problems reach the limits that allow certain levels of quantification to match the level of data that can be gathered from the existing design and study documentation.

Noise

Apart from determining the expected noise levels along the main directions as well as in the emission points, beside the field visits, where the terrain and the purpose of the object were recorded, a noise map was prepared for the period of the day and night of the Environmental Impact Assessment Study highway E-70/75 bypass Belgrade, section "A": Batajnica-Dobanovci km184+738.24 - km194+782.94 where clearly the need to take concrete measures of protection to reduce this impact. As a measure of protection, respecting the measures prescribed by the Impact Assessment Study, the installation of walls for noise protection was determined. All the anticipated noise protection walls have already been built during the construction phase of the Interchange Batajnica that preceded the development of this design.

VI. SUMMARY OF ENVIRONMENTAL IMPACTS

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

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	low	The expropriation was done with previous designs, the completion of the construction of the Interchange Batajnica.
Ground and surface water	low	Negative impacts on underground and surface water are minimized to a controlled collection and treatment of water from the road.
Air quality	Temperate	Temporary impact and later pollution during exploitation.
Flora and fauna (protected areas and species)	low	Under the terms of the Institute for Nature Conservation of Serbia.
Monuments	low	According to the current planning documentation.
Noise	Without impact	Temporary impact
Access/crossing points of the main road and local roads	low	The works will not affect significantly existing crossing points.
Soil management	low	With the application of appropriate measures of waste management.
Waste	low	Ensured through environmental management – waste and wastewater management plan will be prepared and implemented
Cumulative impacts	low	During the execution of works may cause a slight increase of noise levels and air pollutants concentrations during the works only.

Considering the objective of the EBRD's safeguards policy, the impact assessment on the environment protection needs to be integrated into the project cycle so that ecological screening carried out at the level of project identification, and the scope and preliminary

analysis in a previous feasibility study. Magnitude and sensitivity of the project and the present problems determine whether the need is full of impact assessment. Accent of environmental impact assessments should be on identification environmental problems in the early level of the project for the design of ecological improvements, and avoidance, mitigation, or compensation of negative influence. The goal is to make environmental processing problems as early as possible, how avoiding costs and delay in implementation due to unforeseen problems (World Bank, 1999). This ESMP document responds to these requests.

The Bank categorizes projects according to their ecological and social impact.

This project belongs to the B category for which no full impact assessment is required, ecological analysis is appropriate. The project may have specific environmental impacts. After completion of work, an increase in road traffic is expected, and possibly an increase in vehicle speeds will be regulated through the safety project, using active and passive speed control measures.

ESMP relates to the construction road phase and is part of the relevant agreement for implementation and future commitment of the Contractor. The following problems may occur during the construction 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 construction works phase, while activities on the regular 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 construction works, use of construction machinery and equipment with exhaust fumes leads to an increase in the concentration of nitrogen oxide and sulfur oxide in the air. Local residents will be temporarily impacted by non-significant air and noise pollution and dust emission.

Possible water contamination

Water pollution may occur on site, on the locations where the equipment, vehicles and machinery are washed and also on the parking area. The contaminated water shall be filtered through a gravity oil-water separator. If there is a spillage on the road, especially near the meliorative Canal 70 and underground waters, the Contractor shall use absorbent materials and remove the contaminated layer of soil, which is then transported to a location defined in the Law on Water.

Potential Cumulative Impacts

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

Other Impacts:

- ❖ Social impacts: in the construction phase, these include all social-economic conflicts, including health and safety. All temporary locations used for activities that have short-term impact are included, such as quarries and borrow-pits, locations for stockpiling surplus soil and asphalt plants are included in this. Impact of these types of activities is expected to cease when the Project is ended and the Contractor leaves the subject location;
- ❖ Pollution: during of the construction for completion on Interchange Batajnica, 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 execution works are expected to generate a certain amount of solid waste, which is collected on site and transported into a landfill, outside the site zone.

VII. ENVIRONMENTAL MANAGEMENT PLAN

Environmental impacts of the project of construction for the completion of Interchange Batajnica will be low. 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. KS manages the design, supervision and the contractor in the implementation of ESMP.

VII.1. MITIGATION PLAN

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

Site Organization Plan

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

- ❖ Temporary locations for storing the construction and other material and equipment must be outside the area with high vegetation and river flood areas and limited only to the duration of the works;
- ❖ Temporary or permanent locations must be provided (the existing organized communal facilities/landfills) for disposal and tipping of debris and other waste material in any form and communal waste produced during the works. Waste

- disposal/dumping into the rivers, Canal 70, shall be prohibited, as well as at the unorganized local waste dumps;
- ❖ After the completion of the works, all areas that have been degraded in any way by execution works must be rehabilitated as soon as possible;
 - ❖ During the works, the planned road sections and corridors around it must be followed, so that the earthworks and machinery do not affect the surrounding areas. Also, the existing road network must be used, without building new roads, to prevent habitat fragmentation;
 - ❖ During the road works directly along the meliorative canal 70 and its underground water, river bed, river bank and littoral vegetation must be preserved as much as possible;
 - ❖ Vehicle and machinery servicing on the road section shall be prohibited. In the event of a road traffic accident resulting in oil or service fluids spillage, the road area must be cleaned and reinstated;
 - ❖ On the parts where the section is located in a populated area the works must be performed only during the day, to minimize the impact of noise on local residents;
 - ❖ Guardrails and pedestrian crossings must be placed where necessary;
 - ❖ Locations for containers for temporary tipping of communal waste produced during the works must be determined;
 - ❖ The area for Contractor's facilities must be of the smallest possible size, to avoid unnecessary removal of vegetation. All facilities must be fenced;
 - ❖ Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
 - ❖ Only trained workers, who can remove any consequences of accidental spillage, may handle the fuel;
 - ❖ Waste oil, oil filters and fuel must be stored on safe locations.
 - ❖ Sanitary wastewater and polluted water must be treated before the water is discharged into the surface water flow system, in line with the Law on Water (RS Official Gazette of RS, No. 30/10, 93/12, 101/16, 95/18 and 95/18 oth. low);
 - ❖ Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the stormwater runoff that carries eroded material;
 - ❖ Excavations and machinery works must be avoided when the soil is damp;
 - ❖ Upon the completion of works, machinery, construction material, containers and all other equipment must be removed in due time;
 - ❖ When the site is ready to be closed, all contaminated soil must be excavated and replaced with a new layer of soil;
 - ❖ Upon the completion of works, the soil must be cultivated on all the critical locations, using suitable plants which are biologically adapted to the subject climatic conditions, resistant to air pollution and visually fitting for the surrounding area. Invasive species, such as the black locust, Indigo bush, ash leaf maple, ailanthus, American ash and species that cause allergic reactions, such as poplar, should be avoided.

KS 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 KS for approval, and by the financier. The Contractor shall be obligated to follow and to implement the plan with continuous supervision of plan implementation by the Consultant for supervision of execution 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. Ltd. "Koridori Srbije" will independently monitor the works, and if any irregularity is noticed, it will be transmitted to continuously present Supervision, and The Contractor will be requested to rectify such irregularities.

Environmental Protection Plan consists of the following:

1. *Site Management Plan* – defines the procedures for setting up and functioning of a site with a view to preserving the local community and natural resources.
2. *Site Organization Plan* – description and arrangement of areas, with maintenance equipment and oil and lubricant storage facilities, including the distance from water areas;
3. *Oil and Fuel Storage Management Plan* – procedures for storing, transporting and using oil and fuel, refueling the facilities and machines, procedures for decreasing the risk of water and soil pollution. Vehicles used for refueling will have the suitable equipment used for cleaning fuel spills. All classes of spills will be reported in line with the Plan;
4. *Waste Management Plan* – contains details of temporary waste storage, waste transport and treatment before its final disposal or recycling. Licensed facilities must be used for storing solid and liquid waste and the waste leaving the site must be traceable, in accordance with the jurisdictions. As part of the Plan, Contractor shall provide chain-of-responsibility forms for the waste that leaves the site. Therefore, waste controller shall keep one copy of the form, and the driver shall have a copy, to make sure that all the listed waste is brought to the landfill. Contractor shall keep all records for audit purposes.
5. *Sewerage and Waste Water Management Plan*
6. *Soil Management Plan* – steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
7. *Noise* – all the equipment must have a license and must be approved in accordance with the EU standards. This applies to all machinery, vehicles and sites where noise and vibrations affect the noise-sensitive receptors. In accordance with the Law on Protection against Environmental Noise (RS Official Gazette No. 36/09, 88/10), Contractor is responsible for ensuring the noise and vibrations do not affect the local community. Contractor shall limit his works to a period from 07:00 am to 07:00 pm.
8. *Dust Emission Reduction Plan* – during the works, when dust may form, Contractor shall monitor the conditions on site and application of measures to control dust emissions, which include reduced traffic during road execution works and spraying water on the exposed surfaces;
9. *Material Excavation and Extraction Location Plan* – defines the reparation measures to be implemented for the areas of borrow-pits and access roads after the project is finished;
10. *Management Plan for Works on the River* – includes plans and procedures for water habitat and fish preservation during the works.

11. *Emergency Response Plan* – sets out the procedures for reacting in case of emergency or accidents of a bigger or smaller scale, to protect the people, property and natural resources. Equipment to be brought on site to minimize the effects of the spillage of polluting substances must be included in the Plan.
12. *Re-cultivation Plan* – cleaning and re-cultivation of the site and removal of Contractor's facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management (RS Official Gazette Nos. 36/09, 88/10, 14/10, 95/18-oth. low), Contractor shall develop a plan for handover, selling or removal of all vehicles and machinery, to remove them from site. All site and work areas will be rehabilitated, in order to be reinstated as much as possible. This includes stabilization and landscaping of all sites. In line with the Law on Environmental Protection (RS Official Gazette Nos. 135/04, 36/09, 72/09,43/11, 14/16, 76/18, 95/18-oth. low), after the works are completed, waste must not remain on site. If waste is not removed by the Contractor, PERS is entitled to withhold payment and organize the cleaning of the area. The costs of the cleaning and the administrative costs will be included in the final payment.
13. *Plan of Environmental Complaints* – means used by the local residents and third parties affected by the project to call attention to environmental issues and file a complaint, defining how and to whom these should be addressed (Appendix 4, Grievance Mechanism);

Safety

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

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

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

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

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

Before the works start, Contractor shall submit all the above listed plans to KS 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.

VII.2. 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 ESMP and Monitoring Plan (Appendix 2). The list is used by the supervision engineer on site. Signed control lists are submitted to KS, which is responsible for compliance monitoring and reporting.

KS 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.

VII.3. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS

Project Implementation

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

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 KS 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 execution 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, KS and the relevant ministry and will deal with every complaint received during the project implementation. In the course of the project, KS will monitor if the Contractor complies with ESMP 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.

KS shall also be responsible for the following:

- ❖ Implementation of the requests for environmental protection provided by: State environmental authorities, IFIs and other institutions, Law on Environmental Protection (RS Official Gazette Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18, 95/18-oth.low);
- ❖ 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 execution 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 KS 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 KS about the suspension. The Design will be amended subsequently with public disclosure feedback.

The Contractor Reporting Arrangements

1. Contractor to KS

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

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

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) and Ltd. "Koridori Srbije" (phone number+381113344148 or by email: office@koridorisrbije.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 KS 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 KS

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. KS – 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 ESMP will be prepared by KS and submitted to IFIs for their consideration. IFIs will review the reports and verify their content in periodic site visits. KS 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, KS will immediately report those to the Bank that finances the section of the road.

VIII. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

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

KS office	Kralja Petra St. 21, Belgrade, Contact person: Dijana Kojic, dip.ing. Civil, E-mail: projektovanje@koridorisrbije.rs
Local community centres	The Municipality: Zemun
Web site - KS	http://koridorisrbije.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 construction 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 KS office.

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

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

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

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, 2014.
- ❖ EIB, Environmental and Social Principles and Standards (2008)
- ❖ EMP for the rehabilitation of roads, bridges and tunnels, as part of the World Bank project, Road Management and Traffic Safety, Republika Srpska, Roads Directorate, Banja Luka, 2001
- ❖ Environmental Assessment Report and EMP for the Serbian Transport Rehabilitation Project, report ref: E866, project title: YF – Transport Rehabilitation Project – Br. P075207, document date 30/11/2003

APPENDICES

APPENDIX 1 MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
Pre-construction	Main Design			
	Following the environmental protection procedure	Conditions from the Institute for Nature Protection of Serbia are obtained to avoid environmental risks	KS And Main Design Designer- Consultant	KS
	Site location and organization will be approved by KS and selected so as to:	<ul style="list-style-type: none"> - be outside of the river banks and river flood area of mliorative canal 70 - have no impact on the environment and the local community (noise, dust, vibrations etc.) - be outside the high vegetation area - minimize the size of the facilities to minimize the unnecessary removal of vegetation - have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water (RS Official Gazette No. 30/10,93/12, 101/16, 95/18) - 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 	KS Contractor	KS

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	<ul style="list-style-type: none"> - Sewerage and Wastewater Management Plan - Soil Management Plan - Dust Management Plan - A plan indicating the location of borrow-pits, and measures for re-cultivation of borrow-pits and access roads after the project is completed - Waste and Wastewater Management Plan, in line with the Law on Waste Management (RS Official Gazette No. 36/09) - Oil and Fuel Storage Management Plan - In-river Works Management Plan - Emergency Response Plan - Complaints Procedure - Safety and Hazard Assessment - Safety and Labour Management Plan 			
Construction	Site Induction			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
Construction	Material Supply			
	asphalt plant: dust, fumes, health and safety of workers, ecosystem disturbance	<ul style="list-style-type: none"> - use the existing asphalt plants; - requirement for official approval or valid operating license 	asphalt plant	asphalt plant
	quarry: dust, health and safety of workers, ecosystem disturbance	<ul style="list-style-type: none"> - use the existing quarries; - requirement for official approval or valid operating license 	quarry	quarry

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	sand and gravel borrow-pits: river bed disturbance, quality of water, ecosystem disturbance	- use the existing borrow pits or buy material from licensed separation facilities; - requirement for official approval or valid operating license	contractor or gravel and sand separation facility	contractor or gravel and sand separation facility
Construction	Material Transport			
	asphalt: dust, fumes	- all trucks need to be covered - contractor's machinery to be carefully selected	truck operator	truck operator
	stone: dust	wet truck load	truck operator	truck operator
	sand and gravel: dust	wet truck load	truck operator	truck operator
	management of traffic noise, exhaust fumes and road congestion	- haul material at off-peak traffic hours (9-14h) - use alternative roads to avoid main roads - proper road signs and markings of the site, to minimise chances of a wrong turn	transport manager truck operator	transport manager truck operator
	Possibility of encountering an archaeological site	if an archaeological site is encountered, contractor shall immediately suspend the works and inform IPCM and PERS.	contractor	contractor's supervision
Construction	Construction Site			
	negative impact of noise on the workers and local community	- limit the activities to daylight working hours - use equipment with noise mufflers, licensed and approved in accordance with the EU standards - use noise barriers for the works that produce noise for	contractor	contractor

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

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

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

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	vibrations	limit activities to daylight working hours, or as agreed with the authorities	maintenance contractor	maintenance contractor
	safety of workers	- provide workers with safety instructions and PPE - organize safe traffic bypass	maintenance contractor	maintenance contractor
	increased vehicle speed	install speed limit signs	maintenance contractor	maintenance contractor
	erosion, rockfall, hazardous situation	install suitable warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow traffic zone), reflective markings indicating steep slopes or convex mirrors in curves where there is a lack of visibility, warning signs on locations considered appropriate in line with good engineering practice or as agreed with the authorities	maintenance contractor	maintenance contractor

APPENDIX 2 MONITORING PLAN

MONITORING PLAN

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

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 execution 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 road execution works and after a complaint is received	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>disruptions to traffic during road execution works</i>	existence of a Traffic Management Plan and traffic pattern	on and near the site	inspection and visual observation	prior to the start of the works; once a week in peak and non-peak hours	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>reduced access to roadside activities</i>	alternative access provided	site	supervision	random checks at least once a week during the road execution 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 and pedestrians where there are no construction activities</i>	visibility and suitability	on and near the site	observation	random checks at least once a week in the evening	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>water and soil pollution resulting from improper material storage, management and use</i>	soil and water quality (suspended solids, oils, Ph values, conductivity)	on the river Dubnica and their tributaries	unannounced sampling, analysis in a certified laboratory possessing the required equipment	at least three times for the entire Project duration, monitoring to be done before the construction (or at a reference point downstream of the site during) and after the execution works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>safety of workers</i>	PPE; bypass traffic organization	site	inspection	unannounced inspections during the works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	supervision contractor
Operation	Maintenance					
<i>negative effect of noise on the workers and local residents</i>	noise levels	site; nearest homes	sound meter with suitable software	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	KS

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 execution activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	KS
<i>safety of workers</i>	PPE; bypass traffic organization	site	inspection	unannounced inspections during the execution activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	KS
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 execution 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 execution 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:
<p>Please describe any environment or social programs, initiatives or sub-projects undertaking during the reporting period to improve the company's environmental or social performance and/or management systems:</p> <p>Please indicate the level of associated expenditure (capital expenditure and operating expenditure), and whether this relates to the requirements of the Environmental and Social Action Plan, or to any other initiative:</p>		

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 Data¹

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

Parameter ²	Value ³	Unit	Compliance Status ⁴	Comments ⁵
Waste Water				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
Air Emissions				
SO ₂				
NO _x				
Particulates				
CO ₂				
CH ₄				
N ₂ O				

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

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

³ Please ensure that the units of measurement are clearly stated

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

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

Please provide the name and contact details for your environmental manager:				
Parameter²	Value³	Unit	Compliance Status⁴	Comments⁵
HFCs				
PFCs				
SF ₆				
[Other]				
Other Parameters				
Noise				
[Other]				
Solid Waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output				
Parameter	Value	Measurement Unit	Comments⁶	
Fuels used				
Oil				
Gas				
Coal				

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

4. Resource Usage and Product Output

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

5. Human Resources Management

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

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

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

<ul style="list-style-type: none"> • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety 		
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6. Occupational Health and Safety Data

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

	Direct employees	Contracted workers		Direct employees	Contracted workers
Number of man-hours worked this reporting period:			Number of Fatalities ⁷ :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) ⁸ :		
Number of lost workdays ⁹ resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					

Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):

Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):

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

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

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

Please summarize any emergency prevention and response training that has been provided for company personnel during the report period:

Please summarize any emergency response exercises or drills that have been carried out during the report period:

7. Stakeholder Engagement

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

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

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

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

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

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

Existing Land Acquisitions

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

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

Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many and summarize their content.
Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<p>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.</p>		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Have any persons been economically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Was it a government assisted resettlement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	

9. Community Interaction and Development

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

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APPENDIX 3 LEGISLATION

RELEVANT SERBIAN ENVIRONMENTAL LEGISLATION:

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

- ❖ Law on planning and construction (RS Official Gazette Nos. 72/2009, 81/2009, 64/2010, 24/2011, 121/2012, 42/2013, 50/2013, 98/2013, 132/2014, 145/2014, 83/18, 31/19);
- ❖ Law on nature protection (RS Official Gazette Nos. 36/09, 88/10, 91/10, 14/16, 95/18);
- ❖ Law on environmental protection (RS Official Gazette Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18, 95/18);
- ❖ 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, 95/18);
- ❖ 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);
- ❖ Law on forests (RS Official Gazette Nos. 30/10, 93/12, 89/15, 95/18);
- ❖ 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).
- ❖ Law on Transport of Dangerous Goods (RS Official Gazette No. 88/10)
- ❖ Law on Fire Protection (RS Official Gazette Nos. 111/09, 20/15)
- ❖ Law on Cultural Property (RS Official Gazette Nos. 71/94,52/11-oth. low, 99/11-oth. low)

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

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

Other relevant Serbian legislation

- ❖ Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (RS Official Gazette No. 38/09, 8/11);
- ❖ Law on Roads ("Official Gazette of the Republic of Serbia", No. 41/18,95/18).

APPENDIX 4 STAKEHOLDER ENGAGEMENT

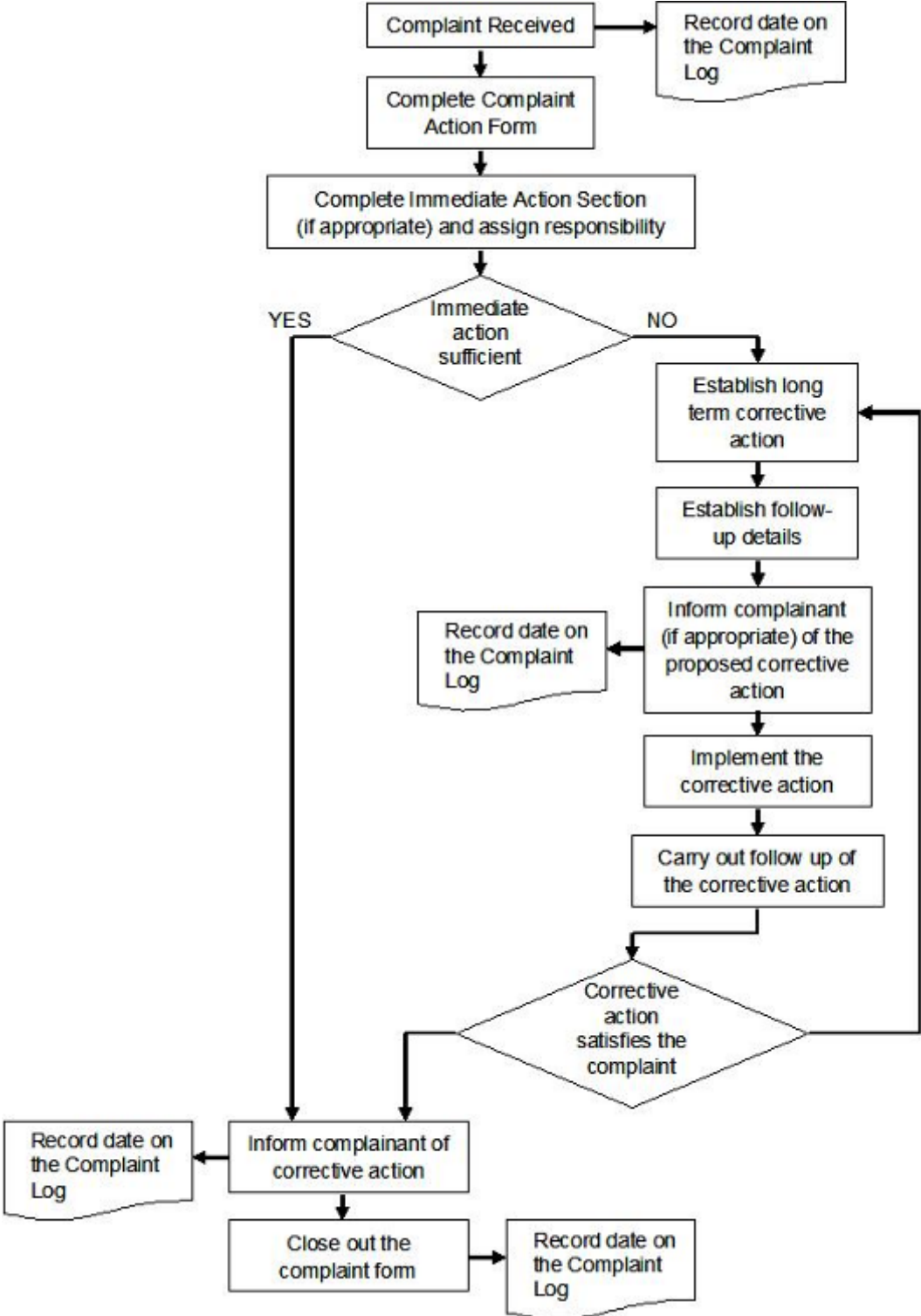
Identification of stakeholders

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

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

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

Grievance mechanism and form



Grievances are to be resolved within 15 working days.

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



КОРИДОРИ СРБИЈЕ

Ltd. „Koridori Srbije“

Kralja Petra 21, 11000 Beograd

tel:+381 11 33 44 148

fax:+381 11 32 48 682

REPORT ON PUBLIC CONSULTATIONS

for site-specific **ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN**

for

Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

– Environmental Category B –



Designer: „PANPRO TEAM“ D.O.O.

Generala Rajevskog 1, Beograd

tel:+381 11 7839 105

BELGRADE, June 2019

1. BACKGROUND

Restructuring of the loan from the European Bank for Reconstruction and Development (EBRD) - loan no. 39750, Project K10 in accordance with Government Conclusion 05 No. 48-3232/2018 of 05 April 2018 is intended with other projects to finance the construction for the completion of Interchange Batajnica, Belgrade Bypass, highway A1 (E75).

This Environmental and Social Management Plan (ESMP) has been prepared for completion of Interchange Batajnica – Highway E75, Belgrade Bypass, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs).

Company Panpro Team d.o.o. has prepared a draft document, the Environmental and Social Management Plan of construction for the completion of Interchange Batajnica- Highway E-75, Belgrade Bypass which has been submitted for pre-final review on May 21st, 2019 to the Investor for comments and no objection. The Environmental and Social Management Plan was created with the aim to ensure the implementation of best practices in accordance with the requirements of International Financing Institutions in environmental protection and social aspect. Creating an Environmental and Social Management Plan was carried out through study and research in the field, including consultations with representatives at regional and local level. Environmental and Social Management Plan is based primarily on studies in the field completed during spring months in 2019.

On June 3rd, 2019 the Ltd. "Koridori Srbije" approved to start the public consultation process of the Environmental and Social Management Plan. Ltd. "Koridori Srbije" has started a public consultations and disclosure of the document on June 10th, 2019.

Ltd. "Koridori Srbije" on June 10th, 2019 issued a call for a public discussion to the authorities, organizations and the public concerned for the Environmental and Social Management Plan of construction for the completion of Interchange Batajnica- Highway E-75, Belgrade Bypass. Public auditorium, organizations and other interested parties were invited to participate in the public debate on the draft document Environmental and Social Management Plan. Before its advertising in newspapers, Environmental and Social Management Plan has been submitted to the Municipality of Zemun. City representatives informed the public through announcement boards and the Municipality of Zemun websites about the time and place of the public discussion. The call was also published on the website of Ltd. "Koridori Srbije"

Access to a document was provided at the following addresses:

The Environment and Social Management Plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

REPORT ON PUBLIC CONSULTATIONS

- o The premises of Ltd. "Koridori Srbije", Kralja Petra 21, Belgrade, second floor, during working days from 11:00 AM to 01:00 PM (local time), within 10 days from June 10th, 2019.
- o The premises of the City Council of the Municipality of Zemun, Magistratski trg 1, 11080 Zemun, during working days, within 15 days from June 10th, 2019.
- o At the Ltd. "Koridori Srbije" web site: <http://koridorisrbije.rs>

Public discussion and presentation of the Environmental and Social Management Plan was held in the premises of the the Community Centre of Batajnica, Jovana Brankovica 2, 11273 Batajnica, on June 27th, 2019, with the beginning at 10:00.

2. REPORT ON PUBLIC CONSULTATIONS, Batajnica, June 27th, 2019

In accordance with EBRD Environmental and Social Policy, from May 2014 , Ltd. "Koridori Srbije" has prepared a document – Environmental and Social Management Plan of construction for the completion of Interchange Batajnica-Highway E-75, Belgrade Bypass.

Presentation of the Environmental Management Plan began on June 27th, 2019, the invitation to interested parties in the daily newspaper "Vecernje novosti" was published, which was inviting the public auditorium, authorities and institutions to inspect mitigation measures and monitoring environmental impact. With Prior to announcement in the newspapers, all the documents were submitted to the Municipality of Zemun and publicly available on the spot, and also placed on the website of Ltd. "Koridori Srbije" .

Representatives of local self-government informed the public through announcing the time and place of the public consultations. Publication of the pre-final document of the Environmental and Social Management Plan ended on June 27th, 2019, when the public meeting was held in the Community Centre of Batajnica.

The Environment and Social Management Plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

REPORT ON PUBLIC CONSULTATIONS



Photo 1: Public discussion in the Community Centre of Batajnica, June 27th, 2019



Photo 2: Public discussion in the Community Centre of Batajnica, June 27th, 2019

The Environment and Social Management Plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

REPORT ON PUBLIC CONSULTATIONS



Photo 3: Public discussion in the Community Centre of Batajnica, June 27th, 2019



Photo 4: Public discussion in the Community Centre of Batajnica, June 27th, 2019

Public discussion in Batajnica was attended by 10 people - interested representatives of Municipality of Zemun, the representatives of the Community

The Environment and Social Management Plan for Design for building permit for construction of roads within the complex of the Interchange Batajnica: part of the Batajnica Boulevard from the ramps R2 and R4 to the intersection of the connecting road with the street Kralja Mihaila Zetskog and the local road 3; street of level I from intersection with Batajnica Boulevard to the intersection with access to the intermodal terminal, including the completion of the bridge over the railway and the construction of parallel "twin" bridge; the local road 1; the local road 3.

REPORT ON PUBLIC CONSULTATIONS

Centre of Batajnica, the representatives of Ltd.“Koridori Srbije” and public auditorium .

The meeting began at 10:05 AM. A representative of the Panpro Team, spatial planner Milica Simic presented digital form of EMP document via PowerPoint, and together with environmental specialist Marina Komad, dipl.ing.civil., to the participants is presented in detail the Environmental and Social Management Plan. During the public discussion, there were no complaints regarding to the environmental issues.

During the EMP public consultations, following question was raised by present auditorium:

1.When is the exact date for completion of works on the Interchange Batajnica ?

This question directly was answered for the Investor Ltd. "Koridori Srbije", the answer is that the preparing of tender documentation of the construction works are in progress and at this moment the exact date for completion of works is not yet known.


The public discussion ended at 11:00 AM local time.

3. PARTICIPANTS LIST

СПИСАК ПРИСУТНИХ НА ЈАВНИМ КОНСУЛТАЦИЈАМА			
р.б.	Име и презиме	Организација / Адреса	Телефон, Факс, Е-пошта
<p>ПРЕДМЕТ: План управљања заштитом животне средине и социјалним питањима - Јавне консултације - дискусија -</p> <p>ПРОЈЕКАТ: Извођење радова на завршетку петље Батајница ауто-пут Е-75, Обилазница Београда</p> <p>МЕСТО ОДРЖАВАЊА КОНСУЛТАЦИЈА: Коридор Србије д.о.о., Краља Петра 21, други спрат, 11000 Београд Градска општина Земун, Магистратски трг 1, 11080 Земун</p> <p>МЕСТО ОДРЖАВАЊА ДИСКУСИЈЕ: Месна заједница Батајница, Јована Бранковића 2, 11273 Батајница</p> <p>ТЕРМИН ЈАВНИХ КОНСУЛТАЦИЈА: 10. јун 2019. до 27. јун 2019. ТЕРМИН ЈАВНЕ ДИСКУСИЈЕ: 27. јун 2019. у 10.00 часова</p>			
1.	ГОРАН МУТАВИЋ	GO JEM	062/8019 061 ZORAN-MUTAVIC@JEM.rs
2.	МАРКО ОРОЋИЋ	УПРАВЉАЊЕ МИНИЦИ	061/565-57-56 MARKO OROC@MINI.CSR
3.	ИЛИЈА КУТОВИЋ	Др. КРАТА	064/266 8511 ПОУСТА 11273
4.	ОЛИВИЈА ДОНАТОВИЋ	Милице Раковић ЗР	061 149 1100 -
5.	ТОРЂИНА ЈУРБАК	Ул. Милутина Станковића 83	065 235 5820 -
6.	ДОБРОСАВ ПЕРАК	Карабори Сабиче	064/8045-377-
7.	РАЈКОВИЋ БОЈАН	КОРДОВИ СЕБИЈЕ	064/830-1514
8.	НАЈА ЧЕПЧИЋ	Батајница	060/3008939
9.	МАРИЈАНА МАКО	Батајница	060/30-50-217
10.	БОЈАН МАКО	-	064/112-88-860

4. DOCUMENTATION

11 **НОВОСТИ - Понедељак, 10. јун 2019.** **65** **21**


КОРИДОРИ СРБИЈЕ

Сатасно Еколошкој и Социјалној Политици ЕБРД
„Коридори Србије“ д.о.о позивају на
ЈАВНЕ КОНСУЛТАЦИЈЕ
Јавност, органе и организације заинтересоване за

**ПЛАН УПРАВЉАЊА ЗАШТИТОМ
ЖИВОТНЕ СРЕДИНЕ И СОЦИЈАЛНИМ ПИТАЊИМА
ЗА ИЗВОЂЕЊЕ РАДОВА НА ЗАВРШЕТКУ ПЕТЉЕ
БАТАЈНИЦА АУТО-ПУТ Е75, ОБИЛАЗНИЦА БЕОГРАДА**


Увид у предметни План управљања заштитом животне средине и социјалним питањима може се извршити:

- у просторијама предузећа „Коридори Србије“ д.о.о, Краља Петра 21, Београд, други спрат, сваког радног дана од 11 до 13 часова у року од 10 дана од дана објављивања овог обавештења.
- у просторијама Градске општине Земун, у року од 15 дана од дана објављивања овог обавештења.
- на интернет страници предузећа „Коридори Србије“ д.о.о.:
<http://koridorisrbije.rs>

Примедбе и мишљења на План управљања заштитом животне средине и социјалним питањима се подносе у писаној облику и достављају на адресу „Коридори Србије“ д.о.о., Краља Петра 21, Београд. Примедбе се могу доставити и електронском поштом на адресу: office@koridorisrbije.rs

Дана 27.6.2019. године, са почетком у 10 часова биће одржане јавне консултације и презентација предметног плана у просторијама Месне заједнице Батајница.

За додатне информације обратити се на следећу адресу:
„Коридори Србије“ д.о.о.
Краља Петра 21, 11000 Београд,
Република Србија, тел./факс +381 11/33-44-174
е-маил: office@koridorisrbije.rs


КОРИДОРИ СРБИЈЕ

In accordance with the EBRD Environmental and Social Policy
“Corridors of Serbia” Ltd. issues an invitation for
PUBLIC CONSULTATIONS
for the public, bodies and organizations interested in
**ENVIRONMENTAL AND SOCIAL
MANAGEMENT PLAN (ESMP)
OF CONSTRUCTION FOR THE COMPLETION
OF INTERCHANGE BATAJNICA- HIGHWAY E75,
BELGRADE BYPASS**

Interested parties can view the ESMP document at the following addresses:

- The premises of “Corridors of Serbia” Ltd., 21, Kralja Petra St., Belgrade, second floor, during working days from 11:00 AM to 01:00 PM (local time), within 10 days from the date of public announcement of this invitation.
- The premises of the City Council of the City of Zemun, during working days, within 15 days from the date of public announcement of this invitation.
- At the “Corridors of Serbia” Ltd. web site:
<http://www.koridor10.rs/en>

Comments and suggestions pertaining to the ESMP document shall be submitted in writing to “Corridors of Serbia” Ltd., 21, Kralja Petra St., Belgrade. Comments can also be submitted at following internet address: office@koridorisrbije.rs

On June 27th, 2019 at 10:00 AM (local time), public consultations and presentation of the relevant ESMP document will be held at the premises of the Community Center of Batajnica.

For any additional information, please contact:
“Corridors of Serbia” Ltd. 21,
Kralja Petra Street 11000 Belgrade,
Serbia tel./fax: +381 11/33-44-174
e-mail: office@koridorisrbije.rs

Photo 5: Announcement of public consultations in daily newspaper (“Vecernje Novosti”)

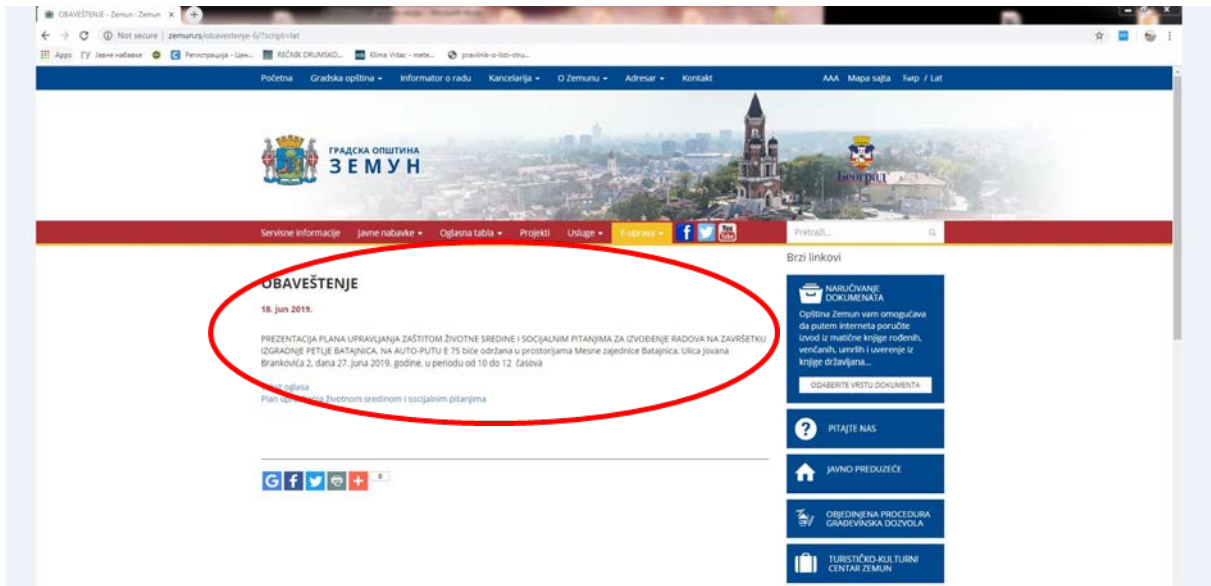


Photo 6: Announcement of public consultations on the website of Zemun

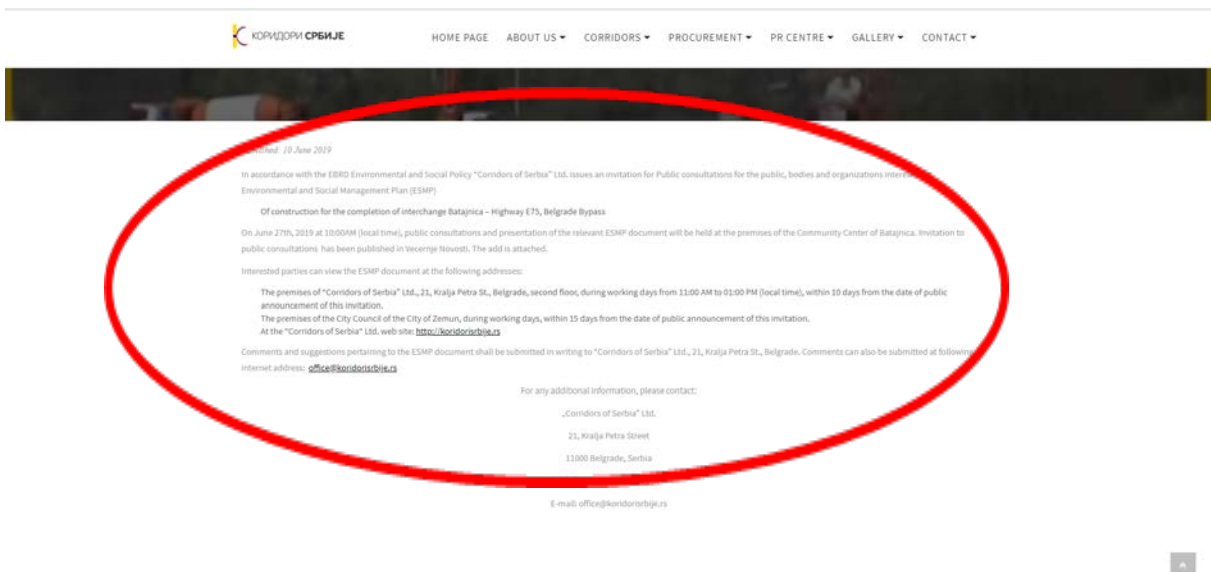


Photo 7: Announcement of a call for public consultations and the draft ESMP itself on the website of Ltd. "Koridori Srbije"



In accordance with the EBRD Environmental and Social Policy

“Corridors of Serbia” Ltd. issues an invitation for

PUBLIC CONSULTATIONS

for the public, bodies and organizations interested in

ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP) OF CONSTRUCTION FOR THE COMPLETION OF INTERCHANGE BATAJNICA- HIGHWAY E75, BELGRADE BYPASS

Interested parties can view the ESMP document at the following addresses:

- o The premises of “Corridors of Serbia” Ltd., 21, Kralja Petra St., Belgrade, second floor, during working days from 11:00 AM to 01:00 PM (local time), within 10 days from the date of public announcement of this invitation.
- o The premises of the City Council of the City of Zemun, during working days, within 15 days from the date of public announcement of this invitation.
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On June 27th, 2019 at 10:00 AM (local time), public consultations and presentation of the relevant ESMP document will be held at the premises of the Community Center of Batajnica.

For any additional information, please contact:

„Corridors of Serbia” Ltd.
21, Kralja Petra Street
11000 Belgrade, Serbia
tel./fax. +381 11 / 33 44 174
E-mail: office@koridorisrbije.rs

Photo 8: Announcement of public consultations on the website of Ltd. “Koridori Srbije”

APPENDIX 5 CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

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

Завод за заштиту природе Србије, Београд, Ул др Ивана Рибара бр. 91 (овл.сл.лице Горан Дрмановић, Одлука 04 бр. 035-784/1 од 29.03.2017. године), на основу чл. 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010–исправка и 14/2016), а у вези са чл. 86. Закона о планирању и изградњи („Службени гласник РС“, бр. 72/2009, 81/2009–исправка, 64/2010–одлука Уставног суда, 24/2011, 121/2012, 42/2013–одлука Уставног суда, 50/2013–одлука Уставног суда, 98/2013–Одлука Уставног суда, 132/2014, 145/2014 и 83/2018), Правилником о поступку спровођења обједињене процедуре електронским путем („Службени гласник РС“, бр. 130/2015, 96/2016 и 120/2017), Уредбом о локацијским условима („Службени гласник РС“, бр. 35/2015, 114/2015 и 117/2017) и чланом 136. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), поступајући по захтеву бр. ROP-MSGI-33971-LOC-1/2018, заводни бр: 350-02-00457/2018-14 од 15.11.2018. године Министарства грађевинарства, саобраћаја и инфраструктуре, ул. Немањина бр. 22-26, Београд, за издавање услова заштите природе за потребе израде локацијских услова за изградњу саобраћајнице у оквиру комплекса петље Батајница: део Батајничког булевар од рампи Р2 и Р4 до раскрснице везног пута са Улицом краља Михајла Зетског и локалним путем 3, саобраћајница првог реда од раскрснице са Батајничким булеваром до раскрснице са приступом за интермодални терминал, укључујући и завршетак започетог моста преко пруге и паралелног моста „близанца“, локални пут 1 и локални пут 3 на к.п. КО Батајница, општина Батајница, град Београд, дана 18.12.2018. године под 03 бр. 020-3303/2, доноси

РЕШЕЊЕ

1. На кат. парцелама КО Батајница датим у Образложењу (даље: Парцеле), нема заштићених подручја за које је спроведен или покренут поступак заштите, утврђених еколошки значајних подручја и еколошких коридора од међународног значаја еколошке мреже Републике Србије, као ни евидентираних природних добара. Предеони елементи унутар културног предела на Парцелама (појасеви зеленила, групе стабала, појединачна стабла, кошанице, међе, живице и сл.), имају улогу локалних еколошких коридора еколошке мреже. Локацијске услове за изградњу саобраћајнице у оквиру комплекса петље Батајница: део Батајничког булевар од рампи Р2 и Р4 до раскрснице везног пута са Улицом краља Михајла Зетског и локалним путем 3, саобраћајница првог реда од раскрснице са Батајничким булеваром до раскрснице са приступом за интермодални терминал, укључујући и завршетак започетог моста преко пруге и паралелног моста „близанца“, локални пут 1 и локални пут 3 на к.п. КО Батајница, општина Батајница, град Београд (даље: Део петље Батајница) урадити у складу са следећим условима заштите природе:

- 1) Део петље Батајница изградити на кат. парцелама наведеним у Образложењу.
- 2) Изградња Дела петље Батајница мора бити у складу са Просторним планом подручја инфраструктурног коридора аутопута Е-75 деоница: Суботица – Београд; Генералним урбанистичким планом Београда; Планом детаљне регулације деонице аутопута Е-75 Батајница – Добановци и деонице аутопута Е-

70 са локацијом наплатне рампе и петље за аеродром „Никола Тесла“ у Земуну и Сурчину, I фаза (сектори 1 и 2); Планом детаљне регулације деонице државног пута IA реда бр. 1 (Ауто-пута Е-75) Батајница - Добановци (Сектор 1), градска Општина Земун; Планом детаљне регулације за интермодални терминал и логистички центар „Батајница“, градска Општина Земун; Планом детаљне регулације насеља Батајница – Општина Земун, градска Општина Земун.

- 3) Део петље Батајница пројектовати у складу са стандардима за изградњу такве врсте објеката и прописима којима се регулише област друмског саобраћаја. Том приликом обезбедити заштиту јавног интереса и утврдити оптималне оквире за формирање и функционисање предвиђених садржаја дела петље у оквиру површина за остале намене.
- 4) Планирати висок ниво квалитета животне средине, како би се могући негативни утицаји изградње и коришћења предметног дела петље на ближу и даљу околину свели на најмању могућу меру. Дефинисати одговарајуће поступке и мере заштите, превенције акцидента и умањење негативних ефеката (бука, загађење ваздуха, вибрације, светлосно загађење).
- 5) Приликом озелењавања простора, предност дати аутохтоним врстама (минимално 50% врста), отпорним на аерозагађење, које имају густу и добро развијену крошњу, а као декоративне врсте могу се користити и врсте егзота које се могу прилагодити локалним условима, а да при том нису инвазивне и алергене (тополе и сл.). Инвазивне (агресивне, алохтоне) врсте у Србији су: *Acer negundo* (јасенолисни јавор или негундовац), *Amorpha fruticosa* (багрмац), *Robinia pseudoacacia* (багрем), *Ailanthus altissima* (кисело дрво), *Fraxinus americana* (амерички јасен), *Fraxinus pennsylvanica* (пенсилвански јасен), *Celtis occidentalis* (амерички копривић), *Ulmus pumila* (ситнолисни или сибирски брест), *Prunus padus* (сремза), *Prunus serotina* (касна сремза).
- 6) У свим етапама грађења, обавезно је:
 - градилиште организовати на минималној површини потребној за његово функционисање, а манипулативне површине просторно ограничити;
 - радове изводити у простору градилишта и у складу са грађевинском дозволом, а све етапе радова правремено пријавити надлежним службама, органима локалне самоуправе, организацијама које су условиле надзор и другим корисницима простора;
 - максимално користити постојећу саобраћајну инфраструктуру за прилаз локацији;
 - ископани слој земљишта депоновати засебно како би био искоришћен за санацију терена након завршетка радова;
 - предузети све мере заштите земљишта како не би дошло до евентуалног изливања горива и уља из транспортних средстава и грађевинских машина;
 - у случају акцидента, одмах почистити запрљану површину и уклонити загађени слој земљишта како загађујуће материје не би доспеле до подземних вода и омогућити његово одношење на депонију;
 - систематски прикупити и депоновати чврст отпад који се јавља у процесу градње и боравка радника у зони градилишта (амбалажа од хране, други чврсти отпаци) и уклонити сав преостали грађевински материјал, отпад и опрему са локације по завршетку грађења;
 - уколико се током радова наиђе на геолошко-палеонтолошке или минералшко-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, као и да односно предузме све мере како се природно добро не би оштетило до доласка овлашћеног лица.

2. Ovo rešenje ne oslobađa podnosioca захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
3. 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.
4. При измени локацијских услова за изградњу Дела петље Батајница, потребно је поднети нови захтев.
5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013).

Образложење

Надлежни орган - Министарство грађевинарства, саобраћаја и инфраструктуре, обратило се Заводу за заштиту природе Србије захтевом заведеним под 03 бр. 020-3303/1 од 12.11.2018. године, за издавање услова заштите природе за потребе израде локацијских услова за изградњу Дела петље Батајница. Захтев за издавање локацијских услова за предметну изградњу Министарству грађевинарства, саобраћаја и инфраструктуре је поднело ЈП „Путеви Србије“ из Београда, Бул. краља Александра.

Локацијски услови за изградњу Дела петље Батајница на аутопуту Е-75 израђују се за следеће кат. парцеле КО Батајница: 5083/3, 5083/4, 5083/5, 5083/6, 5083/8, 5083/9, 5084/2, 5084/3, 5084/4, 5085/1, 5085/2, 5086/2, 5086/3, 5087/2, 5146/2, 5147/2, 5148/2, 5149/2, 5150/2, 5151/2, 5152/2, 5153/2, 5153/3, 5154/2, 5154/3, 5154/6, 5155, , 5156/1, 5156/2, 5157/2, 5157/3, 5157/4, 5158/2, 5158/3, 5159/2, 5159/3, 5160/2, 5160/3, 5160/4, 5161/2, 5186/2, 5186/3, 5187/2, 5187/3, 5187/4, 5187/5, 5189/3, 5189/4, 5189/6, 5189/7, 5189/8, 5190/3, 5190/4, 5190/5, 5190/6, 5190/7, 5190/8, 5191/1, 5191/2, 5191/4, 5192/1, 5192/2, 5192/3, 5192/4, 5193/1, 5193/12, 5193/15, 5193/16, 5193/17, 5193/4, 5193/5, 5193/6, 5193/7, 5193/8, 5193/9, 5194/10, 5194/13, 5194/14, 5194/15, 5194/17, 5194/3, 5195/10, 5195/3, 5195/7, 5196/3, 5196/7, 5197/4, 5198/4, 5199/5, 5199/6, 5200/2, 5200/3, 5201/2, 5202/2, 5202/3, 5202/4, 5202/6, 5202/7, 5203/1, 5203/3, 5203/4, 5204/1, 5204/2, 5204/3, 5205/2, 5205/3, 5206/2, 5207/2, 5208/2, 5240/3, 5240/4, 5240/5, 5240/7, 5241/1, 5241/2, 5241/3, 5241/4, 5241/5, 5241/6, 5242/1, 5242/2, 5242/3, 5242/4, 5242/5, 5243/2, 5243/3, 5243/4, 5243/5, 5243/6, 5244/1, 5244/2, 5244/3, 5244/4, 5245/1, 5245/2, 5245/3, 5246/1, 5246/2, 5246/3, 5247/1, 5247/2, 5247/3, 5248/1, 5248/3, 5248/6, 5249/1, 5249/3, 5249/5, 5250/1, 5250/3, 5250/6, 5251/1, 5251/3, 5251/5, 5252/3, 5252/4, 5252/5, 5253/3, 5253/4, 5254/1, 5254/3, 5254/4, 5254/5, 5254/7, 5255/1, 5255/2, 5255/3, 5255/4, 5255/5, 5255/6, 5255/7, 5255/8, 5255/9, 5256/1, 5256/2, 5256/3, 5256/4, 5256/5, 5257/1, 5257/2, 5257/3, 5257/4, 5258/1, 5258/2, 5258/3, 5258/4, 5258/5, 5258/7, 5259/2, 5259/3, 5259/4, 5260/1, 5261/2, 5261/3, 5261/4, 5261/7, 5262/10, 5262/11, 5262/2, 5262/4, 5262/5, 5262/9, 5263/10, 5263/2, 5263/4, 5263/6, 5263/7, 5264/2, 5264/4, 5264/6, 5264/7, 5264/9, 5265/2, 5265/4, 5265/7, 5265/8, 5265/9, 5266/2, 5266/4, 5266/7, 5266/8, 5266/9, 5267/2, 5267/4, 5267/6, 5267/7, 5267/9, 5268/2, 5268/4, 5268/7, 5268/8, 5268/9, 5269/2, 5269/4, 5269/6, 5269/7, 5269/8, 5270/2, 5270/4, 5270/6, 5270/7, 5270/8, 5271/3, 5271/5, 5271/7, 5271/8, 5271/9, 5272/3, 5272/5, 5272/7, 5272/8, 5272/9, 5273/3, 5273/5, 5273/7, 5273/8, 5273/9, 5274/10, 5274/11, 5274/12, 5274/13, 5274/3, 5274/4, 5274/6, 5274/7, 5274/9, 5275/11, 5275/12, 5275/13, 5275/14, 5275/15, 5275/16, 5275/3, 5275/4, 5275/5, 5275/6, 5275/9, 5276/11, 5276/12, 5276/13, 5276/15, 5276/17, 5276/5, 5276/7, 5276/8, 5276/9, 5277/5, 5277/6, 5277/7, 5277/8, 5317/7, 5318/4, 5319/4, 5319/6, 5320/2, 5320/6, 5321/2, 5322/2, 5322/3, 5322/8, 5323/2, 5323/3, 5323/4, 5323/5, 5323/7, 5324/3, 5324/4, 5324/5, 5324/6, 5324/8, 5325/1, 5325/10, 5325/11, 5325/14, 5325/3, 5325/4, 5325/6, 5325/7, 5325/8, 5325/9, 5326/1, 5326/6, 5326/7, 5330/4,

5331/1, 5331/12 5331/2, 5331/8, 5331/9, 5332/2 5332/3, 5332/5, 5333/1, 5333/2, 5334, 5335/1, 5336/4, 5372/4, 5373/3, 5374/3, 5374/6, 5375/2, 5375/6, 5376/1, 5376/2, 5376/3, 5376/4, 5376/7, 5377/1, 5377/2, 5377/3, 5377/4, 5377/5, 5378/1, 5378/2, 5378/3, 5378/4, 5379/1, 5379/2, 5379/3 5379/4, 5379/5, 5380/1, 5380/4, 5380/6, 5380/7, 5380/8, 5380/9, 5381/1, 5381/6, 5381/7, 5381/8, 5383/1, 5383/7, 5383/8, 5384/11 5384/4, 5384/6, 5393/2, 5393/4, 5395/4, 5395/5, 5395/7, 5396/2, 5396/3, 5396/4, 5397/2, 5397/3, 5398/2, 5399/2 5400/2, 5401/2, 5401/6, 5402/2, 5402/4, 5403/10 5403/11 5403/2, 5403/5, 5403/6, 5403/8, 5403/9, 5404/10 5404/2, 5404/3, 5404/4, 5404/6, 5404/8, 5404/9, 5405/10 5405/12 5405/13 5405/14 5405/15 5405/17 5405/18, 5405/19 5405/20 5405/21 5405/22 5405/23 5405/24 5405/25, 5405/26 5405/28 5405/31 5405/8, 5405/9, 5406/2, 5406/3, 5406/4, 5406/5, 5407/2, 5407/3, 5407/4, 5407/5, 5407/6, 5408/2, 5408/3, 5408/4, 5408/5, 5409/2, 5409/3, 5409/4, 5410/10 5410/11, 5410/13 5410/16 5410/4, 5410/5 5410/6, 5410/7, 5410/8, 5410/9, 5411/2, 5411/3, 5413/2, 5413/8, 5414/2, 5414/9, 5415/2, 5415/8, 5416/5, 5416/8, 5417/5, 5417/9, 5418/12 5418/4, 5419/11 5419/3, 5446/10 5446/14 5632/2, 5633/2, 5636/11 5636/12 5636/2, 5636/4, 5636/5, 5638/12 5638/2, 5638/3, 5638/5, 5638/7, 5638/8, 5638/9, 5639/11 5639/12 5639/2, 5639/5, 5639/6, 5639/7, 5639/8, 5639/9, 5640/12 5640/14 5640/15 5640/5, 5640/8, 5640/9, 5641/10 5641/17 5641/5, 5641/9, 5642/3, 5642/8, 5646/10, 5646/2, 5646/3, 5646/4 5646/5, 5646/6, 5646/7, 5646/9, 5692/2, 5692/3, 5692/6.

Идејним решењем за издавање локацијских услова за изградњу Дела петље Батајница на наведеним парцелама, предвиђени су:

- завршетак радова на делу саобраћајнице од Рампе Р4 до Батајничког булевара (са завршетком дела рампе Р2), односно до споја са делом Батајничког булевара чија изградња је у надлежности Града Београда; саобраћајница 1. реда предвиђена Генералним урбанистичким планом Београда која води ка будућем интермодалном терминалу у коју је укључена и изградња надвожњака;
- завршетак преосталих пратећих радова (сигнализација, јавно осветљење, комплетирање система одводњавања, измештање и заштита инсталација);
- локални путеви којима се замењују путне везе прекинуте проласком трасе аутопута и интерне саобраћајнице унутар комплекса петље за приступ површинама посебне намене.

У простору за који се раде предметни локацијски услови нема заштићених подручја за које је спроведен или покренут поступак заштите, еколошки значајних подручја и еколошких коридора од међународног значаја еколошке мреже Републике Србије утврђених Уредбом о еколошкој мрежи („Службени гласник РС“, бр. 102/2010), као ни евидентираних природних добара. Предеони елементи унутар културног предела (појасеви зеленила, групе стабала, појединачна стабла, кошанице, међе, живице и сл.) на наведеним парцелама, имају улогу локалних еколошких коридора еколошке мреже РС.

Услови из диспозитива Решења одређени су у складу са прописима који регулишу област заштите природе. Законски и плански основ за доношење Решења:

- Закон о заштити природе;
- Закон о планирању и изградњи;
- Уредба о локацијским условима;
- Правилник о поступку спровођења обједињене процедуре електронским путем;
- Закон о путевима („Службени гласник РС“, бр. 41/2018);
- Закон о заштити животне средине („Службени гласник РС“, бр. 135/2004, 36/2009, 72/2009, 43/2011-Одлука УС, 14/2016 и 76/2018);

- Просторни план подручја инфраструктурног коридора аутопута Е-75 деоница: Суботица – Београд („Службени гласник РС“, бр. 69/2003 и 102/2010);
- Генерални урбанистички план Београда („Службени лист града Београда“, бр. 11/2016);
- План детаљне регулације деонице аутопута Е-75 Батајница – Добановци и деонице аутопута Е-70 са локацијом наплатне рампе и петље за аеродром „Никола Тесла“ у Земуну и Сурчину, I фаза (сектори 1 и 2) („Службени лист Града Београда“, бр. 32/2008);
- План детаљне регулације деонице државног пута IА реда бр. 1 (Ауто-пута Е-75) Батајница - Добановци (Сектор 1), Градска општина Земун („Службени лист Града Београда“, бр. 52/2012);
- План детаљне регулације за интермодални терминал и логистички центар „Батајница“, Градска општина Земун („Службени лист Града Београда“, бр. 36/2015);
- План детаљне регулације насеља Батајница – општина Земун, Градска општина Земун („Службени лист Града Београда“, бр. 71/2016).

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

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.

НАЧЕЛНИК ОДЕЉЕЊА
Горан Дрмановић, маг. правник

Goran Drmanović Digitally signed by Goran
Drmanović 340855-2203971710522
340855-2203971710522 Date: 2018.12.18 11:44:47 +0100

по Одлуци директора
04 бр. 035-784/1 од 29.03.2017. године

APPENDIX 6 FINAL ENVIRONMENTAL APPROVAL



Република Србија
МИНИСТАРСТВО
ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ

Број: 011-00-299/2019-03

Датум: 14.06.2019.

Београд

III
ЈАВНО ПРЕДУЗЕЊЕ "ПУТЕВИ СРБИЈЕ"
Број 553-816/19-1
Датум 21-06-2019
БЕОГРАД, Булевар краља Александра бр. 168

ЈП ПУТЕВИ СРБИЈЕ
Сектор за инвестиције

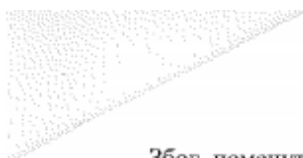
ул. Булевар краља Александра 282
БЕОГРАД

Предмет: Допис у вези са захтевом за давање мишљења

Министарству заштите животне средине обратили сте се допуњеним Захтевом за давање мишљења о потреби покретања процедуре у складу са Законом о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) за пројекат изградње саобраћајнице у оквиру комплекса петље Батајница: део батајничког булевара од рампи Р2 и Р4 до раскрснице везног пута са ул. Краља Михаила Зетског и локалним путем 3, саобраћајница првог реда од раскрснице са приступом за интермодални терминал, укључујући и завршетак започетог моста преко пруге и паралелног моста „близаница“, локални пут 1, и локални пут 3, заведен под бројем 011-00-299/2019-03 од 03.06.2019. године.

У захтеву наводите да је неопходно прибављање мишљења овог органа у вези поновног покретања процедуре у складу са Законом о процени утицаја животну средину, у склопу израде Идејног пројекта и Пројекта за грађевинску дозволу за изградњу саобраћајница у оквиру комплекса Петље Батајница. За изградњу предетног комплекса саобраћајница на Аутопуту Е-75 раније је већ урађена и усвојена Студија о процени утицаја на животну средину као део Идејног пројекта аутопута Е70/75, Обилазница око Београда, деоница „А“ Батајница-Добановци од стационаже км184+738.94, решење о сагласности број 353-02-774/2010-02 од 16.09.2010. године.

У октобру 2009. године Влада Републике Србије је донела Уредбу где је укинута наплата путарине на аутопутским обилазницама Београда, и аутоматски је наметнуто питање измене решења петље Батајница. Измена пројектованог решења петље је наметнула потребу испитивања и могућности рационализације целокупног решења сектора 1. Из тих разлога је урађено Идејно решење као предлог за нови Идејни пројекат. За извођење радова је закључен уговор бр. 454-1121 од 11.04.2010. године. Уговор је базиран на уговору типа Жути Фидик (Yellow Fidic Book) и задатак је био да се изради Идејни и Главни пројекат за измењени тип денivelисаног укрштања, и да се изведу радови. У вези са тим добијено је мишљење Министарства животне средине, рударства и просторног планирања бр. 353-02-365/2011-02, од 05.05.2011. године у којем је наведено да носилац пројекта није у обавези отпчињања процедуре процене утицаја на животну средину за предметни пројекат. Претходно поменути уговор за извођење радова је завршен 2016. године, али не и сви уговорени радови.



Због поменутих недовршених радова из 2016 године, дошло је до потребе за израдом предметне пројектне документације, Идејног пројекта и Пројекта за грађевинску дозволу за изградњу саобраћајница за завршетак радова у оквиру петље Батајница. Наведена техничка документација је усаглашена са свим постојећим инфраструктурним објектима на локацији, као и свом техничком документацијом која је израђена у протеклим годинама.

Због свега претходно описаног, јавила се потреба за израду предметног Идејног пројекта и Пројекта за грађевинску дозволу, али искључиво у оквиру граница утврђених претходним пројектом. Предметним пројектом биће предвиђено исто ситуационо решење као и претходном изменом пројекта према коме су извођени радови од 2010 до 2016 године, и наравно, у оквиру првобитних граница, и са идентичним саобраћајним оптерећењем, где су утицаји пројекта на животну средину идентични онима који су анализирани у оквиру Студије о процени утицаја на животну средину као део Идејног пројекта аутопута Е70/75, Обилазница око Београда, деоница „А“ Батајница-Добановци од станицаже км184+738.94.

Све обавезе утврђене Студијом, су инкорпориране у оквиру претходног Идејног и Главног пројекта који је израђен у периоду од 2011 до 2014 године, а према којем су и узведени радови до 2016 године. У оквиру тог пројекта је израђен Пројекат техничких мера заштите животне средине са посебним освртом на мере заштите од буке и мере заштите површинских вода и затвореног система одводњавања са контролисаним испуштањем вода у колекторе или у природне реципијенте али са претходним пречишћавањем истих како се не би угрозио II квалитет вода водотокова. У складу са закључцима из Студије, израђен је и Пројекат уређења путног појаса, који ће предметном пројектном документацијом, као и остале књиге пројекта, бити допуњен недовршеним радовима, а такође ће се израдити и одговарајући мониторинг план.

Уз Захтев је приложена и додатна документација:

- Мишљење Министарства животне средине, рударства и просторног планирања о потреби процене утицаја на животну средину, број 353-02-365/2011-02, од 05.05.2011. године;
- Решење о сагласности на Студију о процени утицаја на животну средину, број 353-02-774/2010-02 од 16.09.2010. године;
- Локацијски услови број 350-02-00457/2018-14 од 24.12.2018. године – Министарство грађевинарства, саобраћаја и инфраструктуре;
- Прегледни ситуациони план из Главног пројекта;
- Прегледни ситуациони план из предметног Идејног и Главног пројекта за завршетак радова у оквиру саобраћајног комплекса петље Батајница;
- Допис Министарства заштите животне средине, бр. 011-00-299/2019-03 од 06.05.2019. године;
- Прегледна карта – прецизан приказ и просторни положај предмета захтева (назавршени радови у оквиру петље Батајница, и део локалних саобраћајница на истој локацији);
- Пројектни задатак за израду Идејног пројекта;

На основу увида у допуњени захтев овај орган сматра да су Идејни пројекат и Пројекат за грађевинску дозволу за завршетак радова у оквиру саобраћајне петље Батајница усаглашени са свом претходно верификованом техничком документацијом (Главни

пројекат и Студија о процени утицаја на животну средину, укључујући и мишљење Министарства животне средине, рударства и просторног планирања о потреби процене утицаја на животну средину, из 2011 године), те да не постоји обавеза покретања новог поступка процене утицаја на животну средину.

На приложеној прегледној карти дат је прецизан приказ и просторни положај предмета захтева (назавршени радови у оквиру петље Батајница, и део локалних саобраћајница на истој локацији). У пројектном задатку за израду Идејног пројекта изградње саобраћајнице у оквиру комплекса петље Батајница: део батајничког булевара од рампи Р2 и Р4 до раскрснице везног пута са ул. Краља Михаила Зетског и локалним путем 3, саобраћајница првог реда од раскрснице са приступом за интермодални терминал, укључујући и завршетак започетог моста преко пруге и паралелног моста „близанца“, локални пут 1, и локални пут 3, у глави IV 1.1.4.2 наведено је да је пројектант у обавези да се приликом израде предметног Идејног пројекта у свему придржава издатих локацијских услова и закључака из раније израђене и усвојене Студије о процени утицаја на животну средину као део Идејног пројекта аутопута Е70/75, Обилазница око Београда, деоница „А“ Батајница-Добановци од станица км184+738.24 –км194+782.94 и на основу које је тада надлежно министарство издало решење број: 353-02-774/2010-02 од 16.09.2010. године.

ПОМОЋНИК МИНИСТРА

по решењу о овлашћењу

бр. 021-01-5/4/2017-01

од 11.12.2017.

Александар Веселић

Доставити:

- Наслову
- Архиви