

Investor: Koridori Srbije



## ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

-FINAL-

### CONTRACT ID: C-12162/18

PREPARATION OF TECHNICAL DOCUMENTATION FOR HEAVY  
MAINTENANCE OF THE STATE ROAD IB, No. 39, SECTION: SADIKOV  
BUNAR (NODE 3902) – BLATO, IN THE ZONE OF CONSTRUCTION WORKS  
OF HIGHWAY E80, NIS-DIMITROVGRAD, L= 3,103 m

ENVIRONMENT CATEGORY B



January, 2019.



## Document information

### General information

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Project title	Preparation of technical documentation for heavy maintenance of the state road IB, no. 39, section: Sadikov Bunar (node 3902) – Blato, in the zone of construction works of highway E80, Nis-Dimitrovgrad, L= 3,103 m
Document title	Environmental and Social Management Plan
Date	January 2019.

### Corrections

Version	Date	Author	Approved and signed by
Draft 1	13.11.2018.	Mirko Jevtić, MSc Environmental Engineering	Miodrag Jović, MSc Civil Engineering
Revision 1	26.11.2018.	Mirko Jevtić, MSc Environmental Engineering	Miodrag Jović, MSc Civil Engineering
Final	17.01.2019.	Mirko Jevtić, MSc Environmental Engineering	Miodrag Jović, MSc Civil Engineering

# CONTENT

INTRODUCTION .....	1
SUMMARY .....	2
1. PROJECT DESCRIPTION .....	7
2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK.....	9
3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY .....	11
4. SUMMARY OF ENVIRONMENTAL IMPACTS .....	15
5. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN .....	21
A. MITIGATION PLAN .....	21
B. MONITORING PLAN.....	25
C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS	26
6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION .....	28
7. REFERENCES .....	30

## APPENDICES

Appendix 1 MITIGATION PLAN

Appendix 2 MONITORING PLAN

Appendix 3 LEGISLATION

Appendix 4 STAKEHOLDER ENGAGEMENT

Appendix 5 CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

Appendix 6 FINAL ENVIRONMENTAL APPROVAL

## ABBREVIATIONS AND ACRONYMS

CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
ESMP	Environmental and Social Management Plan
IFIs	International Financing Institutions
INCS	Institute for Nature Conservation of Serbia
IPCMN	Institute for Protection of Cultural Monuments Nis
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
PSC	Project Supervision Consultant
RE	Resident Engineer
SLMP	Safety Labour Management Plan
WMP	Waste Management Plan

## INTRODUCTION

Republic of Serbia represented by the Project Implementing Entity (PIE), Koridori Srbije d.o.o., intends using the proceeds of a loan from the European Bank for Reconstruction and Development (EBRD) for a project to construct and rehabilitate certain sections of the Republic of Serbia road networks in order to facilitate sustainable economic development and ensure that the country capitalizes on its geographical position to continue its development as a key transit country on the Trans-European Network as well as to increase transport efficiency and improve traffic safety in Serbia.

“Koridori Srbije” d.o.o. is the PIE for the realization of envisaged projects for rehabilitation of existing sections of state roads connected to the highway E80 Corridor X, from Nis to Dimitrovgrad, financed by EBRD funds, loan no. 39750, Project K10.

Considering the fact that the project is being financed by the EBRD, the designer is obliged to comply with EBRD’s Environmental and Social Policy, approved in 2014, which states that an Environmental and Social Management Plan – ESMP must be made together with the design, both on Serbian and English language. It is to be in line with the Policy and all the relevant Performance Requirements (PR) defined in this document, are to be complied with, especially regarding the measures of protection of environment and adequate monitoring program.

Regarding the PR10, the designer is obliged to engage the public into the process. Therefore, the designer organised a presentation of the draft ESMP, and included the results of the public presentation and consultation into this document. Public discussion and presentation of the Environmental and Social Management Plan was held in the premises of City administration of the City of Pirot on December 24<sup>th</sup> 2018.

The objective of this project is to produce design documentation for construction works for rehabilitation – heavy maintenance of state roads connected to the highway E80 – Corridor X, from Nis to Dimitrovgrad, in line with regulative in the field of public roads, namely Article 116. of the Law on roads (Official Gazzete RS, no. 41/2018) which foresees use of provisions from Article 59. of the Law on public roads (Official Gazzete RS, no. 101/05, 123/07, 101/11, 93/12 и 104/13).

The objective of this ESMP is the technical documentation for heavy maintenance of the state road IB, No. 39 (Pirot-Babusnica-Vlasotince-Leskovac-Lebane-Medvedja-Pristina-Pec-State border with Montenegro (Cakor crossing)), section: **SADIKOV BUNAR (node 3902) 4+197 km – BLATO 7+300 km, IN THE ZONE OF CONSTRUCTION WORKS OF HIGHWAY E80, NIS-DIMITROVGRAD, L= 3+103 km**

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

International financing institutions (IFI) have classified the project as environment category B, which requires an Environmental and Social Management Plan to be carried out. Project Proponent is the Government of the Republic of Serbia, represented by the relevant Ministry, and the project is realised by “Koridori Srbije” d.o.o.

The design will be made in accordance with Serbian legislation and the conventions and safeguard guidelines issued by EBRD. The Environmental and Social Management Plan

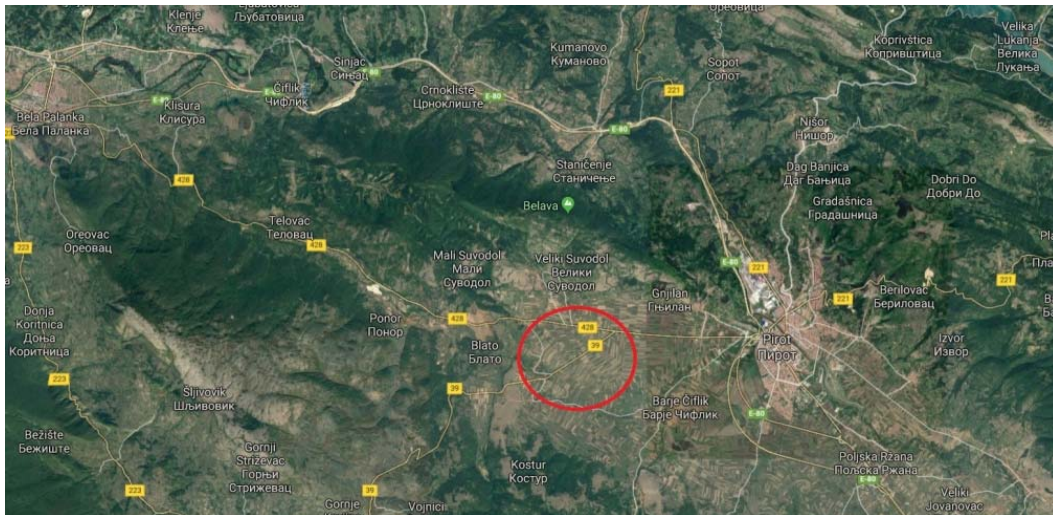
was carried out using theoretical studies, on-site investigation, and consultation with representatives of local and regional authorities.

## SUMMARY

### Project description

The subject road section belongs to the Pirot district located in the southeast of Serbia. The section is part of the state road no. 39, class IB, which connects Pirot-Babusnica-Vlasotince-Leskovac-Lebane-Medvedja-Pristina-Pec-State border with Montenegro (Border crossing Cakor).

State road no. 39, class IB with designed crosssectional slopes and inclinations in corners (drainage solved with road surface leveling), due to perennial usage has weakened road construction (data from PE "Roads of Serbia" about the traffic density for year 2016 show 1803 different vehicles per day). The start of the section is at the node 3902, at the chainage mark 4+197 km, while the end of the section is in Blato settlement, at 7+300 km. It is necessary to eliminate damages caused by water erosion and winter road maintenance and, as far as possible, eliminate the causes of these damages. Moreover, durability and value of the road section, as well as road safety should be increased.



Picture 1. Location of the section

The total length of the road section that is subject of this technical documentation is 3.103 km.



Picture 2. Start of section- Sadikov Bunar (node 3902) 4+197 km



Picture 3. End of section – settlement Blato, 7+300 km

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

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

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

In the Republic of Serbia the procedure for Environmental Impact Assessment (EIA) is governed by the Law on Environmental Impact Assessment, which is fully in accordance with the European Directive 85/337/EEC. “Koridori Srbije” submitted a request to the MoEP for the opinion on the need of starting EIA procedure for rehabilitation of state

roads in the zone of east branch of the Corridor X. Received opinion states that project of road maintenance and road rehabilitation does not represent a subject of EIA, and that it is not listed in the Regulation on establishing the list of projects requiring a mandatory impact assessment and list of projects that may require an EIA, thus there is no obligation for submitting Request on the need for an environmental impact assessment.

“Koridori Srbije” submitted a request to the Institute for Nature Conservation of Serbia (INCS) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by “Koridori Srbije”, the INCS issued a statement on conditions for nature protection 03 no. 020-1584/3 dated 05.07.2018. which states that the subject road section is not inside a protected natural area.

“Koridori Srbije” submitted a request to the Institute for Protection of Cultural Monuments Nis (IPCMN) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by “Koridori Srbije”, IPCMN issued a statement on conditions for protection of cultural monuments no. 1389/2-5 dated 10.11.2017. which states that there is no immovable or movable cultural property of great importance, nor archeological sites.

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

As already mentioned, considering the fact that the project is being financed by the EBRD, the designer is obliged to comply with EBRD’s Environmental and Social Policy, approved in 2014, which states that an Environmental and Social Management Plan – ESMP must be made together with the design, both on Serbian and English language. It is to be in line with the Policy and all the relevant Performance Requirements (PR) defined in this document, are to be complied with, especially regarding the measures of protection of environment and adequate monitoring program.

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

The subject road section intended for rehabilitation is the part of the road that connects Pirot and settlement Blato. The road section passes through Blato.

The section crosses a permanent watercourse-stream Balvan (Pasjacka river) at one location, and occasional watercourses at three locations. At these three locations there are box and pipeline culverts.

On the part of the section outside of the settlement ditches (drainage canals) are stretching on both sides of the road.

There are no significant noise sources, as well as air pollutants. Current traffic density for this road section is 1803 different vehicles per day.

There are no existing landfills or dumpsites in immediate vicinity of the road. Moreover, issued conditions from public institutions state that this road section is not inside a protected natural area, nor near cultural property of great importance.

## **Summary of Environmental Impacts**

Due to the rehabilitation works involved, temporary negative impacts may occur at the location of the subject works, and may include interruption of traffic flow, decreased road safety, damages on access roads, dust and gas emissions and temporary disturbance of residents of the neighboring areas (due to air pollution and increased noise pollution). Short-term biocenosis disturbance may occur, and potential pollution of soil and water. Works in the quarry, borrow-pits and asphalt plants are performed outside the site and may cause negative impact if not managed properly.

No relocation and resettlement issues are anticipated by PR.

In respect to the future use, this section represents a part of the traffic link between the eastern and the southern part of Serbia, east Serbia and the province of Kosovo and Metohija and as a result of heavy maintenance, road traffic is not expected to increase. In respect to impact of the potential increase of the vehicle speed on subject section, this issue will be addressed through the project's road safety component, which will include implementation of the active and passive measures to control the vehicle speed on rehabilitated road sections.

Various cases of water contamination can occur during the rehabilitation of the road and future operation. Wastewater discharged during the construction works can jeopardize the quality of the surface and underground water. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water ("Official Gazette of RS", 30/10, 93/12 and 101/16). As for the potential pollution during operation, these are limited to accidents only. In such a case, procedures for action in incidental situations, as defined by the Ministry of Interior and in the Water Law, will apply.

The road maintenance works will be performed entirely on public land, without any collision with private properties. In respect with the provisions of PR 5, Design does not require any land acquisition, resettlement or long-term disturbance of human activities.

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

## **Environmental and Social Management Plan**

Possible environmental impacts will be mitigated during the design, heavy maintenance, and road operation phases (as shown in Appendix I, and within the ESMP).

A basic assessment of the proposed road rehabilitation project concluded that the negative impacts will be negligible if the mitigation measures are properly implemented. The ESMP consists of 3 parts:

- Mitigation Plan (Appendix I),
- Monitoring Plan (Appendix II) and
- Stakeholder Engagement and reporting from public consultations (APPENDIX IV).

Before commencing the works, the Contractor will prepare a Contractor's Environmental Plan (CEP). During the rehabilitation, the Contractor will work according to the requirements of the CEP (based on the ESMP). The CEP will amplify how the Contractor will address the activities in the rehabilitation section of the ESMP. The contractor will submit the CEP to the "Koridori Srbije" for approval. It is the Contractor's obligation to include implementation of environmental mitigation measures in his overall cost. The Contractor will be required to provide a short statement that confirms that:

- The ESMP has been included into the bid price;
- The Contractor has a qualified and experienced "Koridori Srbije" on the Contractor's team who will be responsible for the environmental compliance requirements of the ESMP;
- The Contractor and its sub-contractors will comply with Republic of Serbia national laws, EU standards and Borrower requirements.

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

The Performance Requirement 10 of the EBRD's Environmental and Social Policy identifies good international practice relating to ongoing stakeholder engagement as an on-going process which involves (i) public disclosure of appropriate information, (ii) meaningful consultation with stakeholders, and (iii) an effective procedure or mechanism by which people can make comments or raise grievances. The process of stakeholder engagement should begin at the earliest stage of project planning and continue throughout the life of the project. It is an integral part of the assessment, management and monitoring of environmental and social impacts and issues of the project.

This Performance Requirement is guided by the spirit, principles and ultimate goals on public disclosure and stakeholder engagement comprised in the United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters.

In accordance with the PR 10, draft ESMP document was made available to local communities within the premises of the local Municipalities, in the premises of "Koridori Srbije" and on its website. Detailed description given in Appendix 4.

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

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

Public discussion and presentation of the Environmental and Social Management Plan was held in the premises of City administration of the City of Pirot on December 24<sup>th</sup> 2018. Detailed Report on public consultation is given in Appendix 4.



### **Rehabilitation works description**

Removal of existing asphalt layers and existing stone and making of new layers is envisaged for part of the section from km 0+000 to km 2+100.

From km 2+100 to km 3+103 (through the settlement) a new road construction has been made, thus no new works are needed.



Picture 5. Example of damage



Picture 6. Part of the section with new road construction

## **2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK**

### **Relevant Institutions**

The relevant Ministry of Environmental Protection of the Republic of Serbia is responsible for producing and implementing the environmental policy. Other relevant institutions are: "Koridori Srbije", Institute for Nature Conservation of Serbia (INCS) and Institute for Protection of Cultural Monuments Nis (IPCMN).

The Performance Requirement (PR) 8 of the EBRD's Environmental and Social Policy recognises the importance of cultural heritage for present and future generations. The aim is to protect cultural heritage and to guide clients to avoiding or mitigating adverse impacts on cultural heritage in the course of their business operations. The clients are expected to be precautionary in their approach to the management and sustainable use of cultural heritage.

At an early stage of the environmental and social assessment, the client will identify if any cultural heritage is likely to be adversely affected by the project, and assess the likelihood of any chance finds. In doing so, the client will consult with relevant authorities, experts, local communities and other stakeholders as appropriate. (Environmental and Social Policy, EBRD)

Based on the outcomes of the screening process, location selection and design of the project should be done in such a manner to avoid significant impacts on cultural heritage. Where the screening process identifies potential adverse impacts at the early stages of project development, preference should be given to avoiding adverse impacts during the design and site selection phases.

“Koridori Srbije” have, in line with the EBRD’s Policy, requested official opinions from all the relevant institutions.

“Koridori Srbije” submitted a request to the Institute for Nature Conservation of Serbia (INCS) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by “Koridori Srbije”, the INCS issued a statement on conditions for nature protection 03 no. 020-1584/3 dated 05.07.2018. The conditions state that the subject road section is not inside a protected natural area, nor inside an ecological network. Statement enclosed in Appendix 5.

“Koridori Srbije” submitted a request to the Institute for Protection of Cultural Monuments Nis (IPCMN) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by “Koridori Srbije”, IPCMN issued a statement on conditions for protection of cultural monuments no. 1389/2-5 dated 10.11.2017. The conditions state that there is no immovable or movable cultural property of great importance, nor archeological sites on the subject road section. In case of any type of archeological findings during the construction works along the section, the contractor is obliged to immediately stop the works and inform the IPCMN, regardless of whether there is some other relevant institution on the site in charge of archeological supervision and measures should be taken in order to ensure the findings are not damaged or moved. Furthermore, it is stated that if there is immediate danger of archeological site or item being damaged, IPCMN is obliged to temporarily seize the works. The investor of the construction works is due to secure the funds for research, protection, publication and display of the finding, until it is handed over to the authorized institution.

### **Existing Serbian legislation**

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

### **EIA procedure in the Republic of Serbia**

In the Republic of Serbia the procedure for Environmental Impact Assessment (EIA) is governed by the Law on Environmental Impact Assessment, which is fully in accordance with the European Directive 85/337/EEC. “Koridori Srbije” submitted a request to the MoEP for the opinion on the need of starting EIA procedure for rehabilitation of state roads in the zone of east branch of the Corridor X. Received opinion states that project of road maintenance and road rehabilitation does not represent a subject of EIA, and that it is not listed in the Regulation on establishing the list of projects requiring a mandatory impact assessment and list of projects that may require an EIA, thus there is no obligation for submitting Request on the need for an environmental impact assessment. This document is enclosed in Appendix 6.

## **Relevant IFIs Policies and Statements**

Considering the fact that the project is being financed by the EBRD, the designer is obliged to comply with EBRD's Environmental and Social Policy, approved in 2014 and all the relevant Performance Requirements (PR) defined in this document are to be complied with, especially regarding the measures of protection of environment and adequate monitoring program.

For Category B projects, where potential adverse future environmental and social impacts are typically site specific and/or readily identified and addressed through mitigation measures, the client will undertake an environmental and social assessment that is proportionate to the project's nature, size and location, as well as the characteristics of the potential impacts and risks. The assessment will characterise potential future adverse impacts associated with the project, identify potential improvement opportunities, and recommend any measures needed to avoid, or where avoidance is not possible, minimise and mitigate adverse impacts.

For Category A and B projects which involve existing facilities, an assessment of the environmental and social issues of past and current operations will be required. The purpose of this assessment is to identify potential risks, liabilities and opportunities associated with the existing facilities and operations, to confirm the current status of regulatory compliance and to assess the client's existing management systems and overall performance against the PRs. Any investigations of existing facilities must be carried out by experts that are independent from the facility that is being investigated.

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

The subject road section belongs to the Pirot district located in the southeast of Serbia. The section is part of the state road no. 39, class IB, which connects Pirot-Babusnica-Vlasotince-Leskovac-Lebane-Medvedja-Pristina-Pec-State border with Montenegro (Border crossing Cakor).

There are no protected natural or cultural properties in the vicinity of the subject road section



Picture 7. Part of the section outside of the settlement

## Settlements

### Settlement Blato

The subject section goes through the Blato settlement. Blato is a settlement of the city of Pirot and it is located at the southwestern edge of the Pirot basin, 8 km away from Pirot. According to 2011 census, Blato has 578 inhabitants.

### Watercourses and draining

The subject section intersects with the Balvan stream (Pasjacka river) at one location and with occasional watercourses at three locations. There are no available data of the water quality or characteristic water levels.



Picture 8 and 9. Intersection with Balvan stream

Where the road intersects with occasional watercourses, there are box and pipeline culverts.



*Picture 10. Intersection with occasional watercourse*

Ditches (drainage canals) are stretched on both sides of the road. Atmospheric water goes through the shoulder into the ditch. These canals are absorbent, which means that part of the collected atmospheric water is flowing into the underground, while the remaining part of atmospheric water evaporates. The drainage canals along the road are in good general condition, and from intervention it is proposed to remove the accumulated material in them, as well as regular maintenance in terms of mowing the vegetation of the slopes and the bottom of the canal.



*Pictures 11 and 12. Ditches along the road*

Rehabilitation measures of the existing objects at intersections with watercourses are given in separate part of the analysis.

The shoulders are trapped in grass along the whole section.

The existing shoulders are maintained on some sections, and on some are overgrown with grass.

### **Air**

There are no significant additional sources of air pollution within the planned road section. No information on the measured air pollution values on the subject section was available.

On the basis of traffic counting performed in recent years (information available on "KORIDORI SRBIJE" website), no increase in the traffic volume is anticipated after heavy maintenance. In the road rehabilitation and operational phase, no increase in the air pollutants concentration is expected.

### **Noise**

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

#### 4. SUMMARY OF ENVIRONMENTAL IMPACTS

The next table lists in short the possible environmental impacts during the construction works.

Table no.1 Impacts during construction works

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	low	During the realization of the project, there will be no land expropriation
Ground and surface water	low	Due to low amount of water that can come to the recipient by drainage, the consequential impact is minimal to negligible. Technical documentation envisages no regulation of watercourses.
Air quality	low	Temporary impact during construction works
Flora and fauna (protected areas and species)	low	Technical documentation envisages no tree cutting. All the measures determined by the Institute for Nature Conservation of Serbia will be implemented during construction works. The INCS states that this project will have no negative effects on natural values of the area.
Monuments	low	Under the terms of the Institute for Protection of Cultural Monuments Nis
Noise	low	Temporary impact during construction works. The works are to be conducted only in daylight, in order to mitigate adverse effects on the population.
Access/crossing points of the main road and local roads	low	Without impact on existing crossing and access points
Soil management	low	With the application of appropriate measures of waste management.
Waste	low	Ensured through environmental management – waste and wastewater management plan will be prepared and implemented
Cumulative impacts	Moderate/low	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

Most of the impacts on the environment are temporary and stops after the completion of works on heavy maintenance on the section Sadikov Bunar (node 3902) - Blato. The project is classified as environmental category B, due to a small impact on the environment. After completion of the works, increase of road traffic is not anticipated, and potential increase of vehicle speed will be regulated through a safety design, by applying active and passive speed control measures.

ESMP relates to the road rehabilitation phase and is part of the relevant agreement for implementation and future commitment of the Contractor. The following problems may occur during the rehabilitation works: disturbance in the traffic and movement of residents

from local settlements, decreased road safety, damages on access roads, noise pollution, dust emission, inefficient waste disposal, air pollution, impact on the soil, water, flora and fauna. The works outside the site area, such as the works in a quarry, asphalt plant and borrow-pits may have local negative impact and must therefore be managed properly.

### **Overview of Key Impacts**

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

### **Noise and Air Pollution in Residential Areas**

It is expected that local residents will be affected with air and noise pollution during rehabilitation works on proposed road section.

Local air quality may experience some moderate and temporary deterioration due to dust from construction traffic and elevated levels of nitrogen oxide (NOx) and sulphur oxide (SOx) from construction equipment exhaust are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings and can pose negative effects.

Noise caused by the rehabilitation works will be only a temporary impact. The construction works are to be conducted only in daylight, as defined by the Institute for Nature Conservation of Serbia. No increase of traffic density is expected after the rehabilitation, therefore no increase in the existing noise level is expected.

### **Possible ground and surface water pollution**

During execution of works on construction of highway and its subsequent operation, temporary or permanent pollution of ground and surface water may occur. This is particularly possible in cases of traffic accidents on highways when vehicles transporting oil derivatives and other hazardous substances are involved.

#### *Impact during construction period*

Pollution that occurs during the road construction period is not permanent. Upon completion of works, with implementation of adequate protective measures, these occurrences shall be reduced, and in time completely dis"Koridori Srbije". There is a certain number of activities which, during the construction period, may cause adverse impacts on water flow and quality:

- Construction works (deep excavations, removal of topsoil, and other). These may cause disturbance in natural course of replenishment, and at the same time, removal of topsoil and creation of new basins causes muddy or otherwise contaminated water to be quickly drained into ground and also surface waters.
- Construction machinery - potential danger from leaking or accidental spilling of oil and oil derivatives, disposal of lubricants and similar waste.
- Unrestrained depositing of excavated material, accommodation of construction machines or asphalt production plant in the vicinity of surface waters.
- Usage of inappropriate construction materials.
- Unregulated drainage of waste water from worker accommodation sites, where pollution may also occur from food preparation process and toilets.

### *Impacts during operation*

Primary sources of pollution during road operation are as follows: vehicles, precipitations and dust.

During operation phase, it may well be expected that pollution of water shall result primarily from the following:

- settling of exhaust fumes;
- tire wear;
- chassis destruction and leaking of loads;
- load spilling;
- discarding of organic and inorganic waste;
- atmospheric precipitation;
- pollution brought by wind;
- dispelling through passage of vehicles.

Pollution resulting from the aforementioned occurrences may be temporary, seasonal or accidental.

Permanent pollution is primarily related to scope, structure and characteristics of the traffic flow. Permanent sedimentation of dangerous substances on road surface and service elements of the cross sections results from traffic flow, and are washed away with precipitations. Primarily, those dangerous substances come from exhaust fumes, oil and lubricants, tire and road surface wear, chassis destruction etc.

Seasonal pollution is related to specific seasons. Typical example of this kind of pollution is usage of industrial salt during winter months. This type of pollution is characterized by large concentration of sodium and calcium salts which occur in a very short period of time (spreading of salt on road surface and consequences of melting).

Accidental pollution generally occurs during transportation of hazardous materials. Most often, it is oil and its derivatives, though also vehicles transporting some extremely dangerous chemical substances sometimes break down. The main problem in these cases is that usually they are in very high concentration, and cannot be predicted neither in time or location. This results in the fact that very wide belts have to be protected, mostly in water supply areas, but often cat. I and II surface water.

### Types of pollution and form of presence

In water drained from road surfaces, there is a vast number of harmful substances present, and their concentration is often above limits determined for direct discharge into watercourses. Usually those are fuel components such as hydrocarbon, organic and inorganic carbon, nitrogen compounds (nitrates, nitrites, ammonia and nitrogen oxides). Heavy metals that may be found here are: lead (as fuel additive), cadmium, copper, zinc, mercury, chromium and nickel.

Table no. 2 Sources of pollution and typical pollutants found in storm waste waters drained from the road surface.

Pollutants	Sources of pollution
Solid particles	Road surface wear, vehicles, atmosphere and road maintenance
Nitrogen and phosphorus	Atmosphere and fertilizers
Lead	Lead as tetramethyl lead from exhaust fumes, tire wear
Zinc	Tire wear, engine oil and lubricants
Iron	Rust from vehicles, metal structures on the road (bridges, bum"Koridori Srbije"), movable engine parts
Copper	Metal protective coatings, wear of engine bearings and brushes, movable engine parts, wear of brake linings, fungicides and insecticides
Cadmium	Tire wear and pesticides
Chrome	Metal protective coatings, movable engine parts, wear of brake linings
Nickel	Diesel fuel and petrol, lubricants, metal protective coating, wear of brake linings and asphalt surfaces
Vanadium	Fuel additives
Titanium	Paint for road surface marking
Manganese	Movable engine parts
Sodium - calciumchloride	Salts for defrosting
Sulfates	Roadbed, fuel and salts for defrosting
Oil and oil derivatives	Spraying and leaking of fuel, antifreeze, hydraulic oils, wetting of asphalt surface

Degree of vulnerability of surface and ground water quality in cases of accidents cannot be quantified, since they are individual cases separated in time and space. In line with assessments stated above an evaluation has been prepared on pollutant quantities which occur during operation of the road, for traffic loads in the project period, and the obtained results are shown in the form of a table. In the second column of the Table no.3 quantity of pollutant during one year for relevant traffic load (8700 vehicles per year) is given. Quantities of substances emitted by motor vehicles during one year, per one hectare of road surface for relevant traffic load (8700 vehicles per year) and for estimated traffic, as well as total quantity of pollutants on highway are also shown in Table no.3.

Table no. 3 Estimated quantity of pollutants in storm waste waters, draining from road surface, for traffic load in the designed period

Substance	Referent values (kg/ha/yr)	Emitted quantities per area unit on highway section (kg/ha/god)	Estimated concentration of pollutants in storm waste waters from 1 ha of road surface (mg/l)	MAC <sup>1)</sup> (mg/l)
Suspended particles	145	30	0,003	30
BOD	6,5	1,35	$1,42 \times 10^{-4}$	4,0
COD	49	10	0,001	12,0
Nitrates	0,98	0,2	$2,14 \times 10^{-5}$	10
Total phosphorus	0,13	0,027	$2,85 \times 10^{-6}$	
Oil and grease	2,25	0,47	$5 \times 10^{-5}$	0,05
Copper	0,01	0,002	$2,2 \times 10^{-7}$	0,1

Lead	0,082	0,017	$1,8 \times 10^{-6}$	0,05
Zinc	0,079	0,016	$1,73 \times 10^{-6}$	0,2

<sup>1)</sup>MAC-Maximum Allowed Concentration of pollutant

On the basis of spatial, engineering-geological, hydro-geological characteristics and estimated concentration of pollutants in storm waste water (shown in Table no.3), it may be concluded that during operation of the planned road section pollution of surface and ground waters will not occur in case storm water is discharged without regulation and previous treatment.

### **Possible soil pollution**

With regard to impact on soil, there are two important phases - road construction and operation phase.

Also, there are two aspects of degradation caused by road construction: soil pollution and soil degradation.

In this phase, soil pollution may occur due to improper handling of oil and oil derivatives used for construction machines and other plants during road construction, cleaning of vehicles and mechanization outside envisaged and equipped areas, poor site development and other activities not executed in accordance with recommendations for technical protection during construction.

During road construction, issues related to impacts on soil (degradation) is mainly reflected in need for transport of huge amounts of construction material, and for formation of borrow pits and dump sites. Another important factor in this phase is the inevitable requirement for topsoiling of large areas. The topsoiling process is characterized by significant mechanical stabilization in the roadbed and on locations where temporary access roads are constructed, which may have impact (at particularly sensitive locations) on a whole range of soil parameters, primarily on soil permeability, air content etc.

Considering the scope of planned works, assumption can be made that the Contractor will have no need for formation of special area for vehicle washing and base for workers, therefore no significant impact is expected during construction period.

During road operation pollution of soil shall mostly result from the following occurrences: pollution of storm water from road surface, exhaust fumes residue, organic and inorganic waste disposal, spilling of load, accumulation of particles brought by wind, dis"Koridori Srbije"al due to vehicle movement.

Among other elements, pollution is mostly related to

- road drainage system;
- traffic load and structure of traffic flow;
- configuration of surrounding terrain and its forestation;
- pollution of soil from spraying from passing vehicles is restricted to a narrow belt along the road edge;
- spilling of material from carriageway during dry periods due to air current from passing vehicles is also restricted to a narrow belt along the road edge;

- accumulation from air is present at even few hundred meter distances; at the moment it cannot be defined, nor can any regularity be found in order to quantify this occurrence.

Based on foreseen traffic density for this road section, conclusion is made that there will not be significant increase of pollutants in soil during the road operation.

### **Potential impact on flora**

This kind of projects may have adverse impact on local flora, during construction works. These impacts include breaking of branches, removal of tree bark with construction machines, damages to root system, etc. Technical documentation envisages no tree cutting. Activities include only cutting and removal of shrubbery located inside the road parcel and that impose a security threat. The road intendand is obliged to remove this kind of vegetation on a regular basis, in order to provide safe road trip.

### **Potential Cumulative Impacts**

The subject project will not result in any cumulative impacts. The proper implementation of the ESMP would minimize any impact on local human and biotic environment that might be related with any long-term cumulative negative effects.

### **Other Impacts:**

- Social impacts: in the construction phase, these include all social-economic conflicts, including health and safety. All temporary locations used for activities that have short-term impact are included, such as quarries and borrow-pits, locations for stockpiling surplus soil and asphalt plants are included in this. Impact of these types of activities is expected to cease when the Project is ended and the Contractor leaves the subject location;
- Solid waste: activities on the heavy road maintenance are expected to generate a certain amount of solid waste, which is collected on site and transported onto a landfill (determined by the local community in agreement with the contractors), outside the construction site. According to the Spatial Plan of the administrative area of the City of Nis, the plan is construction and organization of a regional landfill with a recycling center, if the design and construction of the sanitary landfill are completed on the section, the recommendation is to use this landfill or any other that is according to the European standards and in accordance with the legal regulations of the Republic of Serbia.).

## 5. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Environmental impacts of the project for heavy maintenance on the subject road section of the road no.39, class IB: **Sadikov Bunar – Blato** will be insignificant and reversible. Mitigation measures provided in the ESMP, relating to the design, construction and operational phase, must be carried out appropriately. ESMP consists of the Mitigation Plan and Monitoring Plan and is based on the types of environmental impact, their scope and duration. “Koridori Srbije” manages the design, supervision and the Contractor in the implementation of ESMP.

### A. MITIGATION PLAN

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

Protection measures – flora

Consider all the relevant measures during construction works regarding protection of trees along the road, in order to avoid any damages.

Protection measures – noise

In order to protect the local population, no construction work is to be done during night, as defined by the conditions issued by the Institute for Nature Conservation of Serbia

#### Site organisation

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

- Temporary locations for storing the construction and other material and equipment must be outside the area with high vegetation and river flood areas and limited only to the duration of the works;
- Temporary or permanent locations must be provided (the existing organized communal facilities/ landfills) for disposal and tipping of debris and other waste material in any form and communal waste produced during the works. Waste disposal/ dumping into watercourses shall be prohibited, as well as at the unorganized local waste dumps;
- After the completion of the works, all areas that have been degraded in any way by road rehabilitation works must be rehabilitated as soon as possible;
- During the works, the planned road sections and corridors around it must be followed, so that the earthworks and machinery do not affect the surrounding

- areas. Also, the existing road network must be used, without building new roads, to prevent habitat fragmentation;
- During the road works directly along the watercourses, river bed, river bank and littoral vegetation must be preserved as much as possible;
  - Vehicle and machinery servicing on the road section shall be prohibited. In the event of a road traffic accident resulting in oil or service fluids spillage, the road area must be cleaned and reinstated;
  - On the parts where the section is located in a populated area the works must be performed only during the day, to minimize the impact of noise on local residents;
  - Guardrails and pedestrian crossings must be placed where necessary;
  - Locations for containers for temporary tipping of communal waste produced during the works must be determined;
  - The area for Contractor's facilities must be of the smallest possible size, to avoid unnecessary removal of vegetation. All facilities must be fenced;
  - Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
  - Only trained workers, who can remove any consequences of accidental spillage, may handle the fuel;
  - Waste oil, oil filters and fuel must be stored on safe locations.
  - Sanitary wastewater and polluted water must be discharged into waterproof pits or treated before the water is discharged into the surface water flow system, in line with the Law on Water (RS Official Gazette of RS, No 30/10, 93/12 and 101/16);
  - Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the stormwater runoff that carries eroded material;
  - Excavations and machinery works must be avoided when the soil is damp;
  - Upon the completion of works, machinery, construction material, containers and all other equipment must be removed in due time;
  - When the site is ready to be closed, all contaminated soil must be excavated and replaced with a new layer of soil;
  - Upon the completion of works, the soil must be cultivated on all the critical locations, using suitable plants which are biologically adapted to the subject climatic conditions, resistant to air pollution and visually fitting for the surrounding area. Invasive species, such as the black locust, Indigo bush, ash leaf maple, ailanthus, American ash and species that cause allergic reactions, such as poplar, should be avoided.
  - in case of an accident, notify Ministry of Environmental Protection and act according to instructions from the inspection in charge.

"Koridori Srbije" is responsible for checking, via its Supervision Consultant, if the Site Organization Plan includes the requirements from ESMP and Safety Labor Management Plan (SLMP).

Protection measures – surface and ground water

Following water protection measures should be envisaged:

- During the road works directly along the watercourses, river bed, river bank and littoral vegetation must be preserved as much as possible;

- Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
- Sanitary wastewater and polluted water must be discharged into waterproof pits or treated before the water is discharged into the surface water flow system, in line with the Law on Water (RS Official Gazette of RS, No 30/10, 93/12 and 101/16);
- in case of an accident, notify Ministry of Environmental Protection and act according to instructions from the inspection in charge.

Technical documentation envisages no regulation of watercourses.

On the basis of spatial, engineering-geological, hydro-geological characteristics and estimated concentration of pollutants in storm waste water (shown in Table no.3), it may be concluded that during operation of the planned road section pollution of surface and ground waters will not occur in case storm water is discharged without regulation and previous treatment.

### **Contractor's Environmental Protection Plan**

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

The contractor is required to have a qualified and experienced "Koridori Srbije" on in the team, which will be responsible for coherence between the works, the environment and the ESMP. "Koridori Srbije" will independently monitor the works, and if any irregularity is noticed, it will be transmitted to continuously present Supervision, and The Contractor will be requested to rectify such irregularities.

Contractor's Environmental Protection Plan consists of the following:

1. *Site Management Plan* – defines the procedures for setting up and functioning of a site with a view to preserving the local community and natural resources.
2. *Site Organization Plan* – description and arrangement of areas, with maintenance equipment and oil and lubricant storage facilities, including the distance from water areas;
3. *Oil and Fuel Storage Management Plan* – procedures for storing, transporting and using oil and fuel, refueling the facilities and machines, procedures for decreasing the risk of water and soil pollution. Vehicles used for refueling will have the suitable equipment used for cleaning fuel spills. All classes of spills will be reported in line with the Plan;
4. *Waste Management Plan* – contains details of temporary waste storage, waste transport and treatment before its final disposal or recycling. Licensed facilities must be used for storing solid and liquid waste and the waste leaving the site must be traceable, in accordance with the jurisdictions. As part of the Plan, Contractor shall provide chain-of-responsibility forms for the waste that leaves the site. Therefore, waste controller shall keep one copy of the form, and the driver shall have a copy, to make sure that all the listed waste is brought to the landfill. Contractor shall keep all records for audit purposes.
5. *Sewerage and Waste Water Management Plan*

6. *Soil Management Plan* – steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
7. *Noise* – all the equipment must have a license and must be approved in accordance with the EU standards. This applies to all machinery, vehicles and sites where noise and vibrations affect the noise-sensitive receptors. In accordance with the Law on Protection against Environmental Noise (RS Official Gazette No 36/09, 88/10), Contractor is responsible for ensuring the noise and vibrations do not affect the local community. Contractor shall limit his works to a period from 07:00 am to 07:00 pm.
8. *Dust Emission Reduction Plan* – during the works, when dust may form, Contractor shall monitor the conditions on site and application of measures to control dust emissions, which include reduced traffic during road rehabilitation works and spraying water on the exposed surfaces;
9. *Material Excavation and Extraction Location Plan* – defines the reparation measures to be implemented for the areas of borrow-pits and access roads after the project is finished;
10. *Management Plan for Works on the River* – includes plans and procedures for water habitat and fish preservation during the works.
11. *Emergency Response Plan* – sets out the procedures for reacting in case of emergency or accidents of a bigger or smaller scale, to protect the people, property and natural resources. Equipment to be brought on site to minimize the effects of the spillage of polluting substances must be included in the Plan.
12. *Recultivation Plan* – cleaning and recultivation of the site and removal of Contractor's facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management (RS Official Gazette No 36/09, 88/10, 14/10), Contractor shall develop a plan for handover, selling or removal of all vehicles and machinery, to remove them from site. All site and work areas will be rehabilitated, in order to be reinstated as much as possible. This includes stabilization and landscaping of all sites. In line with the Law on Environmental Protection (RS Official Gazette No 135/04, 36/09, 72/09,43/11, 14/16), after the works are completed, waste must not remain on site. If waste is not removed by the Contractor, "KORIDORI SRBIJE" is entitled to withhold payment and organize the cleaning of the area. The costs of the cleaning and the administrative costs will be included in the final payment.
13. *Plan of Environmental Complaints* – means used by the local residents and third parties affected by the project to call attention to environmental issues and file a complaint, defining how and to whom these should be addressed (Appendix 4, Grievance Mechanism);

## **Safety**

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

- Contractor shall ensure that drugs and alcohol are not used on site;
- Contractor is to include in his Site Safety Plan a provision for safe working environment and safety measures and "Koridori Srbije"onal protective equipment (PPE) for all workers, including gloves, hard hats, goggles, ear protection and safety footwear;

- Site Safety Plan is to include a provision for first aid to be administered on site and a trained “Koridori Srbije” on must be engaged in line with the Law on Occupational Health and Safety (RS Official Gazette No 101/05, 91/15);
- Contractor shall provide to his workers potable water supply, toilets and water supply for washing;
- Safety Labour Management Plan is required to ensure health and safety provisions during the works on heavy maintenance;
- Contractor shall perform all project activities following the SLMP and all Serbian laws and by-laws regarding health and safety;

“Koridori Srbije” and the Contractor are jointly responsible for reporting on and investigating any incidents.

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

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

Before the works start, Contractor shall submit all the above listed plans to “Koridori Srbije” for their approval. After the works are completed Contractor shall reinstate the location into its original condition.

### **Operational Phase**

In the road operational phase, special attention must be paid to safety of pedestrians, by using measures for traffic calming in the vicinity of schools and populated areas, improving road signs and markings, keeping a record of traffic accidents that are recurring on some locations, and marking them as black spots.

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

## **B. MONITORING PLAN**

Basic components of the Monitoring Plan are:

- Environmental issue to be monitored and means of verification;
- Specific areas, locations and parameters to be monitored;
- Valid standards and criteria;
- Monitoring noise levels near populated areas;
- Monitoring material supply (verification of valid licenses);

- Duration, frequency and evaluation of monitoring costs;
- Institutional responsibility for monitoring and supervision.

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

## **C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS**

### **Project Implementation**

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

Contractor will provide the results of “zero monitoring” prior to the start of the works, during the mobilization stage. Project Proponent shall do the following to ensure that the Contractor implements the proposed mitigation measures in the construction phase:

- Contractor shall prepare Contractor’s Environmental Protection Plan and take all steps to mitigate ecological effects as stated in the Environmental Mitigation Plan (Appendix 1);
- Contractor should not be compensated for the costs of the required mitigation measures and monitoring activities in the form of a specific item in the total price, except for the analysis of the quality of water and noise measuring. Contractor will be deemed to have included these costs in the total price. The actual costs of the analysis of water quality and noise measuring will be paid to the Contractor as part of a specific item in the total price. Failure to follow the requested environmental mitigation measures on the Contractor’s part will result in penalizing the Contractor in the form of negative points. Negative points have been established as a measure to stimulate the Contractor to perform his obligations in an organized and timely manner and perform his duty with a high degree of excellence. Negative points consist of two elements – numerical and financial. Each negative point is connected to a sum, representing a permanent reduction in payment for the determined non-conformances in contractual obligations. The number of negative points earned has a cumulative effect. Should the Contractor receive more than a certain number of negative points stated in the Contract, he will not be allowed to participate in “Koridori Srbije” tenders in the next two years. Also, if the Contractor is awarded a certain number of negative points, the ESMPloyer has the right to break the contract. Monetary value of each negative point and the deadlines for other possible actions by the ESMPloyer must be clearly stated in the contract. Explanation for the application of these two measures – fees for specific costs and penalties for non-compliance should provide the implementation of all the requested environmental mitigation measures and monitoring activities.
- Contractor must be explicitly requested to ESMPloy an environmental expert. Contractor will be responsible for implementing environmental mitigation measures during road rehabilitation works and should ESMPloy an

environmental specialist who will supervise the implementation of Contractor's environmental responsibilities. This "Koridori Srbije" will coordinate the work of the Contractor, "Koridori Srbije" and the relevant ministry and will deal with every complaint received during the project implementation. In the course of the project, "Koridori Srbije" will monitor if the Contractor complies with ESMP provisions. Project Supervision Consultant is advised to employ an environmental expert (with knowledge of civil engineering and environmental management), to assist in environmental monitoring.

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

"Koridori Srbije" shall also be responsible for the following:

- Implementation of the requests for environmental protection provided by: State environmental authorities, IFIs and other institutions, Law on Environmental Protection (RS Official Gazette No 135/04, 36/09, 72/09, 43/11, 14/16);
- Implementation of the requests for environmental protection through Contractor's specifications;
- Project supervision via consulting services for supervision and project implementation;
- Environmental monitoring supervision via consulting services for environmental monitoring;
- Preparation of final environmental reports.

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

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

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

## **The Contractor Reporting Arrangements**

1. Contractor to "Koridori Srbije"

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

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

In the event of any accidents or environmental threats, there will be immediate reporting about these events. Contractor shall inform the project manager and local authorities immediately after the accident. If the project manager is not available, Contractor shall inform "Koridori Srbije" about the accident (phone number +381113344148 or by e-mail: [office@koridorisrbije.rs](mailto:office@koridorisrbije.rs)).

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

## 2. Project Supervisor Consultant to "Koridori Srbije"

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

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

## 3. "Koridori Srbije" – MoCTI – EBRD

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

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

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

As requested by EBRD's Environmental and Social Policy, public consultations were held in the ESMP preparation. ESMP and other project-related information were disclosed to the public and made available to the local community.

"Koridori Srbije" office	Kralja Petra Street 21, Belgrade,
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Local community centers	City of Pirot, Srpskih vladara Street 82 +381 10 313901
Web site – “Koridori Srbije”	<a href="http://www.koridor10.rs">http://www.koridor10.rs</a>

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

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

Before the start of the works, “Koridori Srbije” will provide information using the following:

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

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

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

## **7. REFERENCES**

- Environmental Assessment No 25, Environmental Management Plans, World Bank Environment Department, January 1999.
- Environmental and Social Policy, EBRD, 2014.
- Environmental Management Framework Document, PE “Roads of Serbia”, 2013.
- Technical Guidelines – Environmental Impact Assessment in road sector, PE “Roads of Serbia”, 2011.
- Environmental Impact Assessment within the road sector, PE “Roads of Serbia”, 2009.
- ESMP for Main Design for heavy maintenance of State road of IB category no.39, section: Leskovac south (connection with A1)-Leskovac (Bratmilovce), PE “Roads of Serbia”, 2017.

# APPENDICES

## **Appendix 1 MITIGATION PLAN**

### MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
<b>Pre-construction</b>	<b>Technical Documentation</b>			
	Technical documentation in conflict with ESMP	The Designer is obliged to make design documentation in line with ESMP	Designer	Technical control „Koridori Srbije“
	Following the environmental protection procedure	Conditions from the Institute for Nature Protection of Serbia and Institute for Protection of Cultural Monuments Nis are obtained to avoid environmental risks	„Koridori Srbije“ And Designer- Consultant	„Koridori Srbije“
	Site location and organisation will be approved by “KORIDORI SRBIJE” and selected so as to:	<ul style="list-style-type: none"> <li>- be outside of the river banks of watercourses in the vicinity</li> <li>- have no impact on the environment and the local community (noise, dust, vibrations etc.)</li> <li>- be outside the high vegetation area</li> <li>- minimise the size of the facilities to minimise the unnecessary removal of vegetation</li> <li>- have the sanitary waste water discharged into waterproof tanks or treated before the water is discharged into the surface water system, in accordance with the Law on Water (RS Official Gazette No 101/05)</li> <li>- properly drain the locations. Paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator</li> <li>- whenever possible, limit the area to be cleared and avoid topsoil degradation</li> <li>- the material removed will be collected, disposed and/ or re-used as needed</li> <li>- prevent soil erosion on site</li> <li>- contractor is responsible for implementing the</li> </ul>	“KORIDORI SRBIJE” Contractor	“KORIDORI SRBIJE”

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		measures for erosion protection - contractor shall limit the scope of the excavations to mitigate soil erosion - contractor shall implement soil conservation method in sensitive areas to prevent or minimize the storm water runoff, which causes material erosion - contractor is to avoid excavation and machine operations in damp site conditions.		
	Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement  Influence on public health and sociological circumstances	- minimum distance must be kept (buffer zone) between the site and the nearest populated area - influence of the local conditions must be accounted for (wind) to avoid or minimise harmful effects -contractor's ESMP defines health and safety and environmental measures - independent water and electricity supply, in addition to a medical service station on site must be planned for.	Contractor	"KORIDORI SRBIJE"
	Road safety issues associated with pedestrian crossing	Plan for safe and adequate pedestrian crossing facilities that can be in most cases over passages equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Designer- Consultant	Technical control „Koridori Srbije“
	Stakeholder engagement	Details of the proposed road route, access points and safety features will be disclosed at the location of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered will be recorded in the technical documentation	"KORIDORI SRBIJE" and Designer- Consultant	Technical control „Koridori Srbije“
<b>Construction</b>	<b>Management plans</b>			
	Contractor shall prepare the implementation of the Plans described in the ESMP, to ensure that the legislation and Creditor's requirements have been met: - Site Organisation Plan - Sewerage and Wastewater Management Plan		Contractor	Supervision/"Koridori Srbije"

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
<b>Construction</b>	<b>Material Transport</b>			
	asphalt: dust, fumes	- all trucks need to be covered - contractor's machinery to be carefully selected	truck operator	truck operator
	stone: dust	wet truck load	truck operator	truck operator
	sand and gravel: dust	wet truck load	truck operator	truck operator
	management of traffic noise, exhaust fumes and road congestion	- haul material at off-peak traffic hours (9-14h) - use alternative roads to avoid main roads - proper road signs and markings of the site, to minimise chances of a wrong turn	transport manager truck operator	transport manager truck operator
	Possibility of encountering an archaeological site	if an archaeological site is encountered, contractor shall immediately suspend the works and inform IPCM and "Koridori Srbije".	contractor	contractor's supervision
<b>Construction</b>	<b>Construction Site</b>			
	negative impact of noise on the workers and local community	- limit the activities to daylight working hours - use equipment with noise mufflers, licensed and approved in accordance with the EU standards - use noise barriers for the works that produce noise for more than one day on the same location. - locate noise-making equipment as far away as possible from residential buildings and other noise- sensitive receptors.	contractor	contractor's supervision
	dust	- spray the problematic areas on site with water - cover the material stored and limit vehicle speed - implement the Dust Management Plan: measures for	contractor	contractor's supervision

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		avoiding dust emission, including hoarding, spraying the problematic areas, accesses, material and stockpiles during the loading and unloading activities, covering the trucks that carry dusty material, washing the trucks etc.		
	vibrations	<ul style="list-style-type: none"> <li>- limit activities to daylight working hours</li> <li>- if there is material damage to the local houses, buildings and infrastructure (access roads included) caused by the works, the damage will be compensated for and will have to be rectified</li> <li>- locate the equipment for earth works as far away as possible from vibration-sensitive receptors</li> </ul>	contractor	contractor's supervision
	traffic disruption during construction activities	<ul style="list-style-type: none"> <li>- Traffic Management Plan with appropriate measures for traffic diversions that can be easily noted and followed, including traffic police assistance</li> <li>- Traffic Management Plan which will define a speed limit for the construction vehicles and organise traffic in such a way that populated areas are avoided as much as possible</li> <li>- during the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation</li> <li>- inform the local community about the works planned</li> </ul>	contractor	contractor's supervision
	Potential impact on flora	Consider all the relevant measures during construction works regarding protection of trees along the road, in order to avoid any damages.	contractor	contractor's supervision
	Potential impact on water	<ul style="list-style-type: none"> <li>•Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;</li> </ul>	contractor	contractor's supervision

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> <li>- dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorised landfill (It is very important recommendation that the authorized landfill is sanitary and in accordance with the European standards and regulations of the Republic of Serbia)</li> <li>- dispose waste in accordance with best international practice (IFC, EHS – general guidelines).</li> <li>- apply additional measures for storing hazardous waste (secondary containment, limiting the access, providing PPE etc.) to prevent negative effects on the workers, local community or environment</li> <li>- nominate a person responsible for waste collection and storage (hazardous and non-hazardous)</li> </ul>	contractor	contractor's supervision
Operation	potential contamination of soil and water from improper maintenance and fuelling of equipment	apply the best engineering practice in handling and safe storage of lubricants, fuel and solvents, ensure proper loading of fuel and equipment maintenance, collect all waste and dispose it on authorised recycling locations	contractor	contractor's supervision
	soil and water pollution from improper waste material disposal	<ul style="list-style-type: none"> <li>- transport the waste in marked vehicles designed for waste transport, to minimise the risk of releasing hazardous and non-hazardous substances</li> <li>- train the drivers in handling and disposal of the load they transport and transport documents describing the nature of the load (waste) and its degree of hazard</li> </ul>	contractor	contractor's supervision
	safety of workers	<ul style="list-style-type: none"> <li>- provide workers with safety instructions and PPE</li> <li>- provide a safe alternative traffic flow</li> </ul>	contractor	contractor's supervision
	areas temporarily occupied	<ul style="list-style-type: none"> <li>- undertake re-vegetation with native species and monitor the effects (avoid invasive species those that cause allergic reactions)</li> <li>-where initial plantings were not successful, carry out re-planting</li> </ul>	contractor	contractor's supervision
		<b>Maintenance</b>		

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

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		slopes or convex mirrors in curves where there is a lack of visibility, warning signs on locations considered appropriate in line with good engineering practice or as agreed with the authorities		

## **Appendix 2 MONITORING PLAN**

## MONITORING PLAN

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

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

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>vibrations</i>	limited time of activities	site	supervision	unannounced inspections during construction works and after a complaint is received	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>disruptions to traffic during construction works</i>	existence of a Traffic Management Plan and traffic pattern	on and near the site	inspection and visual observation	prior to the start of the works; once a week in peak and non-peak hours	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>reduced access to roadside activities</i>	alternative access provided	site	supervision	random checks at least once a week during the construction works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>safety of vehicles where there are no construction activities</i>	visibility and suitability	on and near the site	observation	random checks at least once a week in the evening	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>water and soil pollution resulting from improper material storage, management and use</i>	soil and water quality (suspended solids, oils, ph values, conductivity)	the Juzna Morava river	unannounced sampling, analysis in a certified laboratory possessing the required equipment	at least three times for the entire Project duration, monitoring to be done before the construction (or at a reference point upstream of the site) during and after the rehabilitation works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>safety of workers</i>	PPE; bypass traffic organisation	site	inspection	unannounced inspections during the works	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	supervision contractor
<b>Operation</b>	<b>Maintenance</b>					
<i>negative effect of noise on the workers and local residents</i>	noise levels	site; nearest homes	sound meter with suitable software	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<i>vibrations</i>	limited time of activities	site	supervision	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS

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

**Proposed template – additional data required that should be incorporated into monitoring plans:**

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

Please describe any environment or social programs, initiatives or sub-projects undertaken during the reporting period to improve the company's environmental or social performance and/or management systems:

Please indicate the level of associated expenditure (capital expenditure and operating expenditure), and whether this relates to the requirements of the Environmental and Social Action Plan, or to any other initiative:

## 2. Status of the Environmental and Social Action Plan

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

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

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

Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
<b>Waste Water</b>				
Total waste water generated				
BOD				
COD				

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

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

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

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

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

Please provide the name and contact details for your environmental manager:				
Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
<b>Air Emissions</b>				
SO <sub>2</sub>				
NO <sub>x</sub>				
Particulates				
CO <sub>2</sub>				
CH <sub>4</sub>				
N <sub>2</sub> O				
HFCs				
PFCs				
SF <sub>6</sub>				
[Other]				
<b>Other Parameters</b>				
Noise				
[Other]				
<b>Solid Waste</b>				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

Please provide the name and contact details for your environmental manager:				
Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>

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

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

5. Human Resources Management			
Please provide the name and contact details for your Human Resources manager:			
	Total	Recruited in this reporting period	Dismissed in this reporting period
<b>Number of direct employees:</b>			
<b>Number of contracted workers:</b>			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:	
Are there any planned redundancies to the workforce in the next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and selection and consultation process:	
Were there any changes in trade union representation at Company facilities during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions during reporting period:	
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details and summarise engagement with them during reporting period:	
Were there any changes in the status of Collective Agreements?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details:	
Have employees raised any grievances with the project during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised in grievances by male and female staff and explain how the Company has addressed them:	
Have employees raised any complaints about harassment or bullying during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised by male and female staff and explain how the Company has addressed them:	
Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise nature of, and reasons for, disputes and explain how they were resolved	

<p>Have there been any court cases related to labour issues during the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please summarise the issues contested and outcome:</p>
<p>Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas:</p> <ul style="list-style-type: none"> <li>• Union recognition</li> <li>• Collective Agreement</li> <li>• Non-discrimination and equal opportunity</li> <li>• Equal pay for equal work</li> <li>• Gender Equality</li> <li>• Bullying and harassment, including sexual harassment</li> <li>• Employment of young persons under age 18</li> <li>• Wages (wage level, normal and overtime)</li> <li>• Overtime</li> <li>• Working hours</li> <li>• Flexible working / work-life balance</li> <li>• Grievance mechanism for workers</li> <li>• Health &amp; safety</li> </ul>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please give details, including of any new initiatives:</p>

## 6. Occupational Health and Safety Data

<p><b>Please provide the name and contact details for your Health and Safety manager:</b></p>					
	<p><b>Direct employees</b></p>	<p><b>Contracted workers</b></p>		<p><b>Direct employees</b></p>	<p><b>Contracted workers</b></p>
<p>Number of man-hours worked this reporting period:</p>			<p>Number of Fatalities<sup>7</sup>:</p>		
<p>Budget spent on OHS in this period (total amount and currency):</p>			<p>Number of disabling injuries:</p>		

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

OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) <sup>8</sup> :		
Number of lost workdays <sup>9</sup> resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					
Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):					
Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarise any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarise any emergency response exercises or drills that have been carried out during the report period:					
<b>7. Stakeholder Engagement</b>					
<b>Please provide the name and contact details for your external relations or community engagement manager:</b>					
Please provide information on the implementation of the stakeholder engagement plan agreed with EBRD and summarise interaction with stakeholders during the reporting period, including:					
<ul style="list-style-type: none"> <li>- Meeting or other initiatives to engage with members of the public or public organisations during the report period,</li> <li>- information provided to members of the public and other stakeholders during the report period relating to environmental, social or safety issues</li> <li>- coverage in media,</li> <li>- and interaction with any environmental or other community groups.</li> </ul>					
Please describe any changes to the Stakeholder Engagement Plan agreed with EBRD:					

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

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

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

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

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

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

If applicable, have all transit allowances been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made.
Has legal support been provided to all the affected persons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, specify how many persons effectively made use of the legal support.
Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many and summarize their content.
Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<p><b>New Land Acquisitions</b> If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.</p>		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?
Have any persons been economically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?

Was it a government assisted resettlement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
<b>9. Community Interaction and Development</b>		
Please summarise any social or community development initiatives undertaken by the company during the reporting period, and any associated expenditure:		

## **Appendix 3 LEGISLATION**

## RELEVANT SERBIAN ENVIRONMENTAL LEGISLATION:

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

- ❖ Law on planning and construction (RS Official Gazette No 72/2009, 81/2009, 64/2010, 24/2011, 121/2012, 42/2013, 50/2013, 98/2013, 132/2014, 145/2014);
- ❖ Law on nature protection (RS Official Gazette No 36/09, 88/10, 91/10, 14/16);
- ❖ Law on environmental protection (RS Official Gazette No 135/04, 36/09, 72/09, 43/11, 14/16);
- ❖ Law on EIA (RS Official Gazette No 135/2004, 36/2009,);
- ❖ Law on Strategic EIA (RS Official Gazette No 135/2004, 88/10);
- ❖ Law on waste management (RS Official Gazette No 36/09, 88/10, 14/16);
- ❖ Law on noise protection (RS Official Gazette No 36/09, 88/10);
- ❖ Law on water (RS Official Gazette No 30/10, 93/12, 101/16);
- ❖ Law on forests (RS Official Gazette No 30/10, 93/12, 89/15);
- ❖ Law on air protection (RS Official Gazette No 36/09, 10/13);
- ❖ Law on safety and health at work (RS Official Gazette No 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 (RS Official Gazette No 114/08);
- ❖ Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study (RS Official Gazette No 69/05);
- ❖ Rulebook on the contents of the EIA Study (RS Official Gazette No 69/05);
- ❖ Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study (RS Official Gazette No 69/05);
- ❖ Rulebook on the work of the Technical Committee for the EIA Study (RS Official Gazette No 69/05);
- ❖ Regulations on permitted noise level in the environment (RS Official Gazette No 72/10);
- ❖ Decree on establishing class of water bodies (RS Official Gazette No 5/68);
- ❖ Decree on limit values of pollutants in surface and groundwater and sediment and deadlines for their reach ("Official Gazette of RS", No. 50/12)
- ❖ Regulations on dangers pollutants in waters (RS Official Gazette No 31/82).

Other relevant Serbian legislation

- ❖ Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (RS Official Gazette No 38/09);
- ❖ Law on Public Roads ("Official Gazette of the Republic of Serbia", Nos. 101/05, 123/07, 101/11, 93/12, 104/13);
- ❖ Law on Roads ("Official Gazette of the Republic of Serbia", No. 41/18).

## **Appendix 4 STAKEHOLDER ENGAGEMENT**

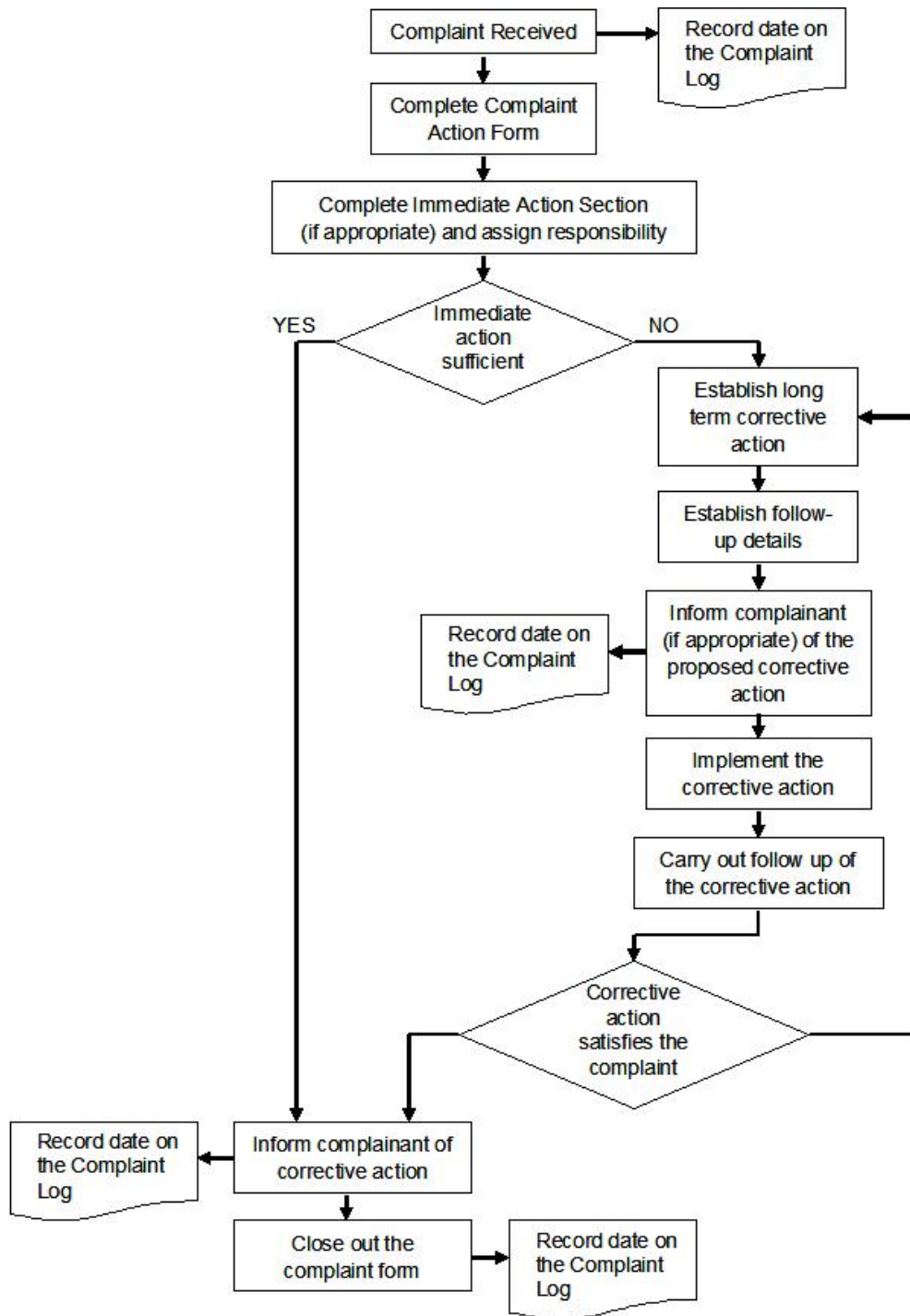
## **Identification of stakeholders**

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

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

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

Grievance mechanism and form



Grievances are to be resolved within 15 working days.

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

## REPORT ON PUBLIC CONSULTATION

### 1. BACKGROUND

Republic of Serbia represented by the Project Implementing Entity (PIE), Koridori Srbije d.o.o., intends using the proceeds of a loan from the European Bank for Reconstruction and Development (EBRD) for a project to construct and rehabilitate certain sections of the Republic of Serbia road networks in order to facilitate sustainable economic development and ensure that the country capitalizes on its geographical position to continue its development as a key transit country on the Trans-European Network as well as to increase transport efficiency and improve traffic safety in Serbia.

The Republic of Serbia intends to invest part of this loan in preparation of technical documentation for heavy maintenance of the state road IB, No. 39, section: Sadikov bunar (node 3902) 4+197 km – Blato 7+300 km.

This Environmental and Social Management Plan (ESMP) has been prepared for heavy maintenance of subject road section, to ensure application of the good environmental practice and document compliance with the requirements of the EBRD which is going to finance projects of road rehabilitation and safety in Serbia.

ESMP was created with the aim to ensure the implementation of best practices and projects in accordance with the environmental protection requirements from international financial institutions that fund projects of road rehabilitation and safety. Making of the ESMP was carried out through study and research in the field, including consultations with representatives at regional and local level. ESMP is based primarily on studies in the field conducted during November 2018.

Company PROJECT BIRO UTIBER Ltd., as a Lead Partner in a Joint Venture PROJECT BIRO UTIBER & UTIBER KOZUTE BERUHAZO KFT. & SAPUTNIK-M Ltd. & GEOMEHANIKA Ltd. that makes the subject technical documentation, made the draft of the ESMP. According to the predefined procedure, the draft ESMP for heavy maintenance of the state road IB, No. 39, section: Sadikov bunar – Blato was delivered to the experts appointed by the Investor, in order to acquire their approval.

On November 27<sup>th</sup> 2018, “Koridori Srbije” gave the consent for the draft ESMP and approved the start of public consultation process, as well as preparation for public presentation. “Koridori Srbije” started public consultations and on December 5<sup>th</sup> 2018 issued a call for a public discussion in newspaper “Vecernje novosti”, as well as on official website of the company [www.koridorisrbije.rs](http://www.koridorisrbije.rs). The call was also published on official website of the City of Pirot and on the local portal [www.plusonline.rs](http://www.plusonline.rs) and on radio “Naxi Plus Radio”.

Public auditorium, organizations and other interested parties are invited to participate in the public debate on the draft document Environmental and Social Management Plan. Before its advertising in newspapers, ESMP was submitted to the City of Pirot. City’s representatives informed the public through local media and city’s website about the time and place of the public discussion.

Access to a document is provided at the following addresses:

- Premises of the company „Koridori Srbije“, Kralja Petra Street 21, Belgrade, second floor, every workday, from 11.00 to 13.00, within 10 days from the announcement

- Premises of the City administration of the City of Pirot, within 14 days from the announcement
- “Koridori Srbije” official website: [www.koridorisrbije](http://www.koridorisrbije).

Public discussion and presentation of the Environmental and Social Management Plan was held in the premises of City administration of the City of Pirot on December 24<sup>th</sup> 2018.

## **2. REPORT ON PUBLIC CONSULTATION**

The public presentation was attended by 5 participants. Ms. Ana Petrovic was present as a representative of the City’s administration. The presentation was also attended by Investor’s representatives, Ms. Dijana Kojic, the Director of the Sector for Technical Preparation and Designing and Mr. Dragan Egeric, as well as representatives of the Designer “Project biro Utiber” Mr. Danilo Knezevic MSc in Civil Engineering, designer of the subject road section and Mr. Mirko Jevtic, MSc in Environmental Engineering, the author of the Environmental and Social Management Plan.

The presentation began, as planned at 10.00 AM. Mr. Jevtic presented in detail the ESMP to the participants. During the public discussion, there were no complaints regarding the ESMP, nor there were questions asked.

The public presentation ended at 12.00 PM local time.



Picture 1: Public consultations in Pirot, December 24<sup>th</sup> 2018



Picture 2: Public consultations in Pirot, December 24<sup>th</sup> 2018

3. LIST OF PARTICIPANTS

СПИСАК ПРИСУТНИХ НА ЈАВНИМ КОНСУЛТАЦИЈАМА

Предмет:		Место одржавања КОНСУЛТАЦИЈА:	
<p>План управљања заштитом животне средине и социјалним питањима</p> <p>- Јавне консултације -</p> <p>Појачано одржавање државних путева повезаних са аутопутем Е80 – Коридор X од Ниша до Дамировград:</p> <ul style="list-style-type: none"> <li>ДП 15 реда, бр. 39, деоница Садиков бунар-Блато</li> <li>ДП 11А реда, бр. 221, деоница Пирот (Мали мост)-Китка</li> <li>ДП 11А реда, бр. 221, деоница Манастир Св.Илија-Рсовци</li> <li>ДП 11А реда, бр. 221, деоница Стопанска пољо-улаз у Пирот</li> <li>ДП 11А реда, бр. 221, деоница Протопопске воденице-Славоници и Славина-Иззатовци</li> </ul>		<p>• Просторије предузећа „Коридори Србије“, Краља Петра 21, Београд</p> <p>• Градска управа града Пирота, Ул. Српских владара 82</p> <p>Термин јавних консултација: 05.12.2018. - 24.12.2018.</p> <p>Термин јавне презентације: 24.12.2018. у 10.00 h</p>	
Р.б.	Име и презиме	Организација / адреса	Телефон, Факс, E-mail
1	АНА ПЕТРОВИЋ	ГРАДСКА УПРАВА- ПИРОТ СРПСКИ КАРАРА 82	066/170608 010/305-516 ana.petrovic@pirot.rs
2	АУЏИТА КОДИЉА	КОРИДОРИ СРБИЈЕ КРАЉА ПЕТРА 21, БЕОГРАД	064 8045 308 d.kodica@koridori.srbija.rs
3	ЕГЕРИЦ ДРАГАН	КОРИДОРИ СРБИЈЕ КРАЉА ПЕТРА 21, БЕОГРАД	064-80-45-317 EGERIC@KORIDORI.SRBIA.RS
4	АНАНКО КНЕМБЕЉИЋ	CAD Solutions U Spasovici Novi Beograd	0601578118 dovoknezevic@cad-so.com
5	МИРКО ЈЕВТИЋ	PROJEKT BIRD UMBEL do.o.o. TENEBINSKA 76, N.SAD	060/44-76-545 mirkojevtic@gmail.com
6			

4. DOCUMENTATION

# ОГЛАСИ

НОВОСТИ - Среда, 5. децембар 2018.

На основу члана 10, 14 и 29,  
Закона о процени утицаја на животну средину  
(„Службени гласник Републике Србије“ бр. 135/04 и 36/09)

**ОПШТИНА ПАРАЋИН**  
УПРАВА ЗА УРБАНИЗАМ, ФИНАНСИЈЕ,  
СКУПШТИНСКЕ И ОПШТЕ ПОСЛОВЕ  
ОДЕЉЕНЕ ЗА УРБАНИЗАМ И  
ИМОВИНСКО ПРАВНЕ ПОСЛОВЕ

**ОБАВЕШТАВА ЈАВНОСТ**  
о донетом решењу о потреби процене  
утицаја пројекта на животну средину и обиму  
и садржају студије

На захтев предузећа "Теленор" д.о.о. из Београда, ул. Омладинских бригада бр. 90, као носиоца пројекта, спроведен је поступак за одлучивање о потреби процене утицаја на животну средину пројекта локација радио базе станице "ЧЕПУРЕ", предвиђене на антеномској стубу, у Чепуру, на парцели кп. бр. 3092/4 КО Чепуре, на територији општине Параћин.

У спроведеном поступку донето је решење да је за предметни пројекат потребна процена утицаја на животну средину и одређен је обим и садржај студије. Заинтересована јавност може извршити увид у донето решење, у просторијама надлежног органа општине Параћин, у улици Томе Живановића бр. 10, у Одељењу за урбанизам и имовинско правне послове и изјавити жалбу на решење у року од 15 дана од дана пријема овог обавештења. Жалба се изјављује Министарству заштите животне средине а подноси се преко овог органа.

**КОРИДОРИ СРБИЈЕ**

Сагласно Еколошкој и Социјалној Политици ЕБРД  
„Коридори Србије“ д.о.о позивају на

**ЈАВНЕ КОНСУЛТАЦИЈЕ**  
јавност, органе и организације заинтересоване за  
**ПЛАН УПРАВЉАЊА ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ  
И СОЦИЈАЛНИМ ПИТАЊИМА  
ЗА ПОЈАЧАНО ОДРЖАВАЊЕ ДРЖАВНИХ ПУТЕВА  
ПОВЕЗАНИХ СА АУТОПУТЕМ Е80 - КОРИДОР X  
ОД НИША ДО ДИМИТРОВГРАДА**

**Државни пут IIА реда, бр. 221, деоница Протопопинске  
воденице-Смиловци и Славина-Изатовци**

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

- у просторијама предузећа „Коридори Србије“ д.о.о., Краља Петра 21, Београд, други спрат, сваког радног дана од 11 до 13 часова у року од 10 дана од дана објављивања овог обавештења.
- у просторијама Општинске управе општине Димитровград, у року од 14 дана од дана објављивања овог обавештења.
- на интернет страници предузећа „Коридори Србије“ д.о.о.: <http://koridorisrbije.rs>

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

Дана 24.12.2018. године, са почетком у 13 часова биће одржане јавне консултације и презентација предметног плана у просторијама Општинске управе општине Димитровград.

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

**КОРИДОРИ СРБИЈЕ**

Сагласно Еколошкој и Социјалној Политици ЕБРД  
„Коридори Србије“ д.о.о позивају на

**ЈАВНЕ КОНСУЛТАЦИЈЕ**  
јавност, органе и организације заинтересоване за  
**ПЛАН УПРАВЉАЊА ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ  
И СОЦИЈАЛНИМ ПИТАЊИМА  
ЗА РЕХАБИЛИТАЦИЈУ/ПОЈАЧАНО ОДРЖАВАЊЕ  
ДРЖАВНИХ ПУТЕВА ПОВЕЗАНИХ СА АУТОПУТЕМ  
Е 80 - КОРИДОР X ОД НИША ДО ДИМИТРОВГРАДА**

- Државни пут IIБ реда, бр. 39, деоница Садиков Бунар-Блато
- Државни пут IIА реда, бр. 221, деоница Пирот (Мали мост) - Китка (каменолом)
- Државни пут IIА реда, бр. 221, деоница Манастир Свети Илија - Рсовци
- Државни пут IIIА реда, бр. 221, деоница Солотска петља - улаз у Пирот (индустријска зона)
- Државни пут IIIА реда, бр. 221, деоница Протопопинске воденице-Смиловци и Славина-Изатовци

Увид у предметне Планове управљања заштитом животне средине и социјалним питањима може се извршити:

- у просторијама предузећа „Коридори Србије“ д.о.о., Краља Петра 21, Београд, други спрат, сваког радног дана од 11 до 13 часова у року од 10 дана од дана објављивања овог обавештења.
- у просторијама Градске управе града Пирота, у року од 14 дана од дана објављивања овог обавештења.
- на интернет страници предузећа „Коридори Србије“ д.о.о.: <http://koridorisrbije.rs>

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

Дана 24.12.2018. године, са почетком у 10 часова биће одржане јавне консултације и презентација предметног плана у просторијама Градске управе града Пирота.

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

**КОРИДОРИ СРБИЈЕ**

Сагласно Еколошкој и Социјалној Политици ЕБРД  
„Коридори Србије“ д.о.о позивају на

**ЈАВНЕ КОНСУЛТАЦИЈЕ**  
јавност, органе и организације заинтересоване за  
**ПЛАН УПРАВЉАЊА ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ  
И СОЦИЈАЛНИМ ПИТАЊИМА  
ЗА РЕХАБИЛИТАЦИЈУ/ПОЈАЧАНО ОДРЖАВАЊЕ  
ДРЖАВНИХ ПУТЕВА ПОВЕЗАНИХ СА АУТОПУТЕМ  
Е 80 - КОРИДОР X ОД НИША ДО ДИМИТРОВГРАДА**

- State road IIБ-class, no. 39, section Sadikov Bunar-Blato
- State road IIА-class, no. 221, section Piroat (Little bridge) - Kitka (quarry)
- State road IIА-class, no. 221, section St. Ilija Monastery - Rsovci
- State road IIА-class, no. 221, section Sopot Interchange - Piroat entrance (Industrial zone)
- State road IIА-class, no. 221, section Protopotopinske vodeniце-Smilovci and Slavinja-Izatovci

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

- The premises of "Corridors of Serbia" Ltd., 21, Kralja Petra St., Belgrade, second floor, during working days from 11:00 AM to 01:00 PM (local time), within 10 days from the date of public announcement of this invitation.
- The premises of the City Council of the City of Piroat, during working days, within 14 days from the date of public announcement of this invitation.
- At the "Corridors of Serbia" Ltd. web site: <http://www.koridor10.rs/en>

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

On December 24th, 2018 at 10:00 AM (local time), public consultations and presentation of the relevant ESMP document will be held at the premises of the Municipality of Dimitrovgrad.

For any additional information, please contact:  
„Corridors of Serbia“ Ltd.  
21, Kralja Petra Street  
11000 Belgrade, Serbia  
tel./fax. +381 11 / 33 44 174  
E-mail: [office@koridorisrbije.rs](mailto:office@koridorisrbije.rs)

**СВАКЕ СРЕДЕ  
НА КИОСЦИМА  
НОВИ БРОЈ**

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011 3028 078  
e-mail: [oglas@novosti.rs](mailto:oglas@novosti.rs)  
[www.novostioglas.rs](http://www.novostioglas.rs)

**На киосцима је ТРЕЋЕ ОКО најтиражнији  
српски магазин за граничне области науке**

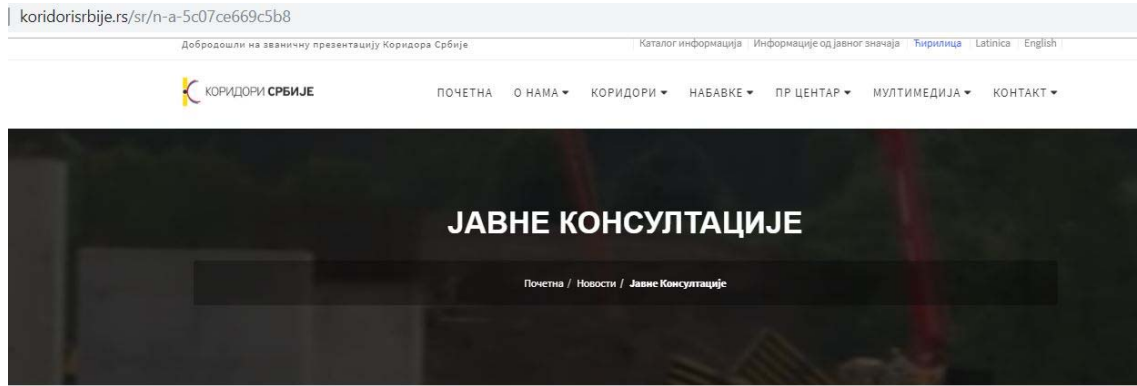
**НЕВЕРОВАТНО - ЈОСИП БРОЗ СЕ ПЛАШИ ДЕДА МРАЗ!**

У државној архиви постоји документ из 1949. којим је практично забрањен Божић, као и низ списа "о укидању Деда Мраза". Деда Мраз је био сатанизован као болшевичко-клерикална творевина јер је Јосипа Броза и тадашњу власт подсећао на Светог Николу, односно најпопуларнију српску славу... па га је самим тим, требало забранити!

Не заборавите  
**ТРЕЋЕ ОКО**  
ИЗЛАЗИ СВАКОГ  
ДРУГОГ УТОРКА

Picture. 3: Announcement of public consultation in daily newspaper "Vecernje novosti"

Section 2.1 – Sadikov bunar-Blato



Објављено: 05. 12. 2018

Савласно Еколошкој и Социјалној Политици ЕБРД „Коридори Србије“ д.о.о. позивају на Јавне консултације Јавност, органе и организације заинтересоване за План управљања заштитом животне средине и социјалним питањима за појачано одржавање државних путева повезаних са аутопутем Е80 – Коридор X од Ниша до Димитрограда:

- Државни пут IА реда, бр. 221, деоница Протополинске воденице - Смиловици и Славина - Изатовци
- Државни пут IБ реда, бр. 39, деоница Садиков Бунар - Блато
- Државни пут IА реда, бр. 221, деоница Пирот (Мали мост) - Китка (каменолом)
- Државни пут IА реда, бр. 221, деоница Манастир Свети Илија - Рсовци
- Државни пут IА реда, бр. 221, деоница Солотска петља - улаз у Пирот (индустријска зона)
- Државни пут IА реда, бр. 221, деоница Протополинске воденице - Смиловици и Славина - Изатовци

Обавештење о јавним консултацијама за рекултивацију државних путева у зони Источног крака Коридора 10 објављено је и у издану Бечерних новости. Отгас се налази у прилогу.

Увид у предметне Планове може се извршити:

У просторијана предузећа „Коридори Србије“ д.о.о., Краља Петра 21, Београд, други спрат, сваког радног дана од 11 до 13 часова у року од 10 дана од дана објављивања овог обавештења

У просторијана Општина, у року од 14 дана од дана објављивања овог обавештења

на интернет страници предузећа „Коридори Србије“ д.о.о.: <http://koridorisrbije.rs>

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

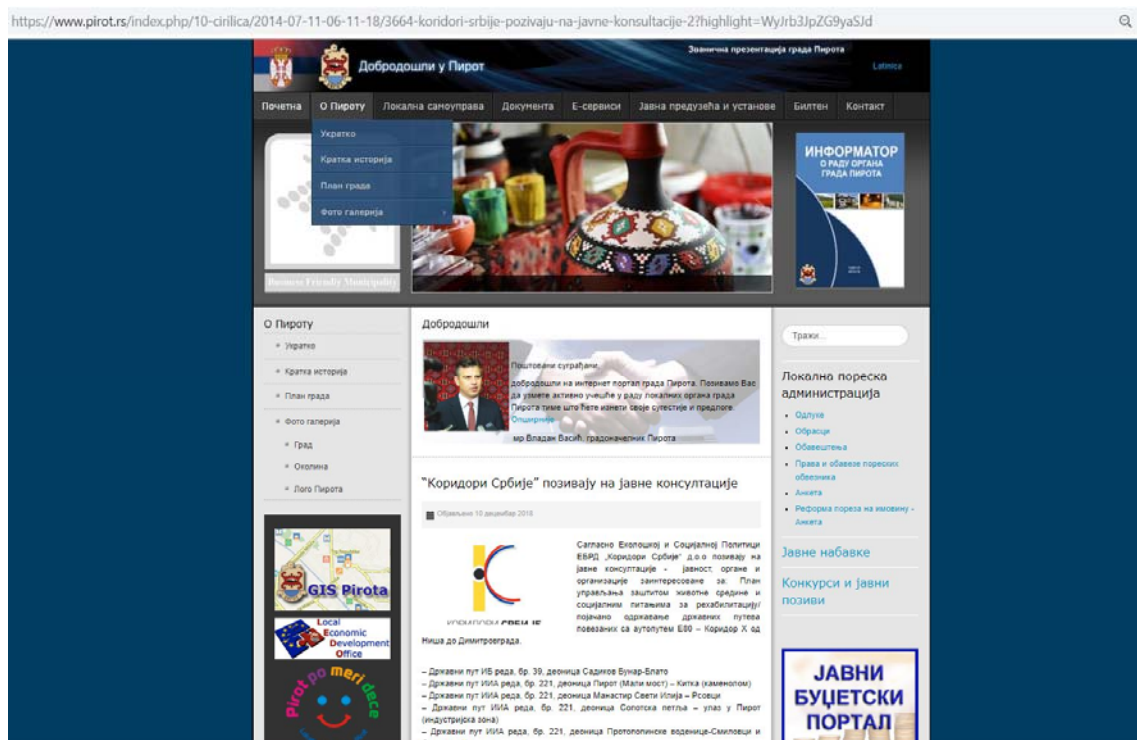
За додатне информације обратити се на следећу адресу:

Коридори Србије д.о.о., Улица Краља Петра 21, 11000 Београд, Република Србија,

тел./факс +381 11 / 33 44 174

e-mail: [office@koridorisrbije.rs](mailto:office@koridorisrbije.rs)

Picture. 4: Announcement of public consultation on “Koridori Srbije” website



Picture. 5: Announcement of public consultation on City of Pirot website

**Appendix 5 CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS**

Република Србија  
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ  
Нови Београд, Др Ивана Рибара бр. 91  
Тел: +381 11/2093-802; 2093-803  
Факс: + 381 11/2093-867

КОРИДОРИ СРБИЈЕ АОО  
БЕОГРАД, КРАЉА ПЕТРА К1  
Бр. 0-7300/18  
09 07 2018 год.  
Бр. прилога \_\_\_\_\_

Завод за заштиту природе Србије из Београда, Ул. др Ивана Рибара бр. 91, на основу члана 9. („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010–исправка и 14/2016) и члана 136. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), поступајући по Захтеву бр. I-1554/18 од 04.06.2018. године ЈП „Коридори Србије“ из Београда, ул. Краља Петра бр. 21, за издавање услова заштите природе за израду пројектне документације за појачано одржавање пута у зони источног крака Коридора 10 (Аутопут Е80 Ниш-Димитровград) деоница државног пута IV реда бр. 39: Садиков Бунар – Блато, дана 05.07.2018. године под 03 бр. 020-1584/3, доноси

### Р Е Ш Е Њ Е

1. Предметна деоница у зони источног крака Коридора 10 се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у простору евидентираних природних добара, ни у оквиру еколошке мреже. Сходно томе, издају се следећи услови заштите природе:
  - 1) Пројектом предвидети таква решења и мере који ће обезбедити услове за очување природе (био- и гео- диверзитета), ваздуха, земљишта, подземних и површинских вода, очување река и речних токова у близини предметне деонице источног крака Коридора 10.
  - 2) Предвидети да током извођења радова буду предузете све мере предострожности како би се стабла/дрвореди уз деоницу/трасу или непосредној близини максимално заштитила и сачувала од могућег оштећења, посебно оштећења кореновог система, као и ломљења грана и скидање коре са дебла при кретању механизације, или на било који други начин нарушила њихова битна својства.
  - 3) Извођење радова у току ноћних сати није дозвољено због могућег утицаја буке грађевинских машина, као и узнемиравања птица.
  - 4) Саставни део Пројекта треба да буде и део који се односи на организацију градилишта (са јасно прецизираним локацијама за објекте, паркинге, депоније материјала, пролазак механизације и сл.), као и пројекат санације и уређења терена, односно предвидети да се све површине које су на било који начин деградиране грађевинским и другим радовима што пре санирају, након завршетка радова.
  - 5) Градилиште организовати на минималној површини потребној за његово функционисање, а манипулативне површине просторно ограничити.
  - 6) Дефинисати да се одводњавање саобраћајнице врши гравитационим отицањем површинских вода и по потреби изградњом отворених канала за прихват површинских вода.
  - 7) Уколико је при извођењу радова на неопходно извршити регулацију и уређење водотока, Пројектом предвидети употребу камена и других природних материјала, и у највећој могућој мери избећи бетонирање обала и корита водотока (спровести тзв. природно уређење водотока). Неопходно је максимално очување самог корита водотока, али и обале са постојећом вегетацијом.
  - 8) Предузети све мере заштите земљишта како не би дошло до евентуалног изливања горива и уља из транспортних средстава и грађевинских машина

ангажованих на извођењу радова. У случају акцидента, одмах почистити заплану површину и уклонити загађени слој земљишта како загађујуће материје не би доспеле до подземних вода и омогућити његово одношење на депонију.

- 9) За воде које настају спирањем са коловоза и оптерећене су уљима и другим нафтним дериватима предвидети изградњу таложника и сепаратора масти и уља, уколико се Планом управљања животном средином утврди/процени да ће просечни годишњи дневни саобраћај негативно утицати на квалитет воде река водотокова са којима се предметни државни пут укршта или паралелно води, односно да ће бити нарушене граничне вредности које су у складу са уредбама којима се дефинисане и регулисане граничне вредности емисије загађујућих материја у воде и роковима за њихово достизање и граничне вредности загађујућих материја у површинским и подземним водама и седименту и роковима за њихово достизање.
  - 10) Приликом извођења радова током летњих месеци, смањити запрашеност ваздуха повременим заливањем грађевинског шута и преосталог материјала.
  - 11) Систематски прикупљати и депоновати чврст отпад који ће се јављати током извођења радова и боравка радника у зони градилишта (амбалажа од хране, други чврсти отпади) и уклонити сав преостали грађевински материјал, отпад и опрему са градилишта по завршетку извођења радова.
  - 12) Уколико се током радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести министарство надлежно за послове заштите природе, односно предузме све мере како се природно добро не би оштетило до доласка овлашћеног лица.
  - 13) Предвидети све мере заштите природе у акцидентним ситуацијама уз обавезу обавештавања надлежних инспекцијских служби и установа.
  - 14) Уколико дође до одустајања од спровођења пројекта, по започињању радова, Инвеститор је обавезан да локацијски простор што пре доведе у првобитно стање.
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
  3. При измени Пројектне документације, потребно је поднети нови захтев.
  4. Уколико подносилац захтева у року од две године од дана достављања овог решења не отпочне радове и активности за које је ово решење издато, дужан је да поднесе захтев за издавање новог решења.
  5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013).

#### *Образложење*

Завод за заштиту природе Србије примио је дана 14.06.2018. године Захтев заведен под 03 бр. 020-1584/1, Предузећа „Коридори Србије“ д.о.о. Београд, за издавање услова заштите природе за израду пројектне документације за појачано одржавање пута у зони источног крака Коридора 10 (Аутопут Е80 Ниш-Димитровград) деоница државног пута IV реда бр. 39: Садиков Бунар – Блато.

На основу достављене документације, утврђено је да се планира израда пројектне документације за појачано одржавање државног пута. Пројекат обухвата активности на реконструкцији деонице државног пута IV реда број 39 деоница: Садиков бунар –

Блато, у дужини од  $L=3,1$  km. Предметни пројекат подразумева искључиво рехабилитацију (санацију) већ постојећег пута, у габаритима већ постојеће саобраћајнице, без икакве додатне експлоатације и евентуалног заузимања нових површина у зони саобраћајнице. Приликом израде документације максимално ће се испоштовати постојећа нивелација пута, границе путног појаса. Вертикланом и хоризонталном сигнализацијом биће регулисано безбедно одвијање саобраћаја. Неће се вршити било какво проширење коловозне површине, сеча постојећег растиња и примена мера одводњавања које би пореметиле постојећи систем одводњавања.

Увидом у Централни регистар заштићених природних добара и документацију Завода, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог решења. При томе се имало у виду да се предметна локација на којој се планира појачано одржавање дела источног крака Коридора 10 - деоница државног пута IV реда бр. 39: Садиков Бунар – Блато се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у простору евидентираних природних добара, ни у оквиру еколошке мреже.

Законски основ за доношење решења: Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016); Закон о заштити животне средине („Службени гласник РС“, бр. 135/2004, 36/2009, 72/2009, 43/2011 и 14/2016); Уредба о граничним вредностима емисије загађујућих материја у воде и роковима за њихово достизање („Службени гласник РС“, бр. 67/2011, 48/2012 и 1/2016); Уредба о граничним вредностима загађујућих материја у површинским и подземним водама и седименту и роковима за њихово достизање („Службени гласник РС“, бр. 50/2012).

Израда пројектне документације за појачано одржавање државног пута наведене деонице може се реализовати под условима дефинисаним овим решењем, јер је процењено да његово спровођење неће утицати на природне вредности подручја.

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

Подносилац захтева је ослобођен од плаћања таксе у складу са чланом 18. Закона о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 83/2015, 112/2015, 50/2016, 61/2017, 113/2017).

**Упутство о правном средству:** Против овог решења може се изјавити жалба Министарству заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје Заводу за заштиту природе Србије, уз доказ о уплати Републичке административне таксе у износу од 460,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

Достављено:  
- Подносиоцу захтева  
- Архива х 2

ДИРЕКТОР  
Александар Драгишић





Република Србија

**ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ НИШ**

Ниш, Добричка 2, тел. 018/523-414, факс 018/523-412

E-mail: kontakt@zzsknis.rs

Број: 1389/2-5

Датум: 10.11.2017.

ОСЛОВЕ ДОГ  
27 11 17  
бр. прилога

ТЧ

Завод за заштиту споменика културе Ниш, решавајући по захтеву бр. I-3096/17 од 06.11.2017, КОРИДОРА СРБИЈЕ Д.О.О. БЕОГРАД ул. Краља Петра 21 заведеног у Заводу под бр.1389/1 дана 07.11. 2017. за издавање услова за „ Пројектовање и изградњу деонице државног пута IV реда бр.39 деоница: Садиков Бунар – Блато у дужини од L= 3,10 км. “ на основу законских овлашћења из Закона о планирању и изградњи, Закона о културним добрима издаје:

### УСЛОВЕ ЗА ПРЕДУЗИМАЊЕ МЕРА ТЕХНИЧКЕ ЗАШТИТЕ

- I. Услови за предузимање мера техничке заштите за израду пројектне документације за „ Пројектовање и изградњу деонице државног пута IV реда бр.39 деоница: Садиков Бунар – Блато у дужини од L= 3,10 км. “ су :
  - Ако се у току извођења радова на било ком делу планиране трасе наиђе на био какве археолошке предмете или објекте, извођач радова је дужан да одмах без одлагања прекине радове и обавести надлежни Завод за заштиту споменика културе, без обзира на то да ли постоји уговорен археолошки надзор и праћење радова са неком другом релевантном установом или институцијом, и да предузме мере да се налаз не уништи и не оштети и да се сачува на месту и у положају у ком је откривен.
  - Ако постоји непосредна опасност оштећења археолошког налазишта или предмета надлежни Завод има обавезу да привремено обустави радове.
  - Инвеститор објекта дужан је да обезбеди средства за истраживање, заштиту, чување, публикавање и излагање добра која се открију приликом изградње инвестиционог објекта до предаје добра на чување овлашћеној установи.
- II. Подносилац захтева је у обавези да спроведе поступак израде пројектне документације у свему према условима из тачке I. Овог акта и да исту достави Заводу на сагласност.
- III. Овај акт не ослобађа подносиоца захтева прибављања других услова и сагласности надлежних органа у складу са законом

Обрадио:

  
Тони Чершков

в.д. директор Завода

  
арх. Елена Васић Петровић

Доставити:

- подносиоцима захтева
- документацији Завода

**Appendix 6 FINAL ENVIRONMENTAL APPROVAL**



Република Србија  
МИНИСТАРСТВО  
ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ  
Број: 011-00-504/2017-03  
Датум: 06.12.2017.  
Београд

КОРИДОРИ СРБИЈЕ АОО  
БЕОГРАД, УЛ. КРАЉА ПЕТРА 21  
Бр. У-12763/17  
11.12. 20 17. год.  
Бр. прилога \_\_\_\_\_

**„КОРИДОРИ СРБИЈЕ“ д.о.о.**

ул. Краља Петра бр. 21  
11000 БЕОГРАД

**Предмет:** Обавештење у вези поднетог захтева за давање мишљења о потреби процене утицаја на животну средину за изградњу саобраћајница.

Министарству заштите животне средине обратили сте се Захтевом за давање мишљења о потреби покретања процедуре процене утицаја на животну средину за потребе рехабилитације државних путева у зони источног крака Коридора 10 (ауто пут Е80 Ниш – Димитровград), број захтева 011-00-504/2017-03 од 01.12.2017. године. Планирани су следећи радови:

1. Појачано одржавање и рехабилитација везе државног пута IV реда број 35 Малчанска петља и аутопут А-4, L = 6,0 km,
2. Пројектовање и изградња алтернативног пута за Сићевачку клисуру деоница државног пута IIА 259 и IIВ 427, у дужини L = 22,75 km,
3. Пројектовање реконструкције и усклађивање категорије моста са државним путем IIА реда број 223 и појачано одржавање и рехабилитација државног пута IIА 223 деоница: Доња Глама – чвор Бела Паланка (веза А4) од km18+600 до km 23+744 у дужини од L = 5,144 km,
4. Пројектовање и изградња државног пута IIА реда број 223 деоница: Чвор Трнски – Одоровси (22303) – Чвор Суково (25906) од km76+007 до km 84+100 у дужини од L = 9,501 km и од km86+600 до km 92+701,
5. Пројектовање и изградња државног пута IIВ реда број 429 деоница: Чвор Димитровград – укрштање са локалним путем за место Верзар од km 0+000 до km 7+825 у дужини од L = 7,825 km
6. Пројектовање и изградња деонице државног пута IIВ реда број 39 деоница: Садиков бунар – Блато, у дужини од L = 3,10 km,
7. Пројектовање и изградња деонице државног пута IIА реда број 221 деоница: Пирот (мали мост) – Китка (каменолом), у дужини од L = 6,10 km,
8. Пројектовање и изградња деонице државног пута IIА реда број 221 деоница: Књажевац – Кална-Темска – Височка Ржана – Мојинци – Димитровград) од села Смиловци до места Протопопинске воденице, у дужини од L = 4,00 km, и од села Изатовци (општина Димитровград) до села Славиња (Град Пирот), L = 6,0 km,

9. Пројектовање и изградња деонице државног пута ПА реда број 221 деоница: (Књажевац – Кална-Темска – Височка Ржана – Мојинци – Димитровград) манастир Свети Илија – Рсовци L =2,0 km,
10. Пројектовање реконструкције и усклађивање категорије моста са државним путем ПА реда број 223 деоница скретање за Пајез ка Доњој Глами, L =6,0 km,
11. Пројектовање и изградња деонице државног пута ПА реда број 221 деоница: Сопотска петља – улаз у Пирот (индустријска зона) L =6,0 km.

Уз захтев је приложена следећа документација:

1. Прегледна карта са локацијама државних путева,
2. Обавештење Завода за заштиту природе Србије о локацији за потребе рехабилитације државних путева у источног крака Коридора 10, број 020-1902/2, од 28.08.2017,
3. Решење о условима заштите природе Завода за заштиту природе Србије број 019-2110/4 од 25.09.2017,
4. Услови Завода за заштиту споменика културе Ниш, број 1389/2-1 од 10.11.2017, 1389/2-2 од 10.11.2017, 1389/2-3 од 10.11.2017, 1389/2-4 од 10.11.2017, 1389/2-5, 1389/2-6 од 10.11.2017, 1389/2-7 од 10.11.2017, 1389/2-8 од 10.11.2017, 1389/2-9 од 10.11.2017, 1389/2-10 од 10.11.2017, 1389/2 од 10.11.2017.

На основу увида у захтев обавештавамо вас о следећем:

- У складу са члановима 3. и 4. Закона о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) предмет процене утицаја на животну средину су пројекти који се планирају и изводе, промене технологије, реконструкције, проширење капацитета који могу имати значајан утицај на животну средину, а притом су садржани у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину («Службени гласник РС», бр.114/08).
- Пројекти који се односе на **изградњу деоница државног пута као и пројекти реконструкције и усклађивање категорије моста са државним путем**, сврстани су у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину, у Листи 2 под тачком 12 *Инфраструктурни пројекти подтачка 5. Магистрални и регионални путеви и/или путни објекти, осим пратећих садржаја пута као што су одморашта и паркиралишта, продавнице, ресторани, сервис, мотели, аутобуска стајалишта и бензинске пумпе* – сви пројекти. С тим у вези потребно је надлежном органу поднети захтеве за одлучивање о потреби процене утицаја на животну средину у складу са чланом 8. Закона о процени утицаја на животну средину и то посебно за сваки од горе наведених пројеката (пројекти 2-11).
- Пројекат одржавања и рехабилитације пута не представља предмет процене утицаја на животну средину и није сврстан у Листама пројеката из поменуте Уредбе, па сагласно томе нисте у обавези за покретањем процедуре процене утицаја на животну средину у складу са чланом 8. Закона о процени утицаја на животну средину. Приликом извођења радова на одржавању и рехабилитацији пута, носилац пројекта се у потпуности мора придржавати услова и мера заштите животне средине из 1) Решења о условима заштите природе бр. 019-2110/4 од 25.09.2017, које је издао Завод за заштиту природе Србије, и 2) Решења са условима за предузимање мера техничке заштите

непокретних културних добара бр. 1389/2 од 10.11.2017. године које је издао Завод за заштиту споменика културе Ниш.

ПОМОЋНИК МИНИСТРА

по решењу о овлашћењу

бр. 021-01-82/2017-01

од 26.07.2017.

Александар Весић



Доставити:

- Наслову
- Архиви