

ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

For

**IMPROVEMENT OF THE STATE ROAD IA - A1 (E-75)
HORGOSŃ - NOVI SAD (RIGHT SIDE), SECTION FROM
km 1 + 125 TO km 14 + 800, L = 13.68 km
AND FROM km 27 + 850 TO km 54 + 175, L = 26.32 km,
TOTAL L = 40.00 km, WIDTH 11.00 m**

- Environment category B -

Belgrade, December 2019

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ABBREVIATIONS

CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
ESAP	Environmental and Social Action Plan
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
IFIs	International Financing Institutions
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
PSC	Project Supervision Consultant
PR	Performance Requirements
RE	Resident Engineer
SEP	Stakeholder Engagement Plan
SLMP	Safety Labour Management Plan
WMP	Waste Management Plan

INTRODUCTION

The Republic of Serbia, through the realization of the "Koridori Srbije" intends to use the funds from the European Bank for Reconstruction and Development (EBRD) loan for the project of construction and rehabilitation of certain sections of the road network in the Republic of Serbia, in order to facilitate sustainable economic development and for the state to capitalize on its geographical position and continue its development as a key transit country in the Trans-European Network, as well as to increase transport efficiency and improve traffic safety in Serbia.

The company "Koridori Srbije" Ltd. is a contracting authority for the realization of the planned rehabilitation projects and the construction of new sections of the state roads.

Given that the project is funded by the EBRD, the Designer is obliged to comply with this institution's "Environmental and Social Policy", which was adopted in April 2019, which stipulates that together with the Project, an **Environmental and Social Management Plan (ESMP)** that is consistent with the Policy must also be developed and that all relevant Performance Requirements (PRs) defined in this document are respected during the design process, with a special emphasis on the environmental protection measures and an adequate monitoring programme.

In accordance with PR10, the Designer is obliged to involve the interested public in the process. Therefore, after the draft ESMP has been prepared, the Designer will present this document to the interested public, and include the results of the presentation and public consultations in the final version of the document.

The subject of this ESMP document are the impacts of the improvement project for the State road IA - A1 (E-75) Horgoš - Novi Sad, on the natural and social environment.

The purpose of the Environmental and Social Management Plan is to outline the negative environmental impacts and management issues during the construction works, as well as the necessary mitigation measures that the Contractor must apply. The key components of the Plan are: the Environmental Mitigation Plan and the Environmental Monitoring Plan.

International financial institutions have classified the project as the Category B in terms of potential environmental risks, so that in accordance with the operational procedures of the Bank financing the project, the development of the Environmental and Social Management Plan is required. Proponent is the Government of the Republic of Serbia, represented by the relevant Ministry, and the project is realised by "Koridori Srbije" Ltd. The ESMP document has been drafted to ensure that the IA - A1 (E-75) Horgoš - Novi Sad State Road Improvement Project is implemented in accordance with the EBRD terms for project implementation, as well as local environmental protection legislation. The ESMP also outlines the responsibilities of the various participants in the project implementation. Although no significant environmental impacts are foreseen (given that the project is categorized as environmental category B according to the EBRD project classification), this EIA identifies a number of environmental mitigation measures aimed at environmental protection and conservation of the existing state of the environment during the construction works. The Environmental and Social Management Plan was carried out using theoretical studies, on-site investigation, and consultation with representatives of local and regional authorities.

1. PROJECT DESCRIPTION

The route of the relevant section is located on the E-75 (IA) highway section Horgoš (border with Hungary) - Novi Sad, right carriageway, from km 1 + 125 to km 14 + 800 and from km 27 + 850 to km 54 + 175. The total length of the section proposed for rehabilitation works is 40km. The subject section forms an integral part of the existing E-75 highway from Horgoš via Novi Sad to Belgrade. The project area is in the close vicinity of Subotica, Bačka Topola and Kanjiža.

The position of the respective sections in relation to the Reference System is shown in Figure 01.

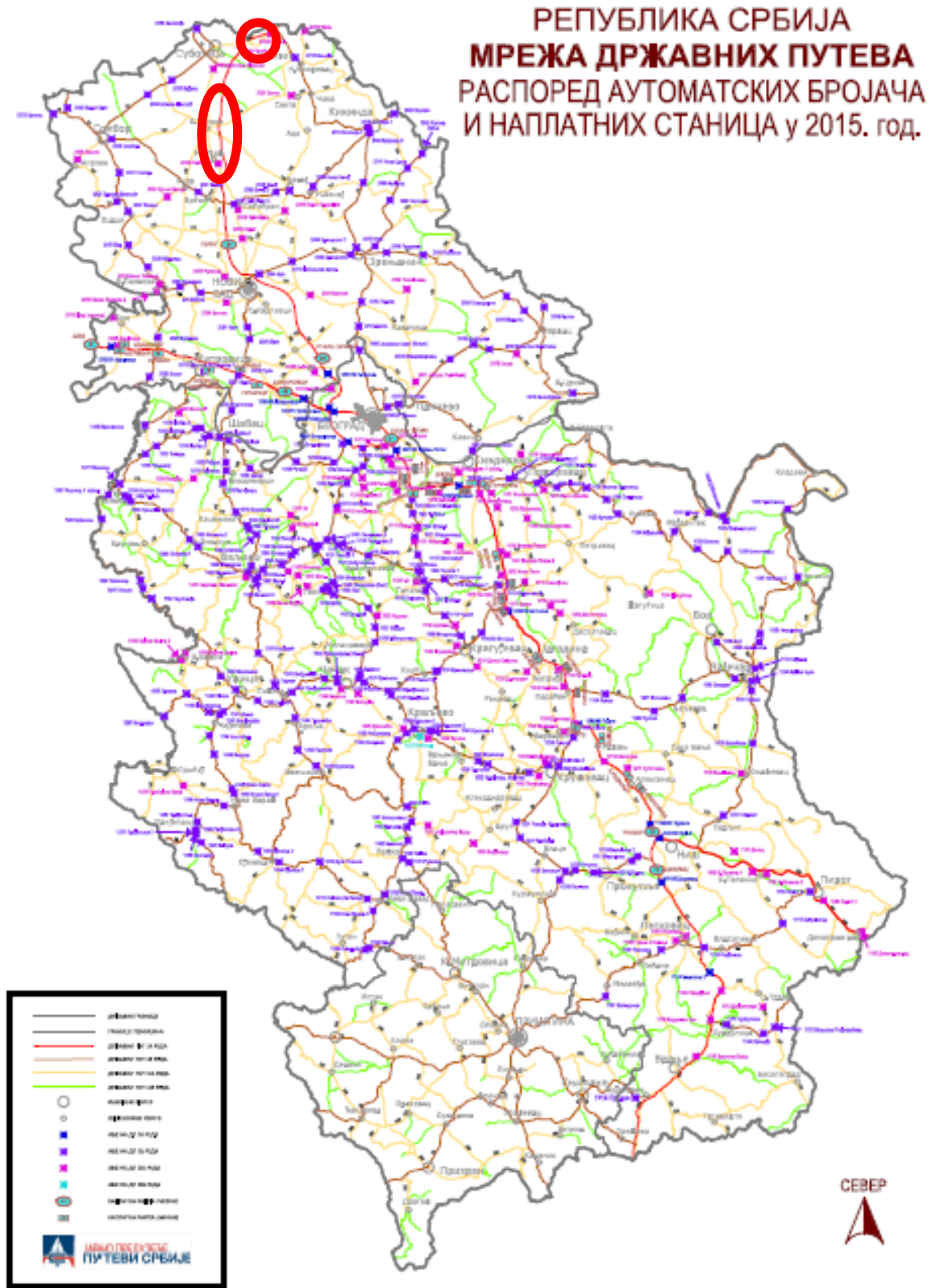


Figure 01. Position of the respective sections of the A1 highway in the Serbian road network

1.1. Location description

Geographically, the section of the highway is located in the north of the Republic of Serbia, in the territory of the AP of Vojvodina, near Subotica, Kanjiža and Bačka Topola.

The highway on this section has an outstretched track along flat terrain with a road body on the embankment. Right lane of the state road IA - A1 is of ~ 11.0 m width, comprising an edge strip along the median strip of 0.5 m, the overtaking (fast) and travelling lane (2x3.75m), a 0.5 m edge strip between the travelling and emergency lane and a 2.5 m emergency lane.

1.1.1. Municipality of Kanjiža

Kanjiža is a town and municipality located in the North Banat District of the Autonomous Province of Vojvodina, Serbia. The town of Kanjiža has 9,871 inhabitants, while the municipality of Kanjiža has a population of 25,343. Almost all settlements in the municipality have a Hungarian majority, except Velebit, which is predominantly Serbian.

Although it belongs to the North Banat district, the territory of the municipality of Kanjiža is in fact located in the region of Bačka. The territory of the municipality is bordered by the river Tisza and Novi Kneževac municipality in the east, Senta municipality in the south, Subotica municipality in the west and the border with Hungary in the north. The proximity of the border, highway and the Tisza River makes it an important location.

The municipality of Kanjiža comprises the city and 12 villages: Adorjan, Doline, Horgoš, Male Pijace, Mali Pesak, Martonoš, Novo Selo, Orom, Totovo Selo, Trešnjevac, Velebit and Zimonić.

The economy of Kanjiža is dominated by the Potisje -Tondach roof tile factory. Other companies are FIM Kanjiža, Ceramics Kanjiža, various pepper processing companies and spa health center "Banja Kanjiža". 736 inhabitants are engaged in individual agricultural production.

1.1.2. Municipality of Bačka Topola

Bačka Topola is a township and seat of the municipality of Bačka Topola in the North Bačka District. The municipality is comprised of 23 local communities and has a population of 33,321, while the city itself has a population of 14,573. It was built in the valley of the river Krivaja and on the hilly terrain of the loess plateau of Telečka. The north-south and east-west routes intersect there. It is 32 km away from Subotica, about 40 km from Senta and Bečej, 45 km from Sombor and 69 km from Novi Sad.

The municipality of Bačka Topola includes the town of Bačka Topola and the following villages: Bagremovo, Bački Sokolac, Bajša, Bogaraš, Gornja Rogatica, Gunaroš, Karadjordjevo, Kavilo, Krivaja, Mali Beograd, Mićunovo, Njegoševo, Novo Orahovo, Obornjača, Pačir, Panonija, Pobeda, Srednji Salaš, Stara Moravica, Svetičevo, Tomislavci and Zobnatica.

The settlement of Bačka Topola has 12,101 adult residents, with an average age of 42.5 (40.7 for men and 44.1 for women). The population in this settlement is mixed with the Hungarian majority (according to the 2011 census), and in the last three censuses a decrease in population has been evidenced.

The population is mostly employed in manufacturing (2,475), agriculture and forestry (1,065), shops and services for maintenance of motor vehicles (1,063), while 605 residents are engaged in individual agricultural production.

1.2. Description of improvement works on the State road IA – A1 (E-75) Horgoš – Novi Sad

Works on the rehabilitation of the right carriageway on the proposed highway sections consist of:

- milling of existing pavement in order to obtain the required geometry,
- repair of different types of damage,
- removal of existing asphalt layers in parts where anticipated by pavement structure solutions,
- installation of the base course/equalizing bed and the wearing course of asphalt.

In places where the existing carriageway is narrower than 11.0m, repair works are planned on the existing carriageway edges, which include:

- o cutting off the existing carriageway edges,
- o excavation,
- o installation of a layer of crushed stone aggregate of 30cm and
- o installation of the wearing course of asphalt. During construction, common building materials will be used for this type of work (aggregate, cement, concrete, asphalt, crushed stone and bituminous aggregate).

Self-propelled asphalt planting and compacting machines, hand-operated pneumatic tools, paving machines, as well as trucks and other construction machinery, will use diesel fuel to drive internal combustion propulsion engines.

Used borrow pits must be rehabilitated after exploitation thereby reducing the resulting negative effects.

2. LEGAL AND ADMINISTRATIVE FRAMEWORK

2.1. Relevant institutions

The Ministry of Construction, Transport and Infrastructure (MoCTI) and the Ministry of Environmental Protection (MoEP), will be the key institutions responsible for the management of the environmental aspects of the project. The relevant Ministry of Environmental Protection of the Republic of Serbia is responsible for producing and implementing the environmental policy.

Protecting the ecological network is ensured through standard precautions in order to preserve the biological and landscape diversity, the sustainable use and restoration of natural resources and properties and the improvement of protected areas, habitat types and wildlife habitats in accordance with the law governing nature protection, and other regulations, as well as the acts on the proclamation of protected areas and treaties. Measures to protect the ecological network are related to legal and physical entities that use natural resources and engage in activities and works in accordance with the law governing the protection of nature. In the area of ecological network the measures, methods and technical solutions shall apply in order to maintain favourable status of ecologically important areas and improve the deteriorated state of parts of the ecological network.

Article 7 of the Law on Cultural Property ("Official Gazette of the RS" No. 71/94) stipulates that a cultural property and property enjoying prior protection must not be damaged, destroyed, nor its appearance, property or purpose may be changed without the consent and pursuant to the provisions of this Law.

2.2. Relevant legislation of the Republic of Serbia

The issue of environmental protection in the Republic of Serbia is regulated by several national and regional laws and regulations. The environmental laws and by-laws in force in the Republic of Serbia are summarized in Appendix 1.

The most important regulations in this area are:

- Constitution of the Republic of Serbia ("Official Gazette of RS" No. 98/06).
- National Sustainable Development Strategy ("Official Gazette of the RS" Nos. 72/09, 81/09)
- Law on Planning and Construction ("Official Gazette of RS", Nos. 72/2009, 81/2009, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14, 83/2018, 31/2019 and 37/2019)
- Law on Nature Protection ("Official Gazette of RS", Nos. 36/09, 88/10, 91/10, 14/16 and 95/2018)
- Law on Environmental Protection ("Official Gazette of RS", Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/2018 and 95/2018)
- Law on Environmental Impact Assessment ("Official Gazette of RS", No. 135/04, 36/09)

- Law on Strategic Environmental Impact Assessment ("Official Gazette of RS", No. 135/04, 88/10)
- Law on Waste Management ("Official Gazette of RS", No. 36/09, 88/2010, 14/16 and 95/2018)
- Law on Protection against Environmental Noise ("Official Gazette of RS", No. 36/09, 88/10)
- Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/2018)
- Law on Forest ("Official Gazette of RS", Nos. 30/10, 93/12, 89/15 and 95/2018)
- Law on Air Protection ("Official Gazette of RS", No. 36/09, 10/13)
- Law on Safety and Health at Work ("Official Gazette of RS", No. 101/05, 91/15, 113/17)
- Law on Agricultural Land ("Official Gazette of RS" No. 62/06, 65/08, 41/09, 112/15, 80/17 and 95/2018)

Regulations adopted on the basis of the Law on Environmental Impact Assessment include the following:

- Regulation on establishing the List of Projects Requiring a Mandatory Impact Assessment and List of Projects that May Require an Environmental Impact Assessment ("Official Gazette of the RS" 114/08)
- Rulebook on the content of the request for impact assessment and content of the request for determining the scope and content of the EIA study ("Official Gazette of the RS" No. 69/05).

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

2.3. Environmental Impact Assessment Procedure in the Republic of Serbia

The issue of environmental impact assessment in the legislation of the Republic of Serbia is governed by the Law on Environmental Impact Assessment, which is fully in line with the European Union Directive on Environmental Impact Assessment (85/337/EEC, 97/11/EC, 2003/35/EC and COM 2009/378). According to the aforementioned law, environmental impact assessment is not necessary for road improvement projects, except where such projects are located within protected areas, whether it be of nature or cultural and historical heritage. In such cases, the project developer is obliged to submit to the Ministry of Environmental Protection (MoEP), or the competent authority, a "Request for deciding on the need to assess the impact of the project on the environment". Depending on the assessment by the competent authority of the importance and potential environmental impact of the projects, it is decided whether (or not) there is a need to implement a partial or full environmental impact assessment procedure for the relevant sub-project. A request to decide on the need for an environmental impact assessment for each sub-project identified to be located in the vicinity, or within protected areas (nature, or cultural and historical heritage) must be submitted for consideration regarding the need for environmental impact assessment to the department of environmental protection within the competent institution.

2.4. Important guidelines and orders of international financial institutions

Given that the project is funded by the EBRD, the Designer is obliged to comply with this institution's "Environmental and Social Policy", which was adopted in April 2019, and all relevant Performance Requirements (PRs), as defined in this document, with particular emphasis on environmental measures and adequate monitoring programme.

Category B projects, where potential future negative environmental and social impacts are usually site-specific and/or easily identified and resolved through mitigation measures, the client will conduct an environmental and social issues assessment commensurate with the nature, the size and location of the project, as well as the characteristics of potential impact and risk. The assessment will identify any potential future impacts associated with the proposed project, identify potential opportunities for improvement of results, and recommend any measures that should be avoided, or where avoidance is not possible, to reduce and mitigate the negative impacts.

The purpose of this assessment is to identify potential risks, liabilities and opportunities associated with existing facilities and operations, confirm the current status of regulatory compliance and the evaluation of the existing management systems and overall performance of the client in relation to the PRs.

3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

3.1. Climate and climate change

Climate factors - City of Subotica:

Elevation	.....	137 m
Mean annual temperature	.....	10.9° C
Mean annual rainfall	.....	555 mm
Soil	.....	Loess
Lang's rain factor	.....	51 Humidity

Increased variation has been the most distinctive feature of climate change in Vojvodina (northern Serbia) in recent decades, especially in the case of rainfall. The increased number of extreme weather events, and variations in rainfall for the period 1981 - 2005 compared to 1951 - 1981 are common features of the current state of climate change in Vojvodina

3.2. Air quality

Within the project area there are no industrial plants or other sources that have been identified as significant sources of air pollution

3.3. Noise

The existing E-75 Horgoš - Novi Sad highway is the only but dominant source of noise within the project area

3.4. Quality of surface and groundwater

At the beginning of the first section of the highway, near Horgoš, there is an unnamed canal. There is a bridge across that canal.

The Keresh canal is located at km 12 + 000.

Ludaš Lake is located near the end of the first section of the highway, near the settlement Hajdukovo, at km 15 + 000.

The quality of surface and groundwater in the municipality of Subotica is relatively poor. Poor groundwater quality (high concentration of iron, ammonium and arsenic) is based on natural characteristics of the soil. Poor quality of surface water is the result of human activities. A huge number of unhygienic septic tanks and uncontrolled landfills significantly contribute to the existing pollution of the water bodies within the project area

3.5. Geology and geomorphology

The Pannonian basin and the Peripannonian rim encompass the most fertile soils in Serbia, developed on loess plateaus and alluvial plains and terraces.

The Subotica inland dunes occupy the area between Subotica and Horgoš and the state border with Hungary. It consists of two parts: an area of low sand dunes at the Bačka loess plateau and the area of sand cover over the terrace of the river Tisza.

Sandy plains are composed of fine to medium-grained sand, fine-grained and rarely clayey sands.

3.6. Land use

The entire project area is used as Serbia's primary road infrastructure. The proposed section of the highway and its belt (40m from the edge of the road on both sides) are entirely state-owned, managed by state institutions - Koridori Srbije and Roads of Serbia.

3.7. Soil

The project zone is located in the north of Serbia, on the border with Hungary, in the middle of the Pannonian Plain. These types of terrain are extremely suitable for agricultural activities, especially because the natural geomorphology of the area is enriched with highly fertile soil. Certain soil types on the territory of the city of Subotica are among the most fertile in Europe and play a crucial role in the production of wheat, corn, sunflower and other plants. These soils are recognized by their very dark brown colour, almost black. This is due to the richness of humus in the soil. Another type of soil widespread in this area is saline soil. This is the soil with a higher percentage of sand than usual. Sand in the soil comes from the south-eastern part of Vojvodina, from where the winds have been bringing it over a long geological period. Sandy soil is suitable for growing grapes and fruits, and some areas are also known as producers of vines and fruits, not only as part of tradition, but also for industrial processing.

3.8. Biological and environmental resources

The Ludaš Lake Special Nature Reserve is protected as a natural resource of great importance for the Republic of Serbia. It was also listed on the Ramsar List in 1977.

Ludaš Lake with its surrounding wetlands complex is located on the border of the Subotica-Horgoš sands and the Bačka region. The lake is the only standing water in the area, which has not undergone irreversible changes during the regulation of water in the region. It is one of the best preserved wetland bio topic sand steppe areas and at the same time is the only representative of the steppe areas of shallow lakes in our country. On the high wooded shores of the lake, a relict steppe community has been preserved, a habitat of floristic rarity.

The lake and the surrounding flooded meadows are a place of encounter and residence for many bird species during spring and fall migrations. Important representatives of flora and fauna include orchid, deciduous trees and shrubs, aquatic pest damage, pelobates syriacus toads and wheat

3.9. Protected areas

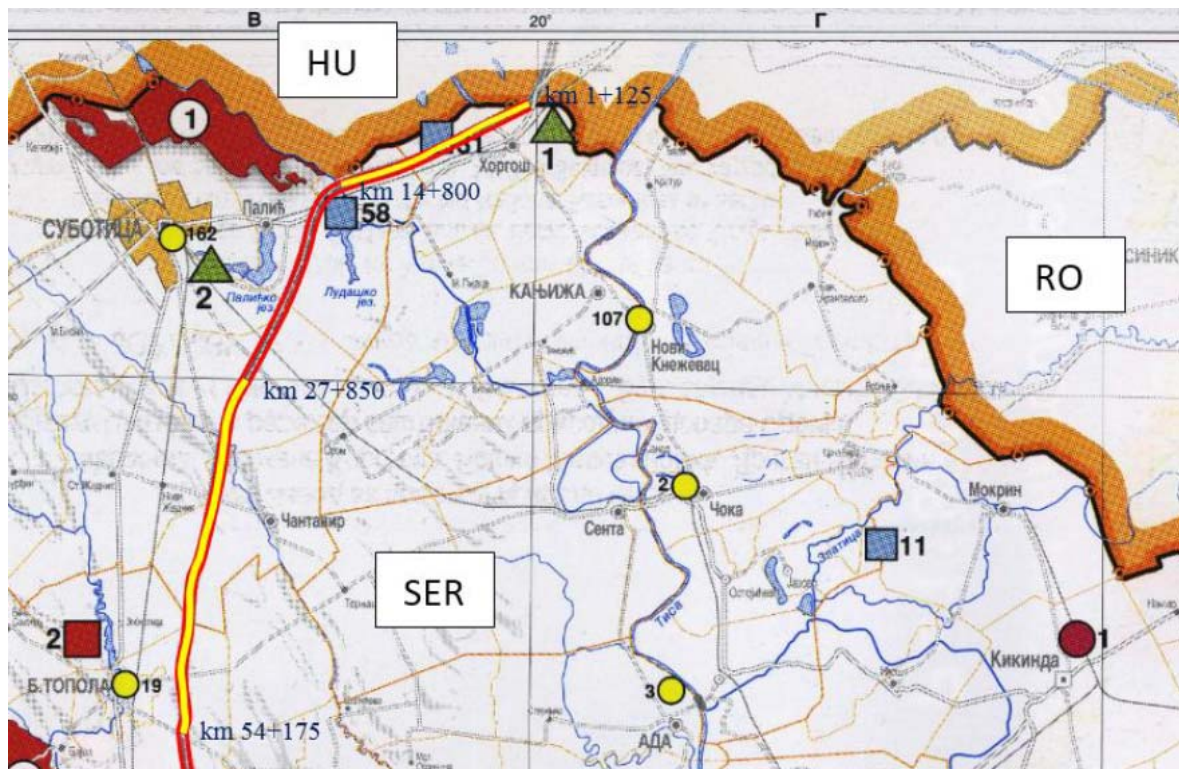
There are no protected natural or cultural resources directly along the route of the highway sections concerned, which could be endangered during the rehabilitation of those highway sections.

The first section of the highway that is the subject of the proposed works to improve the state road (km 1 + 125 to km 14 + 800) is next to the following protected natural resources:

#1 Kamaraš Nature Park

#31 The Selevenj Heath Special Nature Reserve

58 The Ludaš Lake Special Nature Reserve



The other section of the motorway which is the subject of the proposed works (km 27 + 850 to km 54 + 175) is not located in or near the protected areas.

3.10. Visual characteristics

The highway zone is located in the lowland area and is surrounded by agricultural land. There are no exceptionally valuable landscape and visual features of the project area.

3.11. Land (former and present use, permanent or temporary occupancy)

The entire project area is used as an arterial infrastructure of Serbia. The proposed section of the highway and its belt (40m from the edge of the road on both sides) are entirely state-owned, managed by state institutions - Koridori Srbije and Roads of Serbia

3.12. Public transport

In the project area there is no public transport system.

In addition to the subject-section of the highway, the railway passes near the first section which is the subject of the proposed remediation work.

3.13. Borrow pit and landfill sites

The Contractor is obliged to use the material only from authorized sources. At this stage of the project it is unknown whether new borrow pits or a landfill will be activated for the completion of remediation work.

3.14. Cultural heritage

There are no protected cultural properties directly along the route of the highway sections concerned, which could be endangered during the rehabilitation of those highway sections.

3.15. Population and socio-economic status

The area around Subotica consists of mostly agricultural land, but the city itself is an important industrial and transportation centre in Serbia.

Due to the surrounding arable land, Subotica has well-known food producing industries in the country, including brands such as the confectionery factory "Pionir", "Fidelinka" cereal producer, and "Mlekara Subotica" producer of dairy products.

There are a number of old socialist industries that survived the transition period in Serbia. The largest is the chemical fertilizer plant "Azotara" and the wagon factory "Bratstvo".

Tourism is important. In recent years, Palić has become known for its film festival, in addition to tourism.

3.16. Other social impacts

The population of the Subotica Administrative Region (comprising the Subotica metropolitan area, the city of Palić and suburban and rural settlements) consists of: Hungarians = 50,469 (35.65%), Serbs = 38,254 (27.02%), Croats = 14,151 (10.00%), Bunjevci = 13,553 (9.57%), Roma = 3,501 (2.58%), Yugoslavs = 3,202 (2.26%).

There are several different religions of the local population. The religions in the administrative area of Subotica are: Roman Catholic = 81,532 (57.60%), Orthodox = 39,333 (27.79%), Muslim = 2,756 (1.95%), Protestant = 2,372 (1.68%), Judaism = 89 (0.001%)

Subotica is the center of the Roman Catholic Diocese of Bačka region. The area of Subotica has the highest concentration of Catholics in Serbia. 57% of the city's population are Catholics. There are eight Catholic parish churches, a Franciscan spiritual centre (the city has a community of Franciscan friars and sisters), a Dominican women's community and two Austrian communities of religious sisters. The Diocese of Subotica has the only Catholic high school in Serbia

There are no particularly vulnerable groups within the project area

3.17. Stakeholder engagement

The principles and procedures of PERoS and KS have been developed to meet the environmental and social policy of the EBRD (May 2019), performance requirements (PR)10 „Information availability and stakeholder engagement“, to identify the people or communities affected by the project as well as other stakeholders; to provide meaningful consultation with stakeholders on environmental and social issues that may potentially affect them, timely provision of relevant information and notifications of times and places where information is available while stakeholders can still influence project development; to hold stakeholder consultations during all phases of the project, starting as early as possible during project planning and preparation; implementation of the procedure by which people can submit comments and complaints (complaints mechanism); to enable a constructive relationship with stakeholders on an ongoing basis through significant engagement during project implementation and specific provisions applicable to vulnerable groups.

3.18. Health and safety of workers and residents

Safety and health at work are regulated by law and generally aligned with European standards

3.19. Traffic safety and accident black spots on the road

The poor condition of the existing pavement of the relevant section of highway significantly affects traffic safety.

4. POTENTIAL ENVIRONMENTAL IMPACTS

During the implementation of the project, environmental impacts will be a consequence of the presence of labour force and construction machinery, as well as the nature of the construction works on the site, which are limited to the area of construction works and the surrounding area.

Improvement of the State road IA-A1 Horgoš – Novi Sad will not pose a significant environmental risk. In addition, the sole aim of this project is to improve transport efficiency. In this regard, the types of environmental impacts are limited (the environmental impacts are directly related to the spatially limited activities for improving the section of state road A1, while their extent remains negligible (localized impacts, with no significant effects during future exploitation). Taking into account the nature of the proposed project, it is anticipated that the negative environmental impacts can be expected only in the construction phase. Aspects of health and safety at work have also been taken into account.

In the broad sense, the types of environmental impacts during execution of works envisaged by the project may be as follows:

- **Land and water pollution:** during the execution of construction work, when using construction machinery, there is a possibility of soil contamination due to accidental spillage of lubricants and fuel from construction machinery. In addition, construction waste accumulates in the area of construction work, which - if not properly disposed of - can cause negative consequences. Construction works performed in the river bed may cause a temporary turbidity of the watercourse.
- **Flora and fauna:** road improvement works may cause minor impacts on wildlife but may not significantly affect the ecological potential and ecological corridors of the wider area
- **Disposal of materials from excavation and construction waste.** During the course of the road improvement works, construction waste and earth material usually accumulate.
- **Terrain degradation and soil erosion.** Impacts on vegetative cover will be short-term and localized in the narrow area where the project will be implemented.
- **Impacts related to temporary access roads and work zones.** Establishment of temporary dirt roads to access work areas, as well as temporary landfills for disposal of excavation materials, may contribute to dust emission and degradation of surrounding terrain.
- **Noise and vibration** during the works and temporary air pollution (dust) is related to the transport of building materials and truck traffic. These impacts occur during the course of road improvement works and will have a short-term effect. Effects include dust caused by construction activities, noise during the excavation of trenches, potential vibrations due to operation of heavy equipment, the increased volume of traffic on some parts of the road, etc.
- **Security risks of construction works.** No significant risks are expected during the execution of the proposed design elements, as long as adequate work practices are observed and safety procedures are followed.
- **Impact on cultural, historical and archaeological sites.** Archaeological or cultural resources are not expected to be encountered during the project.

4.1. Potential impacts of the project as per the stages of the works

No significant negative impacts on the natural environment are expected during the construction phase and during the exploitation of the subject section of the highway. On the contrary, it is considered that the environmental impacts during the exploitation phase will be extremely positive, since this project aims at raising the level of service and facilitating traffic communication with significant destinations in the wider project area, without risk to the environment, people and their property.

Project impacts according to the stages of execution of works are shown in the following table:

Stage	Impact type
Phase of works	Soil contamination and erosion Dust emissions Noise Soil and air pollution Impact on aquatic ecosystem Degradation of coastal vegetation caused by execution of works Risk to humans and/or animals due to unfenced or unmarked construction site. Risk for safety and health at work of construction site Workers due to potential landslide occurrence.
The exploitation phase	Slight environmental impact on the project location Positive impact in terms of prevention of risks to the environment, people and property
Level of negative impact	Minimal with mitigation measures applied

Most of the environmental impacts are temporary and shall cease upon completion of the works. Due to the relatively low level of environmental impact, this project belongs to the B category in terms of the degree of environmental sensitivity, according to the categorization of international financial institutions.

This Environmental and Social Management Plan relates to the phase of the execution of works, and its implementation is a future obligation of the Contractor. During construction activities, traffic disturbances, damage to access roads, noise, dust, waste and air pollution, impact on land, water, flora and fauna may occur. Works carried out off construction site, such as a quarry, asphalt base and borrow pits, may lead to local negative impacts, and it is therefore essential that these works be properly managed.

4.1.1. Other positive impacts of the project

Improving the right lane of the state road IA-A1 Horgoš - Novi Sad will lead to improvements in the social, health and economic spheres, as well as positively affect the population and local communities in the nearby municipalities. Experiences from similar projects show that this project will bring many positive social effects through creation of conditions for raising the living standards of population in almost all areas (education, health protection, new employment).

If some of the unemployed find jobs, or if new employment affects the level of unemployment, the project will create positive social effects in terms of reduction of social benefits or unemployment assistance.

4.1.2. Potential negative environmental impacts

A summary of the key environmental impacts during the construction phase and recommended measures to mitigate these impacts are presented in the following table:

Environmental Impact	importance	commentary
impacts on land use/settlement	low	During the implementation of the project, there will be no new occupation of land

Environmental Impact	importance	commentary
groundwater and surface water	low	Since the small amount of water can through drainage reach the existing watercourses, the negative impact is minimal or negligible
air quality	low	Temporary impact
flora and fauna (protected areas and species)	low	Minimal losses or damage to vegetation, loss, damage or disturbance of the fauna system may occur during the execution of the works. The impact can be limited or mitigated by the application of environmental mitigation measures. There will be no negative impact on protected areas due to the nature of the works.
noise	low	Temporary impact
access points of intersection of the main and local roads	low	Rehabilitation will not affect the existing crossing points.
land management	low	With the application of appropriate waste management measures
waste	low	Secured through waste management – The waste and wastewater management plan will be prepared and implemented
cumulative impacts, etc.	low / middle	During the rehabilitation work, a slight increase in the noise level and concentration of pollutants in the air may be temporarily caused

Possible impacts as a result of temporary construction activities will, inter alia, consist of: damage to access roads, noise, waste and dust; emissions into the air; potential impacts on soil and water resources; short disruption of surrounding ecosystems, and momentary usurpation of neighbouring settlements through various project and operational activities.

As for the activities that are not directly on the site the following can be singled out: operations in quarries and borrow pits, which if not managed properly, can lead to negative local impacts. Contractor's camp may be a potential source of temporary negative impacts.

4.1.3. Impact during construction

It should be emphasized that the pollution that occurs during rehabilitation is not permanent. After the cessation of works, with the necessary protection measures taken, these phenomena would be reduced, i.e. they would disappear completely over time. When performing construction works on the route, there are a number of activities that can cause negative effects on the flow regime and water quality:

- Construction works (deep excavations, destruction and removal of the natural surface layer, etc.). In this way, disturbances of the natural recharge routes are possible, and at the same time by removing the surface layer and creating new drainage areas, the turbid or otherwise polluted water quickly drains into the underground as well as into the surface waters.

- Construction machinery - potential danger of release or accidental spills of oil and oil products, dumping of motor oil and similar waste.
- Uncontrolled deposit of excavated material, placement of mechanization bases or asphalt bases near surface waters.
- Use of inappropriate construction materials.
- Uncontrolled drainage of sanitary water at the locations of camps for workers, where pollution from food preparation as well as sanitary facilities are possible.

4.1.4. Impact during exploitation

During operational phase of the road it is logical to expect that water pollution will be primarily the result of the following processes:

- exhaust gas deposition;
- tire wear;
- bodywork destruction and cargo seepage;
- cargo spillage;
- disposal of organic and inorganic waste;
- atmospheric sedimentation;
- pollution caused by wind;
- Dispersion caused by passing vehicles.

Contamination caused by the above mentioned processes in terms of the frequency of occurrence may be constant, seasonal and random (accidental).

Permanent pollution is primarily due to the scope, structure and characteristics of the traffic flow. The consequence of the traffic flow is the permanent deposition of harmful substances on the pavement surface and the accompanying cross-section elements, which are washed away in cases of precipitation. It is primarily the matter of deposition of harmful substances from exhaust gases, oils and lubricants, tire and pavement wear, bodywork wear, etc.

Seasonal pollution is related to a specific period of the year. A typical example of this type of pollution is the use of salt for road maintenance in the winter months. This type of pollution is characterized by high concentrations of sodium and calcium salts occurring in a very short period of time, involving roadway curing and the consequences of dissolution.

Random (accidental) contamination most often occurs due to the transport of hazardous materials. These are usually oil and its derivatives, although it is not uncommon that vehicles transporting very dangerous chemical products break down. What is of particular concern in this case is the fact that these are almost instantaneous very high concentrations that cannot be predicted either temporally or spatially. As a consequence, from the standpoint of protection, very wide belts, most commonly water supply zones and frequently surface waters of category I and II must be protected.

4.1.5. Potential negative impact on watercourses

During the work on improvement of the right side of the state road IA-A1 Horgoš - Novi Sad water pollution can occur in transverse and underground watercourses in case of drainage of contaminated water from construction site, leakage of fuel and lubricants from construction machinery or due to uncontrolled sanitary water drain from construction site and camp zone.

As to the possible pollution after completion of the works, it is limited only to the possible accidental pollution which most often occur on the roads in the case of accidents with vehicles transporting petroleum products and other hazardous substances.

In this case, as defined by the Ministry of Internal Affairs and the Water Law, procedures for responding to incidents are applied.

During the execution of work on the improvement of road and its subsequent exploitation,

temporary or permanent pollution of surface and ground water may occur. These problems are particularly prominent in cases of accidental pollution.

Fuel and lubricant spills can, in most cases, occur at the Contractor's camp and on manipulative surfaces where equipment and construction machinery are maintained and washed. Drained contaminated water should be treated in a separator of adequate size before being discharged into the recipient. Should any spillage occur in any part of the project area, the Contractor is obliged to mitigate the problem by using absorbent materials such as absorbent mats/fabric or sand and remove a layer of contaminated soil and dispose of it at an approved site, pursuant to the law. It is expected that the local population in the wider project area during construction will be less exposed to air pollution and noise. Noise caused by works is temporary.

4.1.6. Potential negative impact on air quality

Locally, air quality may sustain minor and temporary deterioration due to dust from traffic at the construction site, while the increased levels of nitrogen oxides (NO_x) and sulphur oxides (SO_x) found in the exhaust gases of construction machinery are major pollutants. Dust can accumulate on vegetation, on crops, on surrounding objects, and can partially cause negative impacts.

4.1.7. Possible soil pollution

When considering the impact on land, there are two important phases that relate to the road improvement phase and the exploitation phase.

There are two types of impacts caused by the road improvement phase: soil pollution and land degradation.

Soil contamination at this stage may be due to improper manipulation of oil and its derivatives used for construction machinery and other facilities during road improvement works, washing of vehicles and machinery outside designated and regulated places, inadequately arranged construction site and other activities that are not implemented as per the recommendations given in the technical protection measures in the course of road improvement works.

The problem with impacts on soil (degradation) is primarily reflected in the need for transportation of large quantities of construction material as well as the necessity to activate borrow pits or landfills. Another important factor at this stage is the inevitable need to remove the topsoil from large areas. The process of road improvement works is characterized by extensive mechanical stabilization in the corridor body and in places where temporary access roads are formed, which in some sensitive parts can affect the whole system of soil parameters primarily in terms of its water permeability, content of air in soil, etc.

Considering the scope of the planned works, it is assumed that the Contractor will not need to create a sector for washing of vehicles and camps for workers and no significant pollution is expected during *road improvement work*.

In the road exploitation phase, soil pollution will mainly be due to the following processes: pollution caused by stormwater runoff, the precipitation of the exhaust gases, disposal of organic and inorganic waste, spillage of cargo, sedimentation of particles in the atmosphere caused by wind, dispersion caused by passing vehicles.

Soil pollution depends primarily on:

- road drainage system;
- traffic load and traffic flow structure;
- the configuration of the surrounding terrain and its forestation;
- pollution of soil through sputtering of the passing vehicles is limited to a narrow strip along the edge of the road;

- scattering of material from the roadway during the dry season due to air currents and passage of vehicles is also limited to a narrow belt along the edge of the road;
- atmospheric precipitation is present at distances of up to several hundred meters, which for now cannot be defined nor do evidence regularities that could help quantify these phenomena.

Based on the anticipated traffic load on this section, it is concluded that in regular exploitation there will be no significant increase of pollutants in the soil.

4.1.8. Potential impacts on flora

Projects like this can have a detrimental effect on the surrounding flora during the implementation phase. These effects occur in the form of breaking of branches, trunk debarking due to machinery in motion, damage to the root system, clearing of vegetation, etc. The technical documentation does not envisage deforestation or tree felling.

4.1.9. Potential impacts on cultural property

No significant cultural property nor archeological sites under any degree of protection are found on the route of the relevant road section.

4.1.10. Potential cumulative impacts

The present project will not lead to cumulative effects. Implementation of ESMP-will lead to minimizing the impact on the local population and wildlife, which could otherwise lead to cumulative negative effects.

4.1.11. Other impacts

- social impacts: in the phase of rehabilitation take into account the socio - economic conflicts, including health and safety. All temporary structures used for activities that give rise to short-term impacts, such as quarries and borrow pits, landfills for disposal of surplus land and asphalt plants are included. Impacts of this type of activity are expected to cease when the Contractor completes the Project and leaves the site;
- solid waste: State road improvement activities are expected to generate a certain amount of solid waste, which is to be collected at the construction site and transported to a landfill (determined by the local community in consultation with contractors), outside the construction site.

5. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Environmental impacts of the IA - A1 (E-75) Horgoš - Novi Sad (right side) Road Improvement Project will be minor and reversible. It is imperative that the mitigation measures given in the Environmental and Social Management Plan, as they relate to the design, construction and exploitation phase, are properly implemented. The ESMP consists of a Mitigation Plan and a Monitoring Plan and is based on the type of environmental impact, their extent and duration. Manages the design, supervision and execution of works on the implementation of ESMP.

5.1. Impact Mitigation Plan

The Mitigation Plan sets out the environmental impacts and mitigation measures to be applied during the design, improvement and exploitation of the road (Appendix 1).

The plan is in line with the environmental measures outlined in the **Environmental Protection Technical Measures Design**, Book 7 of the Technical Documentation for Improvement of the State Road IA-A1 (E-75), Horgoš - Novi Sad (right side), section from km 1+125 to km 14+800 and from km 27+850 to km 54+175, total L=40 km, 11m wide, made by Tangram Projekt, MHM Projekt, DB Engineering and Geotechnics NS in November 2019 (hereinafter referred to as **Book 7**).

It lists locations, time, responsibility for plan implementation and oversight. The cost of mitigation measures is included in the cost of the works. The Contractor's obligation is to implement measures to mitigate the environmental impact, to include them in the total costs, to comply with national laws, European Union standards and the requirements of the lender.

5.1.1 Soil protection measures

Adequate protection includes the following activities aimed at reducing the degree of degradation and pollution of land:

- Identify the locations of movement and parking of the rolling stock accurately. This is done to prevent additional soil compaction. In addition, oil or similar spills must be physically removed and taken to landfill.
- Machine washing and other work should be carried out in specific places.
- Prohibit the opening of uncontrolled access roads to the construction site.
- Outside the lane, certain areas cannot be used as temporary or permanent places of disposal, parking, repair of machinery, borrowing facilities, etc.
- Waste material generated at the construction site should be disposed of at a specific registered landfill, which must be reclaimed after completion of the work.
- Recultivation of newly opened lending facilities according to a predefined plan that should be done after exploitation of the lending facility.
- Register landscaping areas requiring special erosion protection and apply prescribed measures to prevent this process. This applies to areas under the overpass, which must be coated with a solid material. The same is true for levees beside watercourses.
- To prevent soil salinization, minimize the amount of salt required to keep the road in winter.
- Do not use grass clippings along the highway to feed livestock.
- If there is an unwanted spillage of certain substances on the already constructed road, remove contaminated soil, take it to the landfill and replace with a new layer.
- Avoid the use of strong chemical agents for phytological and entomological protection of plants.
- Avoid using herbicides to remove weeds within the travel belt.
- Green the slopes of cuttings and embankments to prevent erosion.

- Due to the present pollution of the soil by heavy metals due to the exploitation of the highway, it is forbidden to plant crops for use for human and animal consumption at a distance of 30 m from the edge of the road

5.1.2. Flora and fauna protection measures

Of the protected natural resources in the subject area the following have been singled out:

- Special Nature Reserve "Selevenjske pustare", (RS Official Gazette, No.37/97)
- Special Nature Reserve "Ludosko Lake" (RS Official Gazette, No.56/94)
- Kamaraš Nature Park (Kamaraš Nature Park was put under protection by the Decision of the Assembly of the Municipality of Kanjiža as a natural asset of category III. The decision was published in the Official Gazette of the Municipality of Kanjiža No.4 of 18.05.2005).

Flora Conservation Measures within Protected Natural Resources (Book 7):

Within the first and second degree of protection, for all existing protected natural assets, part of the measures is as follows:

The following are prohibited in the entire area of the Reserve:

- construction of facilities,
- carrying out all work that would lead to a change in the water regime,
- the opening of sand and litter works that could change terrain morphology and ecosystem stability,
- use of chemical agents,
- introduction of allochthonous species of plants and animals,
- afforestation,
- collection of plant and animal species,
- burning cod and grass cover,
- driving and organizing races,
- landfill and opening of landfills as well as physical and chemical pollution,
- all other forms of endangerment of natural rarities and their habitats,
- light a fire etc.

In addition to the above protection measures, the following should be implemented:

- Avoid storing landfills, construction sites and lending sites on existing biotopes.
- Exclude the use of herbicides in the elimination of weed species when establishing lawns along the slopes of road embankments.
- Construction of planned greenery will increase the wealth of biotopes, which is now low. However, the creation of new rich habitats along the highway itself, which would attract animal species and lead to increased mortality of their populations, should be avoided. The plants themselves along the road have good biological potential and can also serve to harvest seeds for the production of plants that are resistant to severe habitat conditions.
- The planting of species for nutritional purposes must not be carried out in a 50 m zone from the highway edge. At a distance of just 100 m, it can be considered that there are no negative impacts of the highway on the lanted cultures.

Finally, it is necessary to provide that during the works all precautions should be taken in order to maximize the protection of the trees / aisles along the section / route or in the immediate vicinity and to preserve those from possible damage or in any other way impair their essential properties.

5.1.3. Noise protection measures

In order to protect the local population from noise, no work is allowed during night hours.

5.1.4. Measures to protect immovable cultural property and archaeological sites

Only general protection measures defined by the Law on Cultural Property are foreseen, since there are no registered cultural assets on the route.

Specifically defined measures under the conditions of the competent institute are the following:

- The Contractor shall be obliged in the event of finding archaeological sites or archaeological objects. Immediately suspend work and take steps to ensure that the findings are not destroyed. It also does not damage it to be preserved at the place and position in which it was discovered, and to inform the Provincial Institute for Protection of Culture of Novi Sad within 24 hours.
- In the case of finding archaeological sites or archaeological objects, the investor of the object is obliged to provide funds for research, conservation and presentation of the discovered goods.

5.1.5. Construction site organization and health and safety measures at work

The Contractor is due to draw up and adhere to the Construction Site Organization Plan. The location of the facilities (warehouses, workshops, asphalt and concrete base and others) is approved by the constantly present engineer.

The survey of the site ecological design and adequate safety and health measures are given in Book 7 of the Technical Documentation of the project.

The following conditions must be fulfilled in the choice of site and organization of the construction site:

- Temporary locations for storing necessary construction and other materials and equipment, located outside high vegetation areas as well as river floodplains, and limit only the duration of works;
- Provided temporary or permanent sites (existing landscaped municipal facilities / landfills) for the disposal and stockpiling of rubble and other waste material in any condition, as well as municipal waste generated during the course of the works. Prohibit disposal / stockpiling in the immediate vicinity of watercourses;
- after the completion of the works, rehabilitate any surfaces that have been degraded in any way by the construction works;
- Strictly adhere to the envisaged route and corridors around it when performing works, so that earthworks and the use of machines would not leave any consequences for the area. Also, use the existing road network to prevent habitat fragmentation;
- When performing works on the route of the road immediately adjacent to the watercourse, provide maximum preservation of the riverbeds, coasts and coastal vegetation;
- It is forbidden to service vehicles and machines along the route. If an accident occurs and oil, fuel, and lubricant spills occur, repair the area and restore it to its original state before the accident;
- in parts where the section passes through populated areas, work should only be carried out during the day to reduce the impact of noise on the local population;
- install guardrails and pedestrian crossings where necessary;
- determine locations for the installation of containers for temporary disposal of municipal waste generated during the execution of works;
- Contractor's facilities should occupy as small an area as possible to avoid unnecessary removal of vegetation. Fence all structures with a guardrail;

- The site should have adequate drainage. If there are special places used for washing vehicles, workshops and fuel depots, drain them to an oil and other light liquids separator;
- fuel should only be handled by trained workers who can eliminate the effects of accidental spillage;
- All waste oils, oil filters and fuel should be disposed of in a safe place.
- Discharge sanitary waste and polluted water into watertight septic tanks or treat before discharge into the surface watercourse system, in accordance with the Law on Waters (Official Gazette RS, 30/10, 93/12 and 101/16);
- the Contractor should provide protection measures to prevent soil erosion and apply methods that reduce the runoff of atmospheric waters carrying eroded material;
- Avoid excavation and machine work when the soil is wet;
- After the works performed, remove all mechanization, construction materials, containers and other equipment on time;
- When closing the site, all contaminated land should be excavated and replaced with a new layer of soil;
- After the completion of the work, cultivate the terrain in all endangered places, using suitable plant species, which are biologically adapted to the given climatic conditions, resistant to aerial pollution and visually appropriate to the surrounding area. Avoid invasive species such as acacia, false indigo-bush, boxelder, ailanthus, American ash, and avoid allergenic species such as poplar.
- In the event of an accident, inform the Ministry of Environmental Protection and follow the instructions of the competent inspection.

Company "Koridori Srbije" Ltd. shall check through a monitoring consultant that the Construction Organization Plan includes requirements from the Environmental and Social Management Plan and the Occupational Safety Management Plan.

5.1.6. Surface and groundwater protection measures

The designer has not envisaged the purification of the runoff from the pavement in the area of the existing watercourses, since profiling of the absorption channels has not been foreseen, and neither has the construction of concrete channels that would collect the water in a controlled way and take it to the final recipient.

In the event of an accident, i.e. unwanted spillage of certain substances on the already constructed road, the Environmental Impact Assessment Study carried out within the Conceptual Design, as well as the Main Design of Technical Measures for the Protection of the Highway Section in question, foresees removal of the contaminated soil layer, transportation to the appropriate landfill and replacement of the removed soil layer with a new one.

In general, the following general water protection measures should be envisaged:

- maximum conservation of riverbeds, coasts and coastal vegetation shall be provided when performing works on the road adjacent to the watercourse;
- The construction site should have adequate drainage. If there are special places used for washing vehicles, workshops and fuel depots, drain them toward the oil and other light liquids separator;
- Discharge sanitary waste and polluted water into watertight septic tanks or treat before discharge into the surface watercourse system, in accordance with the Law on Waters (Official Gazette RS, 30/10, 93/12 and 101/16);
- In the event of an accident, inform the Ministry of Environmental Protection and follow the instructions of the competent inspection.

Technical documentation does not provide for the regulation of watercourses.

5.1.7. Contractor's Environmental Plan

Based on the ESMP, the Contractor prepares the Contractor's Environmental Plan, both of which must be approved by the Investor, the "Koridori Srbije", and by the project sponsor. The Contractor will be required to adhere to it and to implement it with constant monitoring of the implementation of the plan by the Project Performance Supervision Consultant at the construction site.

The contractor is required to have a qualified and experienced person in his team, who will be responsible for the consistency between the contractor, the environment and the ESMP. The company "Koridori Srbije" should independently monitor the works, and if any irregularity is noticed, it is transferred to the constantly present Supervisor, and it to the Contractor.

The Contractor's Environmental Plan shall include the following:

1. *Site management plan* - contains procedures for setting up and operating a construction site to conserve local communities and natural resources.
2. *Site layout* - description and layout of the site, with maintenance equipment and lubricant and fuel storage facilities, including distances from water surfaces;
3. *Oil and fuel storage management plan* - procedures for the storage, transportation and use of oil and fuel, filling plants and machines, procedures for reducing the risk of water and soil pollution. Vehicles used for refuelling will be equipped with suitable equipment that can be used to immediately pick up spilled fuel. All spill categories are reported in accordance with the Plan;
4. *Waste Management Plan* - Contains details of temporary waste storage, waste transfer and treatment before final disposal or recycling. For the storage of solid and liquid wastes, licensed facilities should be used, and it is obligatory to monitor all waste leaving the construction site, in accordance with the responsibilities. As part of the Plan, the Contractor is expected to create forms that establish a chain of responsibility for waste upon leaving the construction site. Therefore, the waste controller will keep one copy of the form, the driver has a copy, which ensures that all listed cargo ends up in the landfill. The Contractor will keep all records for audit purposes.
5. *Sewage and wastewater management plan*
6. *Land management plan* - measures to be taken to minimize the effect of erosion, measures to reduce the loss of fertility of the topsoil, transport routes and landfills;
7. *Noise* - all equipment should be licensed and approved in accordance with the European Union standards. This applies to all machines, vehicles and construction sites where noise and vibration affect sensitive receptors. In accordance with the Law on Noise Protection (Official Gazette of the RS, 36/09, 88/10), the Contractor is responsible for ensuring that noise and vibration do not affect the local population. The works should be limited to the period from 07:00 to 19:00.
8. *Dust Impact Reduction Plan* - During the execution of the works, when dust may be generated, the Contractor will monitor the conditions at the site of execution, and the implementation of dust control measures, which include reducing traffic during road improvements and water splashing on exposed surfaces;
9. *Site excavation and extraction plan* - contains remediation measures to be implemented for areas of borrow pits and access roads, after completion of the project;
10. *River Works Management Plan* - Includes procedures and plans for the conservation of aquatic habitats and fish during river operations.

11. *Emergency Response Plan* - Contains emergency response procedures in the event of an accident or major accident, to protect people, property and natural resources. Indicate which equipment should be delivered on site to mitigate the effects of spillage of pollutants.
12. *Reclamation Plan* - Cleaning and reclamation of the construction site and removal of the Contractor's premises. The Contractor is responsible for cleaning the site. This includes the removal of all waste materials, machinery and contaminated soil. In accordance with the Law on Waste Management ("RS Official Gazette", 36/09, 88/10, 14/10), the Contractor will develop a plan to hand over, sell or remove all vehicles and machines to remove them from the construction site. All sites and work areas will be rehabilitated so that they can be restored as close as possible to their previous condition and serve their previous purpose. This includes stabilization and landscaping of all construction sites. In accordance with the Law on Environmental Protection ("RS Official Gazette", 135/04, 36/09, 72/09, 43/11, 14/16), after the works are completed, the waste does not remain on site. If the Contractor does not remove the waste, Koridori Srbije shall have the right to suspend payment and arrange for cleaning, the costs of which, together with the administrative costs, will be included in the final payment.
13. *Complaint Plan* - means by which locals and other persons affected by this project can draw attention and make complaints. how and to whom they may be addressed (Appendix 4, Complaints Mechanism);

5.1.8. Construction site safety

The Contractor should identify potential hazards prior to commencement of works. Emergency response provisions should include a Site Safety Plan containing a proposed contact person available in the event of an accident. The site safety plan shall be submitted to the Engineer for approval.

- The Contractor has got the obligation to prevent the use of drugs and alcohol on the site;
- In his Site Safety Plan, the Contractor should include a provision covering a safe working environment and safety measures and protective equipment for all workers, including the equipment for hands, head, eyes and ears, as well as protective footwear;
- Include in the Site Safety Plan an on-site first aid provision and hire a trained person in accordance with the Law on Occupational Health and Safety ("RS Official Gazette", 101/05, 91/15);
- The Contractor shall provide workers with supplies of drinking water, toilets, washing water;
- An occupational safety management plan is necessary to ensure health and safety provisions during work on improving the relevant sections of the highway;
- The Contractor is due to carry out all project activities in compliance with the Occupational Health and Safety Management Plan and all Serbian laws and regulations related to health and safety issues;

The company "Koridori Srbije" and the Contractor are jointly responsible for reporting and investigating incidents.

Due to the increased movement of vehicles through settlements, the safety of the local population should be taken into account. The Contractor shall ensure that all vehicles passing through populated areas are managed safely. The Contractor should ensure:

- maintaining all trucks and equipment in a safe working condition;
- adequate training and responsible behaviour of all drivers and operators of machinery (prescribed in the Contractor's Site Safety Plan);

- coverage with tarpaulins and security of all cargoes potentially creating dust (e.g. excavated soil and sand);
- the safety and immediate removal of a driver who disobeys any of the local community safety requirements;
- respect for speed limits;

Prior to commencement of construction works, the Contractor will have to submit all of the above plans to the Koridori Srbije for approval. After the works are completed, the site will be rebuilt and the Contractor is due to restore the site to its previous condition.

5.2. Road exploitation phase

During the operation of the road, attention should be paid to the safety of people, using measures to slow down traffic near settlements and schools, improve road signalization and road markings and keep records of road accidents repeated in the same places by setting up "black spot" markings.

Regular maintenance of the road includes: mowing the grass, cleaning the drainage system, paving the pavement and various repairs, along with regular checks and maintenance of drainage structures. Seasonal maintenance, regular maintenance of safety features and road signs will be undertaken as required. Main maintenance, which includes paving and major repairs, is usually planned over a period of several years.

5.3. Impact monitoring plan

The main components of the Impact Monitoring Plan include:

- Environmental issue to be monitored and means of verification;
- Specific areas, locations and parameters to be monitored;
- Applicable standards and criteria;
- Monitoring of noise levels near populated areas;
- Monitoring of material procurement (checking valid permits);
- Duration, frequency and cost of monitoring;
- Institutional responsibility for monitoring and surveillance;

The monitoring checklist (Appendix 2) was prepared based on this ESMP and Book 7 of the Technical Documentation of the project. The checklist is used by the supervising engineer in the field. The signed checklists will be submitted to Koridori Srbije, which will be responsible for monitoring and reporting on compliance. "Koridori Srbije" will have a Complaints Database, which will contain all information on complaints received from local communities and other interested parties. These include: the type of complaint, the venue, the time, and the actions to be taken to resolve these complaints and the final outcome.

5.3.1 Monitoring of surface watercourses

During the phase of works on improvement of the motorway sections in question as well as during the operation of the road, the interflow of road water into the recipient is carried out without purification. The processing of the sampled elements is carried out in the laboratory where, from a technological point of view, data on water quality and conclusions on its possible changes are obtained.

The basic form of monitoring is based on continuous sampling of water in the recipient and on the pre-discharge profile. Two important cross-sections are observed in the recipient, before mixing with the pavement water and after releasing the water into the watercourse. For control, in section 1 this project has envisaged 5 such sites with 2 control measurements each, i.e. at the following channels: Kamaraš, Horgoš-Marantoš, Dobo, Aranjšor and Kereš. In section 2, the project has envisaged one such site with 2 control measurements, that is, at the Čik channel.

Technologically speaking, all elements i.e. the constituents of water-borne pollutants analysed by this project will also be treated during the monitoring phase. Any prospective change will be identified and analysed for the purpose of taking measures. It is essential that the required flow be in Class II, which was established on the basis of the Regulation on limit values for pollutants in water and the deadlines for their attainment ("RS Official Gazette", No. 67/2011, 48/2012 and 1/2016); Decree on limit values of pollutants in surface and groundwater and sediment and deadlines for their attainment ("Official Gazette of RS", No. 50/2012).

5.4 Administrative implementation and reporting arrangements

The company "Koridori Srbije" Ltd. is the responsible institution for the implementation of the project in accordance with the Environmental and Social Management Plan and the Impact Monitoring Plan. The day-to-day implementation of the project and monitoring its compliance is the responsibility of the Project Expert Supervisor.

The Contractor will provide the results of "zero monitoring" before the start of the work, during his own mobilization phase. In order to ensure that the proposed mitigation measures will be implemented by the Contractor in the phase of improvement works on the right side of the IA-A1 Horgoš - Novi Sad highway, the Project Applicant will undertake the following:

- The Contractor is obliged to prepare the Contractor's Environmental Plan and take measures to mitigate the environmental consequences as outlined in the Environmental Mitigation Plan (Appendix 1);
- The Contractor should not be compensated for the costs of the necessary mitigation measures and monitoring activities in the form of a specific item in the total price. The Contractor shall be deemed to have included these costs in the total cost.
- For failure to comply with the required environmental mitigation measures and monitoring activities, the Contractor will receive an appropriate penalty in accordance with the provisions of the Contract.
- Explicitly require the Contractor to hire an Environmental Specialist. The Contractor shall be responsible for the implementation of environmental mitigation measures during the improvement of the motorway sections concerned and shall employ an Environmental and Social Impact Specialist to oversee the implementation of the Contractor's environmental responsibility. He will coordinate between the Contractor, the company "Koridori Srbije" and the competent Ministry and will deal with any complaints during the implementation of the project. During the implementation of the project, Koridori Srbije will monitor the compliance of the Contractor with the provisions of the ESMP. It is suggested that a Project Supervision Consultant hire an Environmental Specialist (familiar with the field of construction and environmental management) to assist in environmental monitoring.

Upon completion of the project, PE Roads of Serbia will be in charge of operating and maintaining the motorway section in question. Routine and random monitoring will be undertaken as provided in the Impact Monitoring Plan.

The company "Koridori Srbije" is also responsible for:

- Implementation of environmental requirements from: state environmental authorities, International Financial Institutions and other institutions, Law on Environmental Protection ("RS Official Gazette", 135/04, 36/09, 72/09, 43 / 11, 14/16 and 76/18);
- Implementation of environmental requirements through the Contractor's specifications;
- Project supervision through consultancy services for project monitoring and implementation;
- Supervision of environmental impact monitoring through environmental monitoring consulting services;
- Preparation of final environmental reports.

The Contractor shall, prior to the execution of works, make an environmental protection proposal, including the safety of persons associated with the works, within the ESMP. This proposal will be considered by the Koridori Srbije for its approval. In this regard, attention will be paid to:

- taking all reasonable steps to protect the environment during the commencement and termination of the construction site operations and to avoid damage or interference to persons or property arising from its existence;
- maintaining safety conditions for all persons entitled to be on site;
- providing lighting, guards, fencing, warning signs, traffic control, looking to protect the works and other property as well as for the safety and interests of the public.

The competent Ministry of the Environment will have the authority to suspend the works immediately if the performance does not comply with the environmental standards and regulations. The inspection will then notify the Koridori Srbije of the suspension. The project will then be supplemented with public insight feedback.

Reporting

1. Contractor - company "Koridori Srbije" Ltd.

The Contractor shall prepare his reports on compliance with the Environmental and Social Management Plan and the Contractor's Environmental Plan as quarterly Progress Reports and submit them in Serbian and in English to the company "Koridori Srbije", in hard copy and electronic form.

The Contractor shall submit quarterly reports to the company "Koridori Srbije", documenting mitigation and environmental protection measures, along with prescribed monitoring activities carried out during the reporting period. The Contractor will take care of the quality of the environment, in accordance with the Mitigation and Monitoring Plan, which are an integral part of the ESMP.

Should any accident or environmental hazard occur, reporting will be done immediately. The Contractor is required to notify the project manager and the local authorities of the accident immediately after it has occurred. In case the project manager does not answer the call, the Contractor is obliged to notify the company "Koridori Srbije" about the accident (phone number +381113344148 or by e-mail to: office@koridorisrbije.rs).

The Contractor shall monitor the quality of the environment in accordance with the Monitoring Plan, which is an integral part of the ESMP and will report quarterly to the company "Koridori Srbije". These reports will include a list and explanation of all site activities undertaken and the results of the field survey, as well as recommendations for future field activities and protection measures.

2. Project Supervision Consultant – company “Koridori Srbije“ Ltd.

The conclusions of the regular monitoring activities, including those specified in the Monitoring Plan (Appendix 2) implemented by the Contractor, will be included in the quarterly progress report.

If any type of accident or environmental hazard occurs, reporting will be done immediately.

3. Company “Koridori Srbije“, Ltd. - Ministry of Construction, Transport and Infrastructure, European Bank for Reconstruction and Development

Annual reports on the environment, safety and health, including indicators to monitor and report on the implementation of the conditions set out in the ESMP, will be prepared by the company “Koridori Srbije“ Ltd. and submitted to the EBRD for consideration. The EBRD will review the reports and check their contents through periodic site visits. "Koridori Srbije" will provide annual reports to the Ministry of Transport and the EBRD regarding the status of implementation of mitigation measures by the Contractor, additional mitigation measures to be implemented, cases of non-compliance, complaints received by local population, non-governmental organizations, etc. and how they addressed it.

In case of fatalities or major incidents at the construction site, the company "Koridori Srbije" Ltd. will immediately report them to the Bank which finances the road section.

6. STAKEHOLDER ENGAGEMENT

As required by the EBRD Environmental and Social Policy, a public consultation will be held during the preparation of the Environmental and Social Management Plan. ESMP and other project related information will be made public and available to the local community.

Offices of the company "Koridori Srbije" Ltd.	Kralja Petra Street No. 21, Belgrade,
Local community centers	City of Subotica and municipalities Kanjiža and Bačka Topola
Website - "Koridori Srbije" Ltd.	http://www.koridorisrbije.rs

A detailed report on the public consultation process is presented in the Appendix 5 to this document and contains a list of identified stakeholders, which will be updated as needed. Consultations with beneficiaries will be carried out during the execution phase, and environmental and social records, as well as complaints received during consultations, field visits, informal discussions, formal reports, etc., will be monitored, recorded and stored at the Project office in “Koridori Srbije“Ltd.

Prior to commencement of work, “Koridori Srbije“will provide public information through:

- Newspaper articles in one national and one of the local media,
- Posters on the main bulletin board in all local communities of potentially disadvantaged communities,
- Radio announcements on traffic diversions,
- Providing contact with a competent person appointed to work with local communities.

A complaint mechanism will be implemented to adequately respond to complaints from local communities, corrective action will be taken and the complainants informed of the outcome. This applies to the complaints of all interested parties. The complaint form is provided under Appendix 4 while hard copies will be available at local community centers.

The public consultation report is presented in Appendix 5.

7. REFERENCES

- Environmental Policy and Social Policy, European Bank for Reconstruction and Development, April 2019.
- Technical guidance on environmental impact assessment for the road sector, PE "Roads of Serbia", 2011.
- Road Improvement Project IA - A1 (E-75) Horgoš - Novi Sad (right side), section from km 1 + 125 to km 14 + 800 and from km 27 + 850 to km 54 + 175, total L = 40 km, 11m wide, "Tangram Projekt", "MHM Projekt", "DB Inženjering" and "Geotehnika NS", November 2019.
- E-75 Highway Preliminary Design, section G.P. "HORGOS" - FEKETIĆ from km 1 + 125.00 to km 70 + 400.00 CPL, Novi Sad, 2003.
- Environmental Impact Assessment Study, which was an integral part of the Preliminary Design documentation
- Main design for the rehabilitation of the existing (right) lane of the E-75 motorway from GP " Horgoš " to Novi Sad, section: km 1 + 125 to km 108 + 000 ", CPL, Novi Sad, 2009.

APPENDICES

Appendix 1 MITIGATION PLAN

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
Prior to rehabilitation	Technical documentation			
	Technical documentation conflicting with ESMP	It is the responsibility of the designer to provide prior conditions from the Institutions related to environmental issues so as to prevent environmental risks during remediation works. The designer is obliged to bring the design in line with ESMP.	Designer	Technical control/ "Koridori Srbije"
	Location and site organization will be approved by "Koridori Srbije" Ltd. and it will be selected so as to:	<ul style="list-style-type: none"> - be outside the coastal belt of watercourses that may be located nearby - not affect the environment and the local community (noise, dust, vibration, etc.) - be outside the high vegetation area - limit the size of the structure to a minimum to reduce unnecessary removal of vegetation - have sanitary wastewater discharged into watertight septic tanks or treated before discharging them into the surface water system in accordance with the Law on Waters ("Official Gazette of the Republic of Serbia, 101/05) - have these places properly drained, have the paved surfaces, including vehicle parking areas, workshops and fuel depots drained to the water and oil separator - whenever possible, limit the occupation of the area and avoid degradation of the topsoil - removed material will be collected, disposed of and / or reused as needed - prevention of soil erosion at the construction site - the Contractor is responsible for implementing erosion protection measures - the Contractor is required to limit the extent of excavation to mitigate soil erosion - the Contractor is due to apply soil conservation methodology in sensitive areas to prevent or reduce the erosion of atmospheric water causing material erosion - the Contractor should avoid excavating and operating machinery in wet terrain conditions. 	"Koridori Srbije" Ltd. Contractor	"Koridori Srbije" Ltd.
	Choice of location for a temporary settlement, near or within existing settlements	- keep a minimum distance (buffer zone) between the construction site and the nearest settlement	Contractor	"Koridori Srbije" Ltd.

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
	Impact on public health and sociological circumstances	<ul style="list-style-type: none"> - take into account the influence of local conditions (wind) to avoid, minimize adverse impacts - the Contractor's management plan determines the measures of occupational safety and environmental protection - plan for an independent supply of water and electricity and for the construction site infirmary as well 		
	Informing stakeholders	details of the proposed route, access points and safety features will be posted on the site of the planned works. Feedback from local stakeholders will be sought and recorded. Proof of consideration of this information, shall be enclosed in the technical documentation	"Koridori Srbije" Ltd. Designer – Consultant on the technical documentation preparation	Technical control of technical documentation "Koridori Srbije" Ltd.
Rehabilitation	Management plans			
	<p>The Contractor prepares the implementation of the accompanying Plans described in the ESMP to ensure compliance with legal requirements and lender requirements:</p> <ul style="list-style-type: none"> - Organization of the construction site - Sewage and waist waters - Land - Dust - Location of borrow pits, as well as reclamation measures for borrow pits and access roads after the end of the project - Waste and waste water in accordance with the Law on Waste Management ("Official Gazette of RS", 36/09) - Oils, fuels and lubricants - Works in watercourses - Emergency response - Complaints procedure - Safety and risk assessment - Safety at work 		Contractor	Expert Supervision/ "Koridori Srbije" Ltd.
Rehabilitation	Construction site entry			
	All workers and site visitors shall be introduced to the Occupational Health and Safety Plan and instructed to wear personal protective equipment.		Contractor	Expert Supervision/ "Koridori Srbije" Ltd.

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
Rehabilitation	Material procurement			
	Asphalt plant: dust, smoke, worker health and safety, ecosystem disturbance	- use existing asphalt plants; - official approval or valid work permit	Asphalt plant	Asphalt plant
	Quarry: dust, worker health and safety, ecosystem disruption	- use existing quarries - official approval or valid work permit	Quarry	Quarry
	Sand and gravel borrow pits: riverbed disturbance, water quality, ecosystem disturbance	- use existing borrow pits or purchase material at licensed separations; - official approval or valid work permit	Contractor or sand and gravel separation facility	Contractor or sand and gravel separation facility
Rehabilitation	Material transport			
	Asphalt: Dust, smoke	- All trucks should be covered - proper selection of contractor machinery	Trucker	Trucker
	Stone: Dust	moisten the truck load	Trucker	Trucker
	Sand and gravel: Dust	moisten the truck load	Trucker	Trucker
	Management of traffic noise, exhaust gases and road congestion	- delivery of materials at times with the least traffic load (9 -14) - use alternative routes to avoid major roads - it is necessary to provide adequate signalization of the construction site, in order to reduce the possibility of vehicles making a wrong turn	Person in charge of transport Trucker	Person in charge of transport Trucker
	Possibility to come across an archaeological site	In case of coming across an archaeological site, the Contractor is obliged to immediately stop the works and inform the competent Institute for the Protection of Cultural Monuments and the company "Koridori Srbije".	Contractor	Expert Supervisor
Rehabilitation	Construction site			
	Detrimental impact of noise on the surrounding population and workers	-restrict activities to daily work -Equipment with built-in noise dampers, licensed and approved in accordance with European Union standards - Sound barriers for works that make noise for more than one day in the same location.	Contractor	Expert Supervisor

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
		- Place the noisy machinery as far away from residential buildings and other sensitive receptors as possible.		
	Dust	- Wetting of problematic surfaces on the construction site - Covering stored material as well as limiting vehicle speed - Implementation of the Management Plan: measures to avoid dust emissions, including the use of temporary fences; wetting of problematic surfaces, driveways, materials and warehouses during loading and unloading, covering vehicles carrying dusty materials; car wash, etc.	Contractor	Expert Supervisor
	Vibrations	- Restrict activities to daily work - If there is material damage to local homes, buildings and infrastructure (including access roads) caused by the works, the damage will be compensated through the project with a commitment of rectifying it in a timely manner - Place the equipment for earthworks as far away as possible from vibration sensitive receptors	Contractor	Expert Supervisor
	Traffic disruption during construction activities	- A traffic management plan with appropriate traffic redirection measures that are easy to spot and monitor, including assistance from the traffic police - Development of a Traffic Management Plan to establish a speed limit for construction vehicles and organize traffic so that it is carried out largely outside populated areas - Maximize the use of the existing road network during the works and avoid construction of new roads for temporary use, which would further increase the fragmentation of space - Inform the local population about the planned works	Contractor	Expert Supervisor
	Reduced access to activities in the lane	Provide ongoing alternative access to the activities in the route zone	Contractor	Expert Supervisor
	Vehicle safety when / where there is no construction activity	Lighting and well-defined safety signs and protection measures	Contractor	Expert Supervisor
	Water and soil pollution by improper storage of waste materials, management and use	- Organize and cover material storage areas - Isolate concrete, asphalt and other works from the influence of water by using sealing formwork or masks - Isolate the washing areas for trucks transporting concrete and asphalt and other equipment from the influence of water by selecting washing areas from which water is not washed away freely, directly or indirectly into watercourses	Contractor	Expert Supervisor

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
		<ul style="list-style-type: none"> - Arrange the construction site so as to reduce the risk of formation of sediment and wastewater that may pollute the surrounding soil or water - The land management plan should provide for controlled removal of the surface layer of land, disposal and reuse - Using the local controlled measures, prevent sediment leaching into surface waterways and drainage channels. Some of the measures are the installation of physical barriers in the form of fences, mulch, geotextiles, overflow cascades, sedimentary basins - In order to prevent sediment washing, it is also necessary to take into account the slope of the terrain and the protection against eolian erosion by installing fences, covers, etc. - Depositing of surplus earth, stone, etc. can only be temporary and time limited to completion of planned works. After completion of the works, all excess earth, stone and other waste matter shall be removed and complete rehabilitation performed of all the areas degraded during the works 		
	Water and soil pollution by improper disposal of waste materials	<ul style="list-style-type: none"> - Disposal of waste material in a flush-proof place at a marked location; if not on the spot, then at the authorized landfill (a very important recommendation is for the landfill to be sanitary and in accordance with European standards and regulations of the Republic of Serbia) - Storage of waste in accordance with international best practice (IFC, EHS - general guidelines). - Apply additional measures for the storage of hazardous waste (secondary suppression, restriction of access, provision of personal protective equipment, etc.) to prevent adverse effects on workers, locals and the environment. - Designate responsible persons for waste collection and storage (hazardous and non-hazardous) 	Contractor	Expert Supervisor
	Potential contamination of soil and water by improperly maintaining equipment and refuelling	Apply the best engineering practice in the handling and safe storage of lubricants, fuels and solvents, ensure proper refuelling and maintenance of equipment, collect all waste and dispose of it at the permitted recycling sites (facilities)	Contractor	Expert Supervisor
	Water and soil pollution by improper disposal of waste materials	- Transport of waste in marked vehicles intended for the transportation of waste, in order to reduce the risk of releasing the hazardous and non-hazardous substances	Contractor	Expert Supervisor

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
		- Training of drivers to handle and dispose of the cargo they are transporting and the supporting documentation describing the nature of the cargo (waste) and its danger degree		
	Safety of workers	- Provide workers with safety instructions and protective equipment - Provide a safe alternative traffic flow	Contractor	Expert Supervisor
	Temporarily occupied areas	- Restoration of vegetation by planting the native species, and monitor the effects (avoid invasive and allergenic species) - Where planting has been unsuccessful so far, make replacements	Contractor	Expert Supervisor
Work	Maintenance			
	Detrimental impact of noise on the surrounding population and workers	- Limit activities to daily work or as agreed with public authorities - Use of equipment with built-in silencers	Contractor for maintenance	Expert Supervisor for maintenance
	Potential air, water and soil pollution: dust, exhaust gases, spilled fuel, oils and lubricants	- Apply the best engineering practice in the use and safe storage of lubricants, fuels and oils - Ensure proper refuelling and maintenance of equipment - Collect all waste and dispose of it in accordance with the Law on Waste Management - Properly organize and cover material storage areas - Insulate concrete, asphalt works from the influence of water using sealing formwork - Isolate the washing areas of trucks for the transport of concrete and asphalt as well as other equipment from the influence of water by choosing washing areas from which water is not washed away freely, directly or indirectly into watercourses - Dispose of waste at the appropriate flush-proof locations	Contractor for maintenance	Expert Supervisor for maintenance
	Vibrations	Limit activities to daily work or as agreed with public authorities	Contractor for maintenance	Expert Supervisor for maintenance
	Safety of workers	- Provide workers with safety instructions and protective equipment - Organize a safe bypass traffic flow	Contractor for maintenance	Expert Supervisor for maintenance
	Speeding	Set up traffic signs for speed limit	Contractor for maintenance	Expert Supervisor for maintenance
	Erosion, rockfall and dangerous situations	Place appropriate warning signs (rockfall, landslide, wet or slippery roadway, dangerous curve, animals crossing the road, slow moving vehicles in traffic flow), fluorescent markings indicating steep slopes or	Contractor for maintenance	Expert Supervisor for maintenance

phase	Matter to consider	Mitigation measures	Institutional responsibility	
			Implementation	Supervision
		convex mirrors in blind corners, place warning signs in places which good engineering practice deems appropriate or according to the agreement with the public authorities		

Appendix 2 MONITORING PLAN

Phase	Monitored parameter	Place of monitoring the parameter	Manner of monitoring/ Monitoring equipment	Time of monitoring the parameter (frequency or continuously)	Why the parameter is monitored	Institutional responsibility
						Implementation
Rehabilitation	Material Supply					
<i>Asphalt Plant</i>	Possession of official approval or valid license (work permit)	Asphalt plant	Inspection/Expert Engineer	Prior to commencement of works	Ensure the compliance of the plant with the health and safety and environmental requirements	Plant Manager
<i>Quarry</i>	Possession of official approval or valid license (work permit)	Quarry	Inspection/Expert Engineer	Prior to commencement of works	Ensure the compliance of the quarry with the health and safety and environmental requirements	Quarry Manager
<i>Sand and Gravel Borrow Pits</i>	Possession of official approval or valid license (work permit)	Sand and gravel borrow pits or separation	Inspection/Expert Engineer	Prior to commencement of works	Ensure the compliance of the borrow pits with the health and safety and environmental requirements	Manager of Borrow Pit and Separation Facility
Rehabilitation	Material Transport					
<i>Asphalt</i>	Covered truck load	Construction site	Supervision	Unannounced on-site inspections, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's Expert Supervisor
<i>Stone</i>	Covered or wet truck load	Construction site	Supervision	Unannounced on-site inspections, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's Expert Supervisor

Phase	Monitored parameter	Place of monitoring the parameter	Manner of monitoring/ Monitoring equipment	Time of monitoring the parameter (frequency or continuously)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Gravel and Sand</i>	Covered or wet truck load	Construction site	Supervision	Unannounced on-site inspections, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's Expert Supervisor
<i>Traffic Management</i>	Selected itinerary and time	Construction site	Supervision	Unannounced on-site inspections, at least once a week	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor
Rehabilitation	Construction Site					
<i>Harmful effect of noise on the workers and neighbouring population</i>	Noise levels	Construction site; Nearest homes in the nearby settlement	Sound meter with suitable software	- Once at the beginning of the project and later at the quarterly level - Following a complaint - If the monitoring results are not satisfactory, monitoring should be done monthly	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor (monitoring)
<i>Dust</i>	Air pollution (suspended solid particles)	At the construction site and in the vicinity thereof	Inspection and visual observation	Unannounced on-site inspections during material delivery and works	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor (monitoring)
<i>Vibrations</i>	Limited time of influence	Construction site	Supervision	Unannounced on-site inspections during the works and following the complaints	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor
<i>Traffic disruption during construction activity</i>	The existence of a traffic management plan traffic scheme	At the construction site and in the vicinity thereof	Inspection and visual observation	before commencement of works; once a week during peak and calm periods	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor
<i>Reduced access to activities in the route zone</i>	Alternative access provided	Construction site	Supervision	Random checks at least once a week during construction activities	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor
<i>Vehicle safety where there is</i>	Visibility and adaptation	At the construction site	Observation	Random checks at least once a week in the evening hours	Ensure the compliance of works with the health and safety and	Contractor's Expert Supervisor

Phase	Monitored parameter	Place of monitoring the parameter	Manner of monitoring/ Monitoring equipment	Time of monitoring the parameter (frequency or continuously)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>no construction activity</i>		and in the vicinity thereof			environmental requirements and minimal disruption to traffic	
<i>Water and soil pollution due to improper storage, management and use of materials</i>	Water and soil quality (suspended solid particles, oils, Ph values, conductivity)	On the watercourse	Unannounced sampling, analysis in an accredited laboratory with the necessary equipment	At least three times during the life of the project, monitoring should be done before rehabilitation (or at a reference point upstream of the site during thereof) and after the works on improving the motorway sections	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor (monitoring)
<i>Safety of workers</i>	Protective equipment; Organization of bypass traffic	Construction site	Inspection	Unannounced on-site inspections	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	Contractor's Expert Supervisor
Operation	Maintenance					
<i>Harmful effect of noise on the workers and neighbouring population</i>	Noise levels	Construction site; Nearest homes	Sound meter with suitable software	Unannounced inspections during the maintenance activities and following the complaints	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	PE „Roads of Serbia“
<i>Vibrations</i>	Limited tie of activity	Construction site	Supervision	Unannounced inspections during the maintenance activities and following the complaints	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	PE „Roads of Serbia“
<i>Safety of workers</i>	Protective equipment; Organization of bypass traffic	Construction site	Inspection	Unannounced inspections during the maintenance activities and following the complaints	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruption to traffic	PE „Roads of Serbia“
Operation	Road Safety					
<i>Vehicles speeding</i>	Condition of traffic signs; Vehicle speed	Road section covered by the design	Visual observation; Speed detectors	During the maintenance activities; unannounced	Ensure safe and economical traffic flow	Maintenance Contractor; Traffic Police

Phase	Monitored parameter	Place of monitoring the parameter	Manner of monitoring/ Monitoring equipment	Time of monitoring the parameter (frequency or continuously)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Erosion, rockfall and dangerous situations</i>	Condition of danger warning signs	Road section covered by the design	Visual observation	During the maintenance activities	Ensure safe and economical traffic flow	Maintenance Contractor, Impact tracking (monitoring)

Proposed model – additional data to be included in monitoring plans:

1. General		
Is the project compliant with all requirements (taking into account adopted action plans, exemptions or deviations)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, please provide information on non-compliance:
Is the project compliant with all applicable environmental and social laws and regulations?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, please provide information on non-compliance:
Have there been any accidents or incidents that have caused environmental damage, led to injury or death, affected workers, the local community, or cultural property? Was the company held accountable?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including actions to eliminate damages and prevent reoccurrence:
Is the company materially threatened by possible changes to laws and regulations (Law on Labour, Environment, Social Protection, Safety and Health at Work)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:
How many times have the environmental authorities performed inspection?	Number:	Please provide details of their visits, including the number and type of any violations found:
How many times have the environmental authorities performed inspection?	Number:	Please provide details of their visits, including the number and type of any violations found:
Has there been any penalties, fines and/or corrective measures prescribed after inspections?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain, including the status of corrective actions:
Has the company hired any subcontractors for works on the project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please indicate what types of work and how the company monitored the subcontractor's compliance with the environmental action plan and social action plan:
Were any of the above stated violations the responsibility of the subcontractors?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, including how the company will ensure that corrective action is taken by the subcontractors?
Were any of the works carried out to a reduced extent, periodically suspended or completely interrupted due to environment protection, health and safety or legal regulations?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain:
Please list any programs, initiatives or projects implemented by the company in order to improve the work and management system in the field of sociological aspects and environmental protection: Please indicate the level of expenditure (capital expenditure and operative expenditure) and whether this relates to the requirements of the Environmental and Social Action Plan or any other initiative:		

2. Status of the Environmental and Social Action Plan

Please provide information on the status of each item under the Environmental and Social Action Plan. If the Plan has been updated during the reporting period, please attach a copy of the new plan.

3. Environmental monitoring data.¹

Please provide the name and contact details for your environmental manager:				
Parameter ²	Value ³	Unit	Compliance status ⁴	Comments ⁵
Wastewater				
Total wastewater generated				
Biochemical oxygen demand (BOD)				
Chemical oxygen demand				
Suspended solids				
Phosphorus				
Nitrates				
Heavy metals				
(Other)				
Air emissions				
Sulphur dioxide SO ₂				
Nitrogen oxides NO _x				
Micro particles				
Carbon dioxide CO ₂				

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

²It is not necessary to apply all the parameters. Please fill in the lines that are most relevant to the industry sector. Additional parameters can be added if necessary.

³Please check if the units of measurement are clearly indicated.

⁴Please submit a Compliance Report according to the standards of this project (local, European Union and/or EBRD)

⁵In addition to any other comments, please indicate whether the measurements reported apply to all or only some processes.

Please provide the name and contact details for your environmental manager:				
Parameter ²	Value ³	Unit	Compliance status ⁴	Comments ⁵
Methane CH ₄				
Nitrogen suboxide N ₂ O				
Hydrofluorocarbons HFCs				
Fluorocarbons PFCs				
Sulphur hexafluoride SF ₆				
(Other)				
Other parameters				
Noise				
(Other)				
Solid waste				
Please indicate the type and amount of solid waste generated due to the Project execution. Indicate if any type of waste is hazardous. Indicate what waste can be reused or recycled, as well as disposal methods.				

4. Resource Usage and Product Output			
Parameter	Value	Measure unit	Comments ⁶
Fuel used			
Oil			
Gasoline			
Coal			
Lignite			

⁶In addition to any other comments, please indicate whether the measurements reported apply to all or only some processes. Indicate some of the fuel quality parameters (e.g. octane number)

4. Resource Usage and Product Output			
Parameter	Value	Measure unit	Comments ⁶
Grid electricity			
Heat Purchased			
Raw materials used			
Raw material 1			
Raw material 2			
Product Output			
Product 1			
Product 2			

5. Human Resources Management			
Please provide the name and contact details for your HR Manager:			
	Total	Recruited in this reporting period	Dismissed in this reporting period
Number of direct employees:			
Number of contracted employees:			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, reasons for implementation, planned number of employees and how they were selected, consultations and measures taken to mitigate the effects of redundancy:	
Are there any workforce redundancy plans for next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancy, number of workers covered, and how they were selected:	
Were there any changes in the company trade union during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain in detail and state your attitude towards the trade union:	
If there is no union, are there any other employee representatives?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain their participation during the reporting period:	

Were there any changes in the collective agreement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details:
Did any employee file any complaints during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state the exact number of complaints filed, by gender, as well as the subject matter of these complaints and explain how the company handled this issue:
Did any of the employees report a case of harassment or violent behaviour during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state the exact number of complaints filed, by gender, as well as the subject matter of these complaints and explain how the company handled this issue:
Have there been strikes and other collective disputes relating to work and working conditions in the firm during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the reasons and nature of these disputes and explain how the firm resolved them:
Were there any court proceedings regarding the working conditions during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please indicate the issues at stake and their outcome:
Have there been any changes in the following areas during the reporting period: ❖ Representative union ❖ Collective agreement ❖ Non-discrimination and equal opportunities for all ❖ Equal pay for equal work ❖ Gender equality ❖ Abuse and harassment, including sexual harassment ❖ Employment of persons under 18 years of age ❖ Wages (wage level, normal and overtime) ❖ Working hours ❖ Work-life balance ❖ Complaints mechanism for workers ❖ Health and safety	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, including new initiatives, if any:

6. Occupational health & safety data

Please provide name and contact information for your Health & Safety Manager:

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	Direct employees:	Contracted employees:		Direct employees:	Contracted employees:
Number of man-hours worked during the reporting period:			Number of deaths ⁷ :		
Budget spent on occupational health & safety (total amount and currency):			Number of injuries causing absence from work:		
Occupational safety and health training conducted during this period (per person or day):			Number of incidents leading to a time lag (including transportation) ⁸ :		
Number of workdays lost due to incidents ⁹			Occupational disease cases:		
Days on sick leave:					
Accident causes (falls, heavy loads, blows, electric shock, etc.):					
Please provide details of any fatalities or major incidents not previously reported to the banks, including total compensation paid for work-related injury or illness (amount and currency):					
Please briefly outline any training in emergency prevention and response that employees received during the reporting period:					
Please briefly outline the emergency response exercises conducted during the reporting period:					

7. Stakeholder Engagement

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

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⁷If you have not already done so, please provide a separate report detailing the circumstances in which the death occurred.

⁸Inability to work for at least one full working day after an accident or illness.

⁹Business days lost are the number of business days following an injury or illness during which the employee was out of work or had limited work activities due to an occupational disease or illness.

Please provide information on the implementation of the Stakeholder Engagement Plan and outline the relationships that have been established with them during the reporting period, including:

- Meetings or other initiatives conducted during the reporting period through which public relations or public organizations are engaged;
- Information received from stakeholders during the reporting period concerning environmental, social and security issues;
- Media coverage;
- Cooperation with citizens' associations, especially in the field of environmental protection.

Please describe any changes to the Stakeholder Engagement Plan:

During the reporting period, how many complaints or grievances were received about the Project by public or civil society organizations? Please group them into stakeholder groups. Briefly describe the issues mentioned in the complaints and grievances and how they have been resolved:

8. Resettlement Action Plan with status and reporting		
Existing Land Acquisitions		
Please submit a report on the implementation of the Resettlement Action Plan during the reporting period, using the monitoring indicators provided in the plan and complete the table. Please provide the results of any other monitoring plan and additional information that you consider useful.		
Have all the affected persons been fully compensated for their physical displacement and has the project resulted in economic losses?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, state how many outstanding payments remain to be paid (in terms of number and percentage of beneficiaries and amount to be paid) and indicate when these payments will be made:
Has the land acquisition had any additional, unforeseen impacts on the basic living needs and standard of the vulnerable population without being foreseen in the Resettlement Action Plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, quantify them and state what measures have been taken to minimize or mitigate their impact. If not, state how the potential impacts on the basic living needs of the population have been monitored.
Have any vulnerable groups been identified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, list these groups and describe the additional measures taken to minimize the negative impact on them.
If applicable, have all the transit allowances been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, state how many outstanding payments are still outstanding (in terms of number and percentage of beneficiaries and amount to be paid) and indicate when these payments will be made:
Have all the affected persons been provided with legal support?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please indicate how many persons have availed themselves of legal aid.
Have all the outstanding land and/or resource claims been resolved?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If not, state how many complaints remain and when they are expected to be resolved.
Have there been any complaints and lawsuits regarding the new land acquisitions?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state how much and briefly present their content.

Has the company regularly reported to the vulnerable population on the progress made in implementing the Resettlement Action Plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, indicate how many meetings were held and how many participants attended them.
New Land Acquisitions If any new land has been acquired during the reporting period, please provide documents regarding land transactions. Please attach a new or revised Resettlement Action Plan related to the new land acquisition, with the mitigation measures, compensation, settlement arrangements, etc. described and provide a spreadsheet showing the population at risk and compensation status.		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many of them relocated?
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 indicate if the company has implemented any social or community development initiatives during the reporting period, and any associated expenditure:

Appendix 3. THE RELEVANT LEGISLATION OF THE REPUBLIC OF SERBIA:

Below listed are the most important laws and regulations currently in force in the Republic of Serbia that are relevant for environmental protection:

- Law on planning and construction (“RS Official Gazette”, No. 72/2009, 81/2009, 64/10, 24/11, 121/12, 42 / 13.50 / 13, 98/13, 132/14, 145/14, 83/2018, 31/2019 and 37/2019);
- Law on nature protection (Official Gazette of RS, 36/09, 88/10, 91/10, 14/16 and 95/18);
- Law on environmental protection (Official Gazette of RS, Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18);
- Law on EIA (“RS Official Gazette”, No. 135/2004, 36/09);
- Law on Strategic EIA (“RS Official Gazette”, No. 135/04, 88/10);
- Law on waste management (“RS Official Gazette”, 36/09, 88/10, 14/16 and 95/18);
- Law on noise protection (“RS Official Gazette”, 36/09, 88/10);
- Law on water (“Official Gazette of RS”, 30/10, 93/12, 101/16 and 95/18);
- Law on forests (Official Gazette of the RS, 30/10, 93/12, 89/15 and 95/18);
- Law on air protection (“RS Official Gazette”, 36/09, 10/13);
- Law on safety and health at work (“RS Official Gazette”, 101/05, 91/15, 113/17).

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

- Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of Projects for which the EIA can be requested (Official Gazette of the RS, No. 114/08);
- Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (Official Gazette of RS, No. 69/05);
- Rulebook on the contents of the EIA Study (“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. 54/92);
- Rulebook on noise measurement methods, contents and scope of the report on noise measurement (“RS Official Gazette”, No. 72/10);
- Decree on water classification (Official Gazette of SRS, No. 5/68);
- Decree on limit values of pollutants in surface and groundwater and sediment and deadlines for their reach (“RS Official Gazette”, No. 50/12);
- Regulations on hazardous pollutants in waters (Official Gazette of the SRS, No. 31/82).

Other relevant Serbian legislation:

- Law on confirmation of convention on information accessibility, public involvement in the decision-making process and the right to legal protection in environmental matters (“RS Official Gazette, 38/09);
- Law on Roads (“RS Official Gazette”, No. 41/18).

Appendix 4. STAKEHOLDER ENGAGEMENT

Identification of stakeholders

The stakeholders are people and organizations which may influence, be affected by, or believe to have been affected by a decision or activity. In this Project, the stakeholders may be classified into the following basic groups:

1. Potentially affected parties:

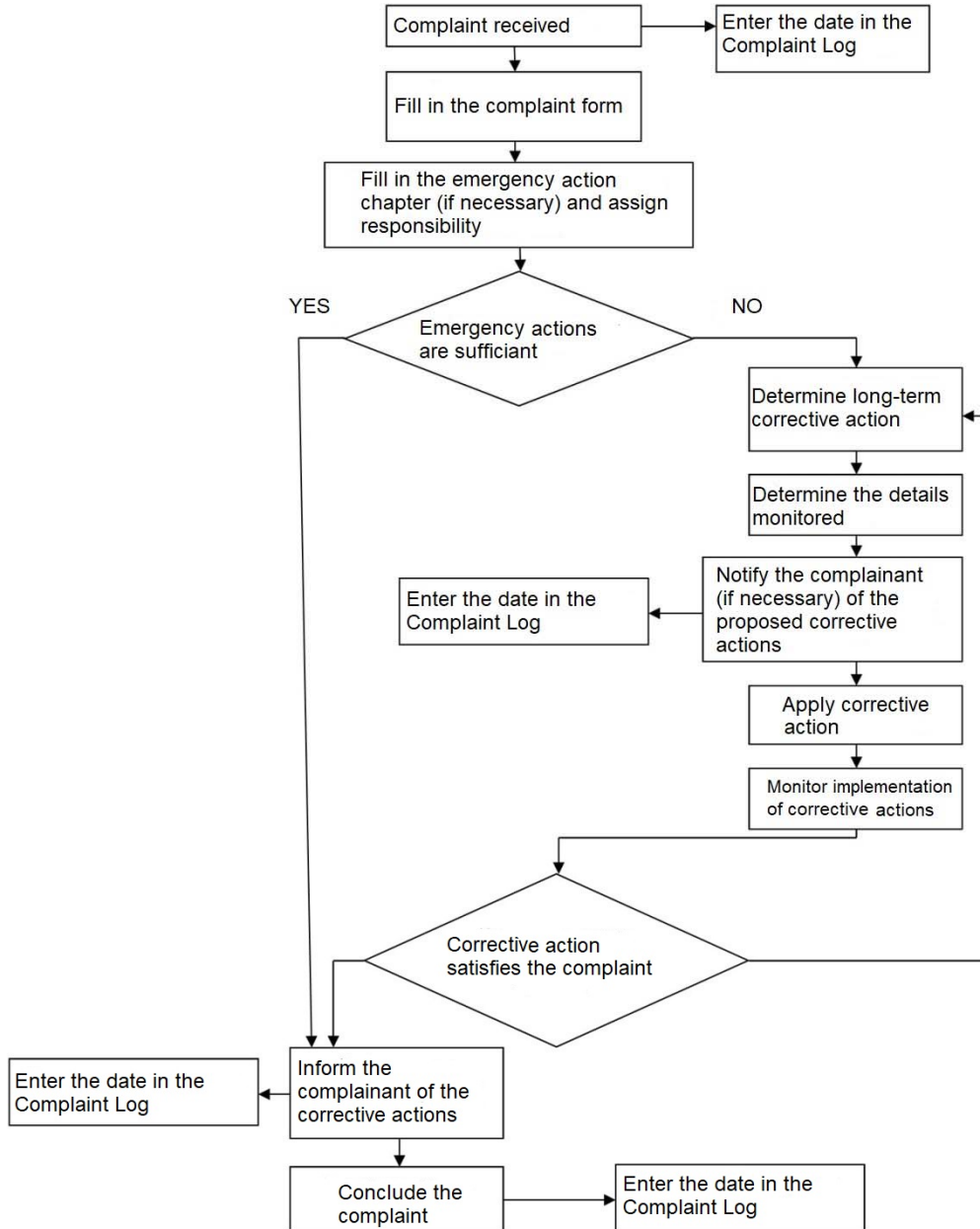
- Employees of Koridori Srbije Ltd. and Contractors;
- Representatives of companies operating in the area adjacent to the Project;
- Residents of areas in the Project zone of impact;
- Local or regional authorities within the legal framework, such as: local landowners and tenants; and potentially affected industry and businesses.

2. Other interested parties:

- Public;
- Other companies operating in the National Network;
- NGOs.

As the Project evolves, more stakeholders may emerge. In this regard, once identified, each stakeholder will be characterized in terms of their interests, problems and requests and included in this list accordingly.

Complaint mechanism and form
Complaint procedure flowchart



Complaints are to be resolved within 15 working days.

Legal complaint reference number:			
Contact details	Name and surname:		
	Address:		
	Phone:		
	E-mail:		
How would you prefer to be contacted? Please tick a box	By mail	By phone	By e-mail:
Name and personal information (JMBG from identity card).			
Details of your complaint. Please describe the problems, to whom they occurred, when, where and how many times, as relevant.			
What is your recommendation for resolving the complaint?			
How to submit this form to a competent person	By post:		
	By hand: Please bring this form to the following address:		
	By e-mail: Please submit your complaint, proposed resolution and contact details to the following e-mail address:		
Signature		Date	

Appendix 5. THE REPORT ON PUBLIC CONSULTATIONS

This chapter will be completed after the Public Consultation!