

## **ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN**

for

**CONSTRUCTION OF THE HIGHWAY INTERSECTION „GRAMADJE „  
ON THE E75 HIGHWAY, MUNICIPALITY OF VLADIČIN HAN**

**-ENVIRONMENT CATEGORY B-**

**Final version**

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### ABBREVIATIONS

CEP	Contractor's Environmental Plan	Извођачев План заштите животне средине
EBRD	European Bank for Reconstruction and Development	Европска банка за обнову и развој
ESAP	Environmental and Social Action Plan	Акциони План за заштиту животне средине и социјална питања
ESIA	Environmental and Social Impact Assessment	Процена утицаја на животну средину и социјална питања
ESMP	Environmental and Social Management Plan	План управљања заштитом животне средине и социјалним питањима
IFIs	International Financing Institutions	Међународне финансијске институције
INCS	Institute for Nature Conservation of Serbia	Завод за заштиту природе Србије
IPCM	Institute for Protection of Cultural Monuments	Завод за заштиту споменика културе
MoEP	Ministry of Environmental Protection	Министарство заштите животне средине
MoCTI	Ministry of Construction, Transport and Infrastructure	Министарство грађевинарства, саобраћаја и инфраструктуре
PSC	Project Supervision Consultant	Консултант надзора на Пројекту
PR	Performance Requirements	Услови за реализацију
RE	Resident Engineer	Инжењер Надзора
SEP	Stakeholder Engagement Plan	План укључивања заинтересованих страна
SLMP	Safety Labour Management Plan	План управљања безбедношћу на раду
WMP	Waste Management Plan	План управљања отпадом

## **INTRODUCTION**

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

The company "Corridors of Serbia" d.o.o. is a contracting authority for the needs of the planned rehabilitation projects and the construction of new sections of state roads

Since the project is financed by the EBRD, the Contracting is obliged to comply with this institution's "Environmental and Social Policy", adopted in April 2019, and which stipulates that it must also develop an Environmental and Social Management Plan (ESMP) that is consistent with the Policy and that all relevant Performance Requirements (PRs) defined in this document are respected during the design process, with a special emphasis on environmental protection measures and an adequate monitoring program.

The subject of this ESMP document is the environmental impact of the project on the construction of the „Gramadje“ intersection on E75, the environment and the social environment.

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

International financial institutions have classified the project into a B category in terms of potential environmental risks, and in accordance with the operational procedures of the Bank financing the project, the development of an Environmental and Social Management Plan is required. The promoter of the project is the Government of the Republic of Serbia, through the competent ministry, and it is being implemented by the "Corridors of Serbia" d.o.o. An ESMP document has been drafted to ensure that the Gramadja Loop Construction Project is implemented in accordance with the EBRD's project implementation conditions and local environmental legislation. The ESMP also outlines the responsibilities of the various participants in the project implementation. Although no significant environmental impact issues are envisaged (given that the project is categorized as environmental category B according to the EBRD project classification), this EIA identifies a number of environmental mitigation measures aimed at protecting the environment and preservation of the existing state of the environment during the construction works. The Environmental and Social Management Plan was developed through theoretical studies, field research, consultation with government representatives at regional and local level.

## **1. PROJECT DESCRIPTION**

The leveling intersection of "Gramadja" on the E75 highway is the connection between the south and southwestern parts and the Vladičin Han Municipal Center.

The projected loop "Gramadje" (orientation station of the state road A1 about km 904 + 034.20 according to the old, or km 523 + 217.76 according to the new categorization of roads), Vladičin Han Municipality, in the area of Gramadje settlement, in function of connection of the E75 highway with the municipal center Vladičin Han, as well as the southern and southwestern parts of the municipality where the construction of a regional industrial zone, a freight transport center and a freight train station (with a significant share of freight transit traffic) is planned. The connection of some parts of the municipality to the newly constructed section of the E75

highway Vladičin Han - Donji Neradovac will be made directly via the existing state road class IIA no. 258 (parallel non-commercial road, formerly municipal road No. 7 according to the spatial plan of Vladičin Han), or indirectly via class IIB no. 441 and no. 473.

The further development of the subject area is planned primarily as a zone of traffic areas in the function of the highway, while keeping agricultural areas in the area outside the road zone, i.e. fencing of the highway. Existing residence in the immediate area of construction of the intersection is being decommissioned, while residence within the highway protection zone may be retained provided an adequate protection, as well as strictly controlled conditions and rules of construction / reconstruction.

The subject solution of the intersection is an intersection of the "trumpet" type, where direct flows are provided for the Niš-Gramadje and Gramadje-Vranje directions, semi-direct flow for the Vranje-Gramadja direction and indirect for the Gramadja-Niš direction.

In terms of traffic, the subject loop is planned on the E-75 highway, on the section from Niš to the border with FYR Macedonia, on the section of the constructed E-75 highway (the state road IA number 1).

The traffic sections on which the loop is located, according to the current reference system, are:

- section 1919: Vladičin Han (start of the built highway) - loop Vranje,
- section number 1920: loop Vranje - Bujanovac (near the built highway).

The function of the subject loop is reflected in the connection, first of all, of the industrial zone "South" with the highway, then of the southern and southwestern parts of the municipality of Vladičin Han with the highway, as well as of the seat of the municipality itself with the highway, but also of the municipality of Surdulica with the highway.

The position of the loop with respect to the Reference System is shown in the following Figures 01 and 02.

### **1.1. Description of the location**

Geographically, the "Gramadja" loop, which is the subject of this analysis, is located in the southeastern part of the Republic of Serbia, in the Pčinja District, on the territory of Vladičin Han Municipality. The municipality of Vladičin Han is bordered on the north by the municipality of Leskovac, on the east by the municipalities of Crna Trava and Surdulica, on the south and west by the municipality of Vranje (Figures 01 and 02).

- the existing land use

The planning basis of the project is the Spatial plan of the municipality of Vladičin Han ("Official Gazette of the City of Vranje", no. 22/10), Decree on Determining the Spatial Plan of the Niš – Border of Republic of Macedonia Infrastructure Corridor („Official Gazette of the Republic of Serbia“, No. 77/2002 ) and Amendments to the Spatial Plan of the Infrastructure Corridor Area Niš - Border of the Republic of Macedonia („Official Gazette of the Republic of Serbia“, No. 128/2014), which defines the basics of the organization, arrangement, use and protection of the infrastructure corridor areas in the parts of the territory which it passes through. Also, the basis for the design is the Main Design of the E75 Highway, Belgrade-Niš-Border with FYROM, section: Vladičin Han-Donji Neradovac from km 900 + 100 to km 926 + 357.02 and the Design of the constructed facility of the Vladičin Han-Donji Neradovac section of the E75 highway and Conceptual design of the intersection "Gramadja" on the E75 highway, Municipality of Vladičin Han.

According to the planning documentation, the Gramadje loop is located at km 904 + 034.20 (according to the new categorization of roads at km 523 + 217.76).

The project identifies the need for expropriation, designing a pre-subdivision geodetic marking project for expropriation purposes according to the detailed regulation plan. Development of the Plan for detailed regulation of the leveling intersection of Gramadje on the E-75 motorway was

in parallel with the development of the Conceptual design of the leveling intersection of "Gramadja" on the E75 highway.

The study on the environmental section Vladicin Han-Donji Neradovac has previously been prepared and adopted as part of the E-75 Belgrade-Niš-Border FYROM Highway Construction Project, Vladičin Han-Donji Neradovac section km 900 + 100.00-km 926 + 358.18. The developer of the project is PE Roads of Serbia, Belgrade. It underwent all the regular legal procedures and as such received the Decision on the approval of the competent Ministry no. 353-02-00237 / 2008-02 dated 21.04.2010.

- The relative volume, quality and regenerative capacity of natural resources

The area where the leveling intersection of "Gramadja" on the E-75 highway is planned, according to the conditions of the Republic Institute for Nature Conservation of Serbia, has no protected areas on the site for which a protection procedure has been carried out. The area is within the ecological network - ecologically significant area "Kukavica". If all legal measures and conditions prescribed by the competent institutions are complied with during the construction, in no case the conditions for the flora and fauna at the site and beyond will be endangered.

- Environmental absorption capacity

The proposed section is located in the municipality of Vladičin Han and belongs to the Pčinj Administrative District. The intersection is located in Gramadje, in Vladičin Han Municipality, which enables the connection of the constructed Vladičin Han - Donji Neradovac section of the E75 highway to the south and southwestern parts of the Municipality and Vladičin Han city center, via the existing IIA state road no. 258 (parallel non-commercial route), that is, class IIB no. 441 and No.473.

In order to avoid unnecessary loss of biotopes as well as negative impacts, the site will not be located in the areas with outstanding flora and fauna characteristics. In no case will the conditions for the wildlife at the site and beyond be endangered in any way.

The section is free of permanent and intermittent watercourses, as well as springs, at a less or greater distance the South Morava follows the highway.

РЕПУБЛИКА СРБИЈА  
МРЕЖА ДРЖАВНИХ ПУТЕВА  
РАСПОРЕД АУТОМАТСКИХ БРОЈАЧА  
И НАПЛАТНИХ СТАНИЦА у 2015. год.



Figure 01. "Gramadje" loop in the Serbian road network

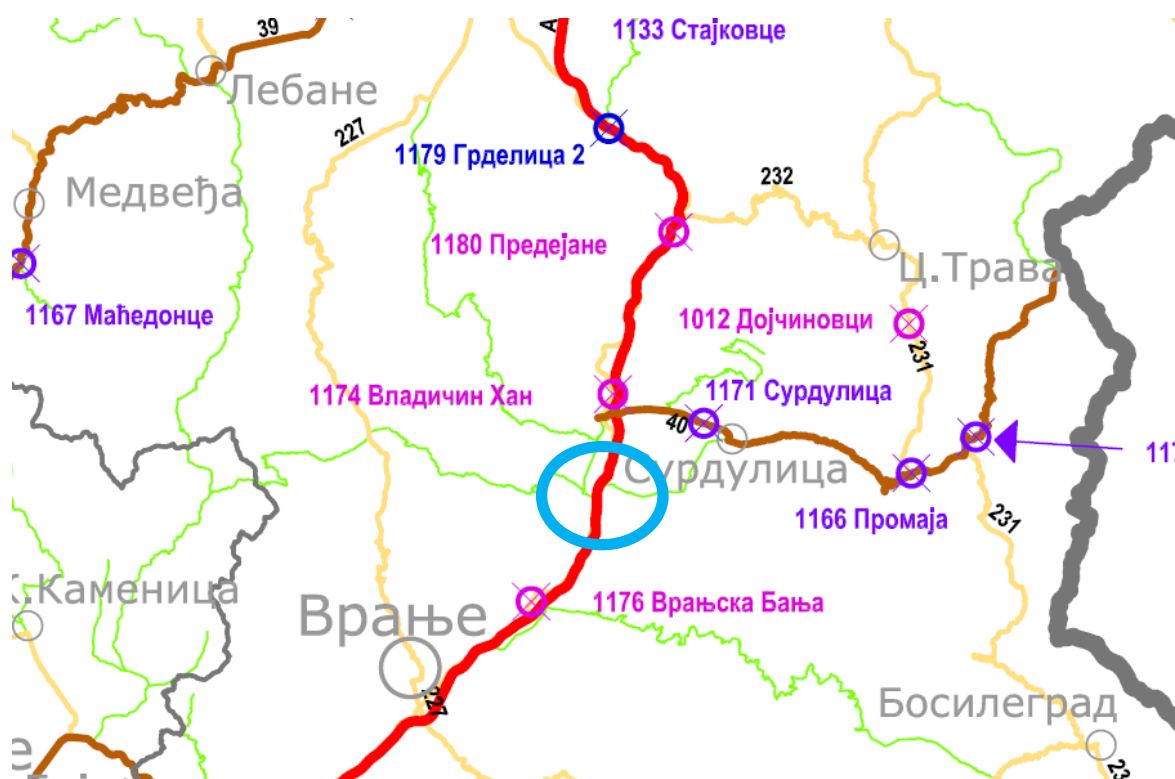


Figure 02. Location of the subject section

## 1.2. Description of construction work for the “Gramadje” loop

The usual construction materials for this type of work (aggregate, cement, concrete, asphalt, crushed stone and bituminous aggregate) will be used for the construction of the subject intersection.

The construction of the intersection of Gramadja will also require the use of energy, including electricity and liquid fuels. Self-propelled asphalt planting and compacting machines, hand-operated pneumatic tools, machines for making the topsoil, as well as trucks and other construction machinery, will use diesel fuel to drive internal combustion propulsion engines.

The intersection of "Gramadja" will be connected to the telecommunication and electricity network, all connections are processed in accordance with the terms of reference and applicable laws of the Republic of Serbia.

Borrowings used must be re-cultivated after exploitation, thus reducing the resulting negative effects.

## 2. LEGAL AND INSTITUTIONAL FRAMEWORK

### 2.1. Relevant Institutions

The Ministry of Construction, Transport and Infrastructure (MCTI) and the Ministry of Environmental Protection (MEP) will be the key institutions in charge of managing the environmental aspects of this project. In the Republic of Serbia, the Ministry of Environmental

Protection is responsible for the formulation and implementation of environmental policy. Other relevant institutions are: Corridors of Serbia Ltd., Institute for Nature Conservation of Serbia and Institute for Protection of Cultural Monuments.

"Corridors of Serbia" Ltd. ("Koridori Srbije" d.o.o.) submitted a request to the Institute for Nature Conservation of Serbia, in order to obtain the conditions under which the proposed project should be implemented. Acting on the request of the "Corridors of Serbia" Ltd. from Belgrade, the Institute for Nature Conservation of Serbia issued a decision on the conditions of nature protection 03 number 020-2256/2 dated 14/09/2018 and nature protection conditions 03 number 020-1174/2 dated 15 May 2019. The decision states that the loop in question is not within the protected area for which a protection procedure has been implemented or initiated, but it is within the ecologically significant area "Kukavica" of the ecological network of the Republic of Serbia. The decision is attached in Annex 5.

Based on the insight into publicly available data from the Institute for Nature Conservation, it was concluded that the section in question is within the ecologically significant area "Kukavica". These areas are defined on the basis of international programs for the identification of significant areas. The ecological network is managed in a way that ensures the conservation of the favorable status of sensitive, rare, endangered and habitat types of special importance for the conservation and populations of strictly protected and protected wild species of national and international importance, as well as maintaining and improving the functional and spatial connectivity of its parts. Management of the ecological network stands for the management of individual ecologically significant areas and ecological corridors, in order to maintain and improve the functional integrity of the ecological network.



Figure 9. Location of the section in relation to the ecological boundaries of the significant area "Kukavica"

The protection of the ecological network is ensured by the implementation of the prescribed protection measures for the conservation of biological and landscape diversity, the sustainable use and restoration of natural resources and property and the promotion of protected areas, habitat types and wildlife habitats in accordance with the law governing nature protection, and other regulations, and also with Protected Areas Acts and International Treaties. Measures for protection of the ecological network refer to legal and natural persons who use natural values and perform activities and works, in accordance with the law governing nature protection. In the area of the ecological network, measures, methods and technical and technological solutions

are applied with the aim of preserving the favorable status of ecologically important areas and improving the disturbed condition of the ecological network parts.

Environmental network protection measures prescribed by the following conditions of the Institute for Nature Protection:

- Works on the design and construction of the intersection as well as the surface for accommodation of infrastructure and supporting structures can be carried out at the orientation station of state road A 1 about km 904 + 034.20 according to the old, or km 523 + 217.76 according to the new reference system of state roads, Vladičin Han Municipality, in the area of Gramadje settlement.
- Planned area uses must be aligned with the purposes specified in the applicable planning acts;
- Technical solutions should be based on the application of materials and technology that will not endanger human lives and health and will not adversely affect the environment during construction and exploitation..
- When performing the planned works, observe the route of the road so that the manipulation of vehicles and machines will not leave consequences on a wider area
- Identify possible accident hazards, identify mechanisms for their occurrence and development, consider possible consequences and anticipate protective measures.
- The foreseen works must not be caused by engineering-geological or other degradation processes. In case of occurrence of soil erosion during the execution of the planned works from the surrounding terrain, the investor is obliged to take appropriate anti-erosion measures as a matter of urgency.
- An integral part of the project is the part related to the organization of the construction site, where it is necessary to define and provide:
  - o temporary storage locations for the necessary construction and other materials and equipment and to limit them exclusively to the duration of the works;
  - o temporary or permanent sites (existing landscaped utilities/landfills) for the disposal and dumping of sludge and other building waste materials in any condition and municipal waste generated during the works, as well as the prohibition of their disposal in the riverside and agricultural land, except at the locations defined by the Detailed Regulation Plan for the "Gramadje" leveling intersection;
  - o that upon completion of the works in question, all surfaces that have been degraded in any way by construction and other works shall be repaired as soon as possible;
- Laid electric cables (cable pipes) should be installed in the prescribed and safe manner (at the proper depth) and secure them from external influences (people, water, landslides, etc.).
- The metal poles on which the lighting will be installed must be firmly fixed on the concrete foundation.
- Plan appropriate technical solutions for road illumination (intersections) that are in accordance with the needs of public surfaces and the ecological function of the site (directing light sources to the ground and other solutions providing minimal light pollution) as well as temporary and permanent horizontal and vertical signaling in accordance with the Law on traffic safety and the Regulation on Road Traffic Signs
- The construction of the complete municipal infrastructure, especially the wastewater **one**, should be planned on the basis of the conditions of the competent municipal organizations.
- Provide a solution for road drainage (intersections) that will provide efficient drainage of

- atmospheric and possibly polluted water and hazardous substances (motor oils. Spills of oil and petroleum products and other chemical substances) that can reach the roadway in incident situations, by passing through filters before draining into the sewer system.
- Through the processing of project documentation, special attention should be paid to protection measures in the event of an accident. Provide adequate measures of nature and environment protection (fire protection, water protection against pollution, etc.).
  - The project developer is obliged to ensure efficient environmental monitoring with the possibility of rapid intervention in case of emergency situations;
  - To maximize the preservation and protection of the surrounding soil, high greenery and valuable specimens of dendroflor (single trees as well as groups of trees);
  - Protect trees near the site from damage caused by manipulation of construction machinery, vehicles or storage of equipment and materials.
  - Provide for the formation of new avenues, reconstruction of greenery around public buildings, condition the construction of new structures by forming landscaped green areas with adequate percentage representation in relation to the built areas. Also, it is necessary to respect a certain number of floors and the width of the green belt in relation to the objects and roads.
  - Selection of species for green formation should be done in accordance with the phytocoenological and habitat conditions of the area. Preference given to species with long vegetation characteristics, enhanced phytocidal and bactericidal properties, highly aesthetic. Avoid species that have been identified as invasive and allergenic (acacia, poplar, non-gourd, sour wood, sycamore, etc.).
  - Consider the possibility that smaller, green areas or plantings of individual or smaller groups of trees may be formed along, and at the points of intersection of existing and planned roads.
  - Obtain the consent of the competent institutions to perform works requiring the eventual cutting of adults, valuable specimens of dendroflor, in order to minimize vegetation removal;
  - Plan to use humus material to be separated and deposited on the construction site during road regulation and intersection, so that it can be used for the rehabilitation of the surrounding terrain after completion of construction works.
  - The foreseen works are not allowed to jeopardize the existing groundwater hydrographic connections, as well as the qualitative characteristics of groundwater and surface water;
  - The project should ensure the safety of traffic (visibility, stability of the terrain on the road, etc.) and minimal damage to the surrounding area (preventing the spread of the impact of the road on the environment).
  - Vehicles and machines are not allowed to be serviced in the Detailed Control Plan area for the loop in question. If there is an emergency spillage of fuel, oil/lubricant and other harmful substances, it is obligatory to repair the surface and restore it to its original state.
  - Maintain maximum level of communal order during the execution of works.
  - Plan for the contractor to remove all mechanization, construction material and more as soon as possible after the construction works have been completed. If there is any damage to the area in question, it should be repaired. In this regard, establish a plant cover (cultivate the terrain) in all endangered sites, applying appropriate flora that is biologically stable under given climatic conditions (resistant to the harmful effects of exhaust gases), as well as that the choice of species is in harmony with the surrounding area and its purpose (we suggest native vegetation that grows along the route (intersection)).
  - If during the work one encounters geological paleontological documents or mineralogical

and petrological objects, which are assumed to have the property of a natural resource, the contractor is obliged to notify the ministry competent for environmental affairs within 8 days, as well as to take all protection measures against destruction, damage or theft until the arrival of the authorized person.

“Corridors of Serbia” Ltd. submitted a request to the Institute for the Protection of Cultural Monuments from Niš in order to obtain the conditions under which the proposed project should be implemented. Acting on the request of the “Corridors of Serbia” Ltd. from Belgrade, Institute for the Protection of Cultural Monuments Niš issued a decision on the conditions for the protection of cultural monuments no. 1075/2 of August 29<sup>th</sup> 2018. stating that the area where the construction of the leveling intersection of “Gramadja” on the E75 highway is planned does not contain any identified cultural property or property under prior protection, and there are no grounds for the Office to act in the specific procedure.

Article 7 of the Law on Cultural Property (“Official Gazette of the Republic of Serbia” number 71/94) defines that a cultural property and property enjoying prior protection may not be damaged, destroyed or, without consent, in accordance with the provisions of this Law, change its appearance property or purpose.

## **2.2. Applicable legislation of the Republic of Serbia**

The issue of environmental protection in the Republic of Serbia is regulated by several republican and regional laws and regulations. Valid environmental regulations in the Republic of Serbia are given in Annex 1.

The most important regulations in this area are:

- Constituion of the Republic of Serbia („Official Gazette of the Republic of Serbia“, number 98/06).
- National Sustainable Development Strategy (“Official Gazette of the Republic of Serbia“, number 72/09, 81/09)
- Law on Planning and Construction (“Official Gazette of the Republic of Serbia“, number, 72/2009, 81/2009, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132 / 14, 145/14, 83/2018, 31/2019 and 37/2019)
- Law on Nature Protection (“Official Gazette of the Republic of Serbia“, numbers 36/09, 88/10, 91/10, 14/16 and 95/2018)
- Law on Environmental Protection (“Official Gazette of the Republic of Serbia“, numbers 135/04, 36/09, 72/09, 43/11, 14/16, 76/2018 and 95/2018)
- Law on Environmental Impact Assessment (“Official Gazette of the Republic of Serbia“, numbers 135/04, 36/09)
- Law on Strategic Environmental Impact Assessment (“Official Gazette of the Republic of Serbia“, numbers 135/04, 88/10)
- Law on Waste Management (“Official Gazette of the Republic of Serbia“, numbers 36/09, 88/2010, 14/16 and 95/2018)
- Law on Protection against Noise (“Official Gazette of the Republic of Serbia“, numbers 36/09, 88/10)
- Law on Waters (“Official Gazette of the Republic of Serbia“, numbers 30/10, 93/12, 101/16 and 95/2018)
- Law on Forests (“Official Gazette of the Republic of Serbia“, numbers 30/10, 93/12, 89/15 and 95/2018)
- Law on Air Protection (“Official Gazette of the Republic of Serbia“, numbers 36/09, 10/13)
- Law on Occupational Safety and Health (Official Gazette of the Republic of Serbia“, numbers 101/05, 91/15, 113/17)
- Law on Agricultural Land (“Official Gazette of the Republic of Serbia“, numbers 62/06, 65/08, 41/09, 112/15, 80/17 and 95/2018)

Regulations made under the Environmental Impact Assessment Act include the following:

- Decree on the establishment of a List of projects for which an environmental impact assessment is mandatory and a List of projects for which an environmental impact assessment may be required ("Official Gazette of the Republic of Serbia" number 114/08)
- - Rulebook on the content of the requirement on the need for impact assessment and the content of the request for determining the scope and content of the study on the environmental impact assessment ("Official Gazette of the Republic of Serbia" number 69/05).

The applicable laws and by-laws of the Republic of Serbia in the field of environmental protection are given in Annex 3.

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

The "Corridors of Serbia" have addressed the Ministry of Environmental Protection with a request for deciding on the need for environmental impact assessment for the project for the construction of the intersected intersection "Gramadja" on the E75 highway. In addition to the Request, the conditions of the Institute for the Protection of Nature of Serbia and the Institute for the Protection of Cultural Monuments from Niš were submitted. The submitted Ministry Decision (No. 353-02-317/2019-03 dated 15 April 2019) states that there is no need to prepare an Environmental Impact Assessment Study for the project in question. This document is attached in Annex 6.

#### **2.4. Important guidelines and orders of international financial institutions**

Given that the project is funded by the EBRD, the Designer is obliged to comply with this institution's "Environmental and Social Policy", which was adopted in April 2019, and all relevant Implementation Conditions (IC), which are defined in this document, with particular emphasis on environmental measures and an adequate monitoring program.

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

associated with existing facilities and businesses, validate the current regulatory compliance status, and evaluate existing management systems and overall client performance relative to ICs.

### **3. ASSESMENT OF BASIC CONDITIONS ON THE ROAD DURING THE RESEARCH**

The subject loop belongs to the Pčinja Administrative District, located in the southern part of the Republic of Serbia, near Vladičin Han.

#### **3.1. Settlements**

The subject loop will not be built in a populated place. The nearby settlements are Drenovo, Gramadje and Dekutince.

#### **3.2. Watercourses and drainage**

The "Gramadja" loop will be built in the immediate vicinity of the South Morava River. The design solution for drainage of the access road, plateau and ramps of the leveling intersection "Gramadja" was designed in accordance with the concept of drainage of the recently constructed section of the highway. Namely, since there are no protected underground water sources in the immediate vicinity of the site, the concept of an open drainage system with free entry of water from the pavement into the surrounding terrain or into natural recipients was adopted for the drainage of a section of the highway. Accordingly, the solution in question has been completely adapted and integrated into the existing drainage system.

#### **3.3. Air**

Within the observed section of the road, apart from traffic on the E-75 highway, there are no additional significant sources of air pollution. Data on measured values of air pollution in the observed corridor were not available.

Although it is certain that the volume of traffic will increase after the construction of the Gramadja loop on the section in question, no significant increase in the concentration of pollutants in the air is expected during the construction and operation of the Gramadja loop.

Air protection is achieved by undertaking systematic monitoring of air quality, reducing air pollution by pollutants below the prescribed emission limit values, taking the necessary measures to reduce emissions, and monitoring the impact of polluted air on human health, natural resources and the environment.

#### **3.4. Noise**

Based on experience and expected traffic load during and after the planned works, it is not expected to increase the existing noise level due to the additional traffic that will be established on the "Gramadja" loop.

Since the Planning Area comprises a narrow strip of road, which is restricted through the existing residential tissue in a limited area (only in the crossroads with state roads), adverse impacts on the existing residential zones are extremely spatially localized to the aforementioned zones. During operation, the planned traffic in these zones will be subject to the technical regulation of traffic by horizontal and vertical signaling, with the obligatory application of light

signaling, which will influence the slowdown of traffic flows and thereby reduce noise to the levels that are typical and allowed from the zone along national roads.

#### 4. POTENTIAL ENVIRONMENTAL IMPACTS

During the implementation of the project, environmental impacts will be a consequence of the presence of labor and construction machinery, as well as the nature of the construction work on the site, which are limited to the area of construction work and the environment.

The construction of the “Gramadja” Loop will not pose a significant environmental risk. In addition, the sole aim of this project is to improve transport efficiency. In this sense, the types of environmental impacts are limited (i.e. the environmental impacts are directly related to the space-limited activities for the loop construction), while their scope remains insignificant (localized impacts, with no significant effects during future exploitation). Considering the nature of the proposed project, it is anticipated that negative environmental impacts can only be expected at the execution stage. Aspects of occupational safety and health were also taken into account.

More broadly, the types of environmental impact during the construction phase may be as follows:

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

##### 4.1. Potential impacts of the “Gramadja” Loop construction project

No significant negative impacts on the natural environment are expected during the construction and exploitation phase of the “Gramadja” loop. On the contrary, it is considered that the environmental impacts during the exploitation phase will be extremely positive, as this project aims at raising the level of service and facilitating traffic communication with significant destinations in the wider loop area without risking the environment, people and their property. The project impacts according to the stages of the works are shown in the following table:

Phase	Type of impact
<b>Works phase</b>	Contamination and soil erosion Dust emissions Noise Soil and air pollution Impact on aquatic ecosystem  Degradation of coastal vegetation caused by works  Risk to humans and/or animals due to unbuilt or unmarked construction site. Risk for safety and health at work, construction site workers due to the potential occurrence of landslides.
<b>Exploitation phase</b>	Minor environmental impact at the project site Positive impact in terms of prevention of environmental, human and property risks
<b>Level of negative impact</b>	Minimal with mitigation measures applied

Most environmental impacts are temporary in nature, and they cease after work is completed. Due to the relatively low level of environmental impact, this project belongs to the B category in terms of the degree of environmental sensitivity, according to the categorization of international financial institutions.

This Environmental and Social Management Plan refers to the phase of the works, and its implementation is a future obligation of the Contractor. During construction activities, traffic disturbances, damage to access roads, noise, dust, waste and air pollution, land, water, flora and fauna may be affected. Works carried out outside the site, such as a quarry, asphalt plant and lending sites, can lead to local negative impacts and it is therefore essential that these works are properly managed.

#### 4.2. Other positive impacts of the project

The construction of the "Gramadja" loop will lead to improvements in the social, health and economic spheres, as well as to positively affect the population and local communities in Vladičin Han Municipality. Experiences from similar projects show that this project will bring many positive social effects through creating conditions for raising the standard of population in almost all areas (education, health protection, new employment).

If some of the unemployed are employed, or if new employment affects the level of unemployment, the project will create positive social effects in terms of reducing social benefits, that is, helping the unemployed.

#### 4.3. Potential negative environmental impacts

The following table summarizes the key environmental impacts and the recommended measures to mitigate these impacts:

Impact	Level	Comment
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Impact	Level	Comment
Land/settlement impacts	low	During the implementation of the project, some occupation of privately owned land is not expected. The project will be implemented on cadastral plots in the territory of cadastral municipality Gramadje and cadastral municipality Vrnbovo, Vladičin Han Municipality, which are within the scope of the Plan for Detailed Regulation of the Gramadje delevelled Intersection.
Surface and ground water	low	Due to the nature of the projected works and the distance of the watercourse, the consequent impact expected is minimal or negligible. Improper disposal of excavated material and construction waste can adversely affect the quality of surface and groundwater
Air quality	low	Temporary impact. There may be a temporary moderate decrease in air quality locally, due to dust caused by construction machinery traffic and elevated levels of nitrogen oxide (NOx) and sulfur oxide (SOx), due to the exhaust of construction machinery. The impact can be mitigated by the implementation of environmental mitigation measures.
Flora and fauna (protected areas and species)	low	Minimal losses or damage to vegetation, loss, damage or disturbance of the fauna system may occur during the execution of the work. The impact can be limited or mitigated by the application of environmental mitigation measures. There will be no negative impact on protected areas due to the nature of the works.
Noise and vibrations	low	Due to the narrow belt occupied by planned roads, it is envisaged to plant low vegetation - grasses and shrubs that must not compromise underground installations. Given that such vegetation does not provide significant noise protection, it is proposed as an effective measure, in sections where noise monitoring proves necessary, to install screen-type protective structures.
Soil quality	low	Land contamination can result from: runoffs of leaking materials and spills of hazardous and toxic chemicals. The impact can be mitigated by the implementation of environmental mitigation measures.
Loss of surface layer of soil	low / negligible	Loss of surface layer of land due to the use of temporary access roads and zones of work, visual degradation of the area
Waste	low	Health hazards and adverse environmental impacts may result from inadequate waste management practices. The impact can be mitigated by the consistent implementation of the Waste Management Act and the implementation of the protection measures defined in this ESMP.
Cultural and religious issues	low	The conditions of the competent Institute for the Protection of Cultural Monuments confirmed that there are no significant archaeological assets at the project site. However, in general, the statutory safeguards remain in force in the event that a movable/immovable cultural property is encountered while performing earthworks.

Impact	Level	Comment
Cumulative impacts, etc.	middle/mode rate	Temporary, loop construction work can lead to an increase in noise levels and air pollutant concentrations, exclusively during the work.
Safety and Health at work	low	The works can have a bad impact on construction workers due to the hazardous conditions present on the site, where noise, dust, unsafe movement of machinery, etc. may be present.

Possible impacts as a result of temporary construction activities will include, but are not limited to: damage to access roads, noise, waste and dust; emissions into the air; potential impacts on soil and water resources; short disruption of surrounding ecosystems, and immediate usurpation of neighboring settlements through various project and operational activities.

Activities not directly on site include: quarrying and lending operations that, if not properly managed, can lead to local negative impacts. A contractor's camp can be a potential source of temporary negative impacts.

#### 4.4. Influence during construction

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

- Construction works (deep excavations, destruction and removal of the natural surface layer, etc.). In this way, disturbances of the natural recharge routes are possible, and at the same time by removing the surface layer and creating new drainage areas, turbid or otherwise polluted water is quickly drained into the underground as well as into the surface waters.
- Construction machinery - the potential for spills or accidental spills of oil and petroleum products, rejection of engine oils and similar wastes.
- Uncontrolled disposal of excavated material, placement of mechanization bases or asphalt plants near surface waters.
- Use of inappropriate construction materials.
- Uncontrolled drainage of sanitary water at the places of accommodation for workers, where pollution from the food preparation process as well as sanitary facilities is possible

#### 4.5. Impact during exploitation

The main sources of pollutants in road exploitation are: vehicles, precipitation, dust and precipitation.

During the road exploitation phase, it is logical to expect that water pollution will be primarily due to the following processes:

- exhaust gas deposition;
- tire wear;
- body destruction and cargo shedding;

- cargo spillage;
- disposal of organic and inorganic wastes;
- atmospheric deposition;
- bringing in wind pollution;
- branching due to passing vehicles.

Contaminants resulting from these processes can be permanent, seasonal and accidental in their temporal characteristics.

Continuous pollution is related, first and foremost, to the volume, structure and characteristics of traffic flow. The consequence of traffic flow is the permanent deposition of harmful substances on the pavement surface and the accompanying elements of the transverse profile, which are washed away when precipitation occurs. It is primarily about the deposition of harmful substances from exhaust gases, oils and lubricants, tire and pavement wear, body wear and the like.

Seasonal pollution is related to a specific annual period. A typical example of this type of pollution is the use of salt to maintain the road during the winter months. This type of pollution is characterized by the high concentrations of sodium and calcium salts occurring in a very short period of time, which includes the salting of the pavement and the consequences of dissolution. Accidental pollution is most often caused by the transport of hazardous materials. Oil and its derivatives are mostly used, although it is not uncommon that there are vehicle breakdowns that transport very dangerous chemical products. What is of particular concern in this case is the fact that these are near-instantaneous very high concentrations that cannot be predicted either temporally or spatially. As a consequence, very wide belts, most commonly water supply zones, but not infrequently Category I and II surface waters, must be protected from a protection standpoint.

#### **4.6. Potential negative impact on watercourses**

During the construction of the "Gramadja" loop, water pollution can occur in the South Morava River in cases of contamination of contaminated water from the construction site, leakage of fuel and lubricants from the construction machinery and due to uncontrolled sanitary water flow from the construction site and the camp zone.

Considering the possible pollution after completion of the works, they are limited only to possible accidental pollution, which are most often present on the roads in cases of traffic accidents of vehicles transporting petroleum products and other dangerous substances.

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

During the construction work and subsequent exploitation of the road, temporary and permanent pollution of surface and groundwater can occur. These problems are particularly pronounced in cases of accidental pollution

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

carried out exclusively during the day, in accordance with the conditions issued by the Institute for Nature Conservation of Serbia.

#### **4.7. Potential negative impact on air quality**

Local air quality may suffer minor and temporary deterioration due to dust from site traffic, and increased levels of nitrogen oxides (NOx) and sulfur oxides (SOx) found in the exhaust of construction machinery are major pollutants. Dust can accumulate on vegetation, on crops, on surrounding objects, and can partially cause negative impacts.

#### **4.8. Possible soil pollution**

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

We distinguish between two types of impacts caused by the *road construction phase*: land pollution and land degradation.

Soil contamination at this stage may be due to improper manipulation of oil and its derivatives used for construction machinery and other facilities during construction, washing of vehicles and machinery outside designated and regulated sites, inadequately regulated construction site and other activities not carried out as recommended by technical protection measures during construction.

In the construction of the loop, the problem of impact on the land (degradation) is primarily reflected in the need for transportation of large quantities of construction material, as well as the need to open a loan or landfill. Another important factor at this stage is the inevitable need to remove the topsoil from large areas. The process of road construction is characterized by extensive mechanical stabilization in the hull corridor and in places where temporary access roads are formed, which in some sensitive parts can affect the whole system of soil parameters primarily in terms of its water permeability, soil air content, etc.

Considering the scope of the planned works, it is assumed that the Contractor will have no need to create a car wash sector and a worker base, and no significant pollution is expected during construction.

In the *road exploitation phase*, soil pollution will mainly be due to the following processes: atmospheric pollution from roadways, deposition from exhaust gases, rejection of organic and inorganic wastes, spillage of cargo, deposition from the atmosphere of particulates brought by the wind, branching due to vehicle movement.

Land pollution depends primarily on:

- road drainage systems;
- traffic load and traffic flow structure;
- the configuration of the surrounding terrain and its afforestation;
- ground contamination from splashes when passing vehicles is limited to a narrow strip along the edge of the road;
- material dispersal from the pavement during the dry season due to air currents due to the passage of the vehicle is also concentrated on a narrow belt along the edge of the road;
- deposition from the atmosphere is present at distances of as many as several hundred meters, which for the time being cannot be defined as well as the specific regularities that could serve to quantify these phenomena.

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

#### **4.9. Potential impacts on flora**

Projects like this can have a detrimental effect on the surrounding flora during the implementation phase. These impacts occur in the form of branch breaking, removal of bark from the trunk during movement of machinery, damage to the root system, deforestation, etc. The technical documentation does not envisage deforestation or tree felling. Deforestation and felling of shrubs and shrubs, which are located within the road lot, are foreseen, which pose a danger of compromising road visibility. It is the duty of the road operator to regularly clear these plants so that traffic safety is at the required level.

#### **4.10. Potential impacts on cultural property**

There are no significant cultural assets or archaeologically significant sites under any degree of protection along the route of the section of road in question.

#### **4.11. Potential cumulative impacts**

The project in question will not lead to cumulative effects. The implementation of the ESMP will minimize impacts on the local population and the living world, which can lead to cumulative negative effects.

#### **4.12. Other impacts**

- social impacts: in the construction phase, they take into account socio-economic conflicts, including health and safety. All temporary structures used for activities that lead to short-term impacts, such as quarries and lending sites, landfill sites and asphalt plants, are included. Impacts of this type of activity are expected to cease when the Contractor completes the Project and leaves the site;
- solid waste: enhanced road maintenance activities are expected to generate a certain amount of solid waste, which is collected on site and transported to a landfill (determined by the local community in consultation with contractors), outside the site of the site.

### **5. ENVIRONMENTAL AND SOCIAL AFFAIRS MANAGEMENT PLAN**

The environmental impacts for the construction project for the demarcated intersection of "Gramadja" on E75 will be negligible and reversible. It is imperative that the mitigation measures given in the Environmental and Social Management Plan, as they relate to the design, construction and exploitation phases, are properly implemented. The ESMP consists of a Mitigation Plan and a Monitoring Plan and is based on the type of environmental impact, their extent and duration. "Corridors of Serbia" manages the design, supervision and contractor of ESMP implementation.

#### **5.1. Impact mitigation plan**

The Mitigation Plan sets out the environmental impacts and mitigation measures to be applied during design, construction and operation (Annex 1). The plan is in accordance with the conditions obtained from the Institute for the Protection of Nature (03 No. 020-2256/2 of 14.09.2018 and 03 No. 020-1174/2 of 15.05.2019) and the Institute for the Protection of Cultural Monuments (No. 1075/2 of August 29, 2018) and applicable laws. It lists locations, time, responsibility for plan implementation and oversight. The cost of mitigation measures is included in the cost of the works. The Contractor's obligation is to implement measures to mitigate the environmental impact, to include them in the total costs, to comply with national laws, European Union standards and the requirements of the lender.

#### Flora protection measures

Provide for all precautions to be taken during the works in order to maximally protect and preserve the trees/logs along the section/track or in the immediate vicinity from possible damage or otherwise impair their essential properties.

#### Noise protection measures

In order to protect the local population from noise, work during night hours is not allowed, which is prescribed by the conditions of the Institute for Nature Protection of Serbia.

#### Measures for the protection of immovable cultural property and archaeological sites

Only general protection measures defined by the Law on Cultural Property are envisaged, since according to the conditions obtained by the Institute for the Protection of Cultural Monuments there are no registered cultural assets on the route.

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

- Before earthworks start, the investor is obliged to inform the Institute for the Protection of Cultural Monuments of Niš in a timely manner and enable their undisturbed monitoring.
- The Contractor is obliged in the case of archaeological sites or archaeological objects to be found immediately suspend work and take steps to ensure that the findings are not destroyed. It also does not damage the place and position in which it was discovered, as well as to inform the Institute for Protection of Culture of Niš within 24 hours.
- If there is an imminent risk of damage to the archaeological site or object, the Institute for the Protection of Cultural Monuments of Niš will suspend the works until it is determined whether the property in question or the property is cultural property or not.
- In the case of finding archaeological sites or archaeological objects, the investor of the object is obliged to provide funds for research, conservation and presentation of the discovered goods.

#### Construction site organization

The Contractor is obliged to draw up and adhere to the Construction Organization Plan. Conditions issued by the Institute for Nature Conservation should be included in the Site Organization Plan. The location of the facilities (warehouses, workshops, asphalt and concrete base and others) is approved by the constantly present engineer. The following conditions must be fulfilled in the selection of the site and the organization of the construction site:

- temporary locations for storing the necessary construction and other materials and equipment, locate outside the high vegetation areas as well as the river floodplains, and limit only the duration of the works;
- provide temporary or permanent sites (existing landscaped municipal facilities / landfills) for the disposal and disposal of rubble and other waste material in any condition, as well as municipal waste generated during the course of the works. Prohibit disposal / disposal in the immediate vicinity of watercourses;
- after the completion of the works, any surfaces that have been degraded in any way by the construction works;
- strictly adhere to the envisaged route and corridors around it when performing works, so that earthworks and the use of machines do not leave any consequences for the area. Also, use the existing road network without constructing new roads, in order to prevent habitat fragmentation;

- when performing works on the route of the road immediately adjacent to the watercourse, provide maximum preservation of the riverbeds, coasts and coastal vegetation;
  - it is forbidden to service vehicles and machines along the route. If an accident occurs and oil, fuel, and lubricant spills occur, repair the area and restore it to its original state before the accident;
  - in parts where the section passes through populated areas, work should only be carried out during the day to reduce the impact of noise on the local population;
  - install guardrails and pedestrian crossings where necessary;
  - determine locations for the installation of containers for temporary disposal of municipal waste generated during the execution of works;
  - Contractor facilities should occupy as small an area as possible to avoid unnecessary removal of vegetation. Fence all objects with a guardrail;
  - the site should have adequate drainage. If there are special places used for washing vehicles, workshops and fuel depots, drain them to an oil separator and other light liquids;
  - fuel should only be handled by trained workers who can eliminate the effects of accidental spillage;
  - all waste oils, oil filters and fuel should be disposed of in safe places.
  - discharge sanitary waste and polluted water into watertight septic tanks or treat before discharge into the surface watercourse system, in accordance with the Law on Waters (Official Gazette of the Republic of Serbia, numbers 30/10, 93/12 and 101/16);
  - the contractor should provide protection measures to prevent soil erosion and apply methods that reduce the runoff of atmospheric waters carrying eroded material;
  - avoid excavation and machine work when the soil is wet;
  - remove all mechanization, construction materials, containers and other equipment on time;
  - when the site is closed, all contaminated land should be excavated and replaced with a new layer of soil;
  - after the completion of the work, cultivate the terrain in all endangered places, using suitable plant species, which are biologically adapted to the given climatic conditions, resistant to aerial pollution and visually appropriate to the surrounding area. Avoid invasive species such as acacia, poplar, sour wood, American ash, and avoid allergenic species such as poplar.
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- in the event of an accident, inform the Ministry of Environmental Protection and follow the instructions of the competent inspection.

Company "Corridors of Serbia" Ltd. through the supervision consultant checks that the Construction Organization Plan includes requirements from the Environmental and Social Management Plan and the Occupational Safety Management Plan.

#### Surface and groundwater protection measures

Provide the following water protection measures

- when performing works on the route of the road immediately adjacent to the watercourse, provide maximum preservation of the riverbeds, coasts and coastal vegetation;

- the site should have adequate drainage. If there are special places used for washing vehicles, workshops and fuel depots, drain them to an oil separator and other light liquids;
- discharge sanitary waste and polluted water into watertight septic tanks or treat before discharge into the surface watercourse system, in accordance with the Law on Waters (Official Gazette of the Republic of Serbia, numbers 30/10, 93/12 and 101/16);
- in the event of an accident, inform the Ministry of Environmental Protection and follow the instructions of the competent inspection.

Technical documentation does not provide for the regulation of watercourses.

Based on spatial, engineering-geological, hydrogeological characteristics and estimated values of pollutant concentrations in atmospheric wastewater (shown in Table No. 3), it is concluded that groundwater and surface water pollution will not be polluted during exploitation of the subject road if atmospheric wastewater without treatment is discharged into the recipient, so it is concluded that no installation of an oil derivative separator is required at the location.

#### Contractor's Environmental Plan

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

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

The Contractor's Environmental Plan shall include the following:

1. *Site management plan* - contains procedures for setting up and operating a construction site to conserve local communities and natural resources.
2. *Site layout* - description and layout of the area, with maintenance equipment and lubricant and fuel storage facilities, including distances from water surfaces;
3. *Oil and fuel storage management plan* - procedures for the storage, transportation and use of oil and fuel, filling plants and machines, procedures for reducing the risk of water and soil pollution. Vehicles used for refueling will be equipped with suitable equipment that can be used to immediately pick up spilled fuel. All spill categories are reported in accordance with the Plan;
4. *Waste Management Plan* - Contains details of temporary waste storage, waste transfer and treatment before final disposal or recycling. For storage of solid and liquid wastes, licensed facilities should be used, and it is mandatory to monitor all waste leaving the construction site, in accordance with the responsibilities. As part of the Plan, the Contractor is expected to create forms that establish a chain of responsibility for waste upon leaving the construction site. Therefore, the waste controller will keep one copy of the form, the driver has a copy, which ensures that all listed cargo ends up in the landfill. The contractor will keep all records for audit purposes.
5. *Sewage and wastewater management plan*

6. *Land management plan* - measures to be taken to minimize the effect of erosion, measures to reduce the loss of fertility of the topsoil, transport routes and landfills;
7. *Noise* - All equipment should be licensed and approved in accordance with European Union standards. This applies to all machines, vehicles and construction sites where noise and vibration affect sensitive receptors. In accordance with the Law on Noise Protection (Official Gazette of the Republic of Serbia, numbers 36/09, 88/10), the Contractor is responsible for ensuring that noise and vibration do not affect the local population. The works should be limited to the period from 07:00 to 19:00.
8. *Dust Reduction Plan* - During the execution of the work, when dust may be generated, the Contractor will monitor the conditions at the site of execution, and the implementation of dust control measures, which include reducing traffic during construction and splashing water on exposed surfaces;
9. *Site excavation and extraction plan* - contains remediation measures to be implemented for areas of borrowing and access roads, after completion of the project;
10. *River works management plan* - Includes procedures and plans for the conservation of aquatic habitats and fish during river operations.
11. *Emergency Response Plan* - Contains emergency response procedures in the event of an accident or major accident, to protect people, property and natural resources. Indicate which equipment should be delivered on site to mitigate the effects of spillage of pollutants.
12. *Recultivation Plan* - Cleaning and reclamation of the construction site and removal of the Contractor's premises. The contractor is responsible for cleaning the site. This includes the removal of all waste materials, machinery and contaminated soil. In accordance with the Law on Waste Management ("Official Gazette of the Republic of Serbia", numbers 36/09, 88/10, 14/10), the Contractor will develop a plan to hand over, sell or remove all vehicles and machines to remove them from the construction site. All sites and work areas will be rehabilitated so that they can be restored as soon as possible and serve their previous purpose. This includes stabilization and landscaping of all construction sites. In accordance with the Law on Environmental Protection ("Official Gazette of the Republic of Serbia", numbers 135/04, 36/09, 72/09, 43/11, 14/16), after the works are completed, the waste does not remain on site. If the Contractor does not remove the waste, Corridors of Serbia has the right to suspend payment and arrange for cleaning, the costs of which, together with the administrative costs, will be included in the final payment.
13. *Complaint Plan* - means by which locals and other persons affected by this project can draw attention and make complaints. how and to whom they may be addressed (Annex 4, Complaints Mechanism);

## Safety

The contractor should identify potential hazards prior to commencement of work. Emergency response provisions should include a Site Safety Plan containing a proposal from the contact person available in the event of an accident. The site safety plan is submitted to the Project Monitoring Advisor, who approves it.

- The Contractor is obliged to prevent the use of drugs and alcohol at the construction site;

- The Contractor should include a provision for a safe work environment and safety measures and protective equipment for all workers, including hands, head, eyes and ears, as well as protective footwear;
- Include in the Site Safety Plan a first aid provision provided on site and employ a trained person in accordance with the Law on Occupational Safety and Health ("Official Gazette of the Republic of Serbia", numbers 101/05, 91/15);
- The Contractor will provide workers with supplies of drinking water, toilets, washing water;
- An occupational safety management plan is necessary to ensure health and safety provisions during loop construction work;
- The Contractor is obliged to carry out all project activities in compliance with the Occupational Safety and Health Management Plan and all Serbian laws and regulations related to health and safety issues;

The company "Corridors of Serbia" and the Contractor have joint responsibility for incident reporting and investigation.

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

- maintaining all trucks and equipment in a safe working condition;
- adequate training and responsible behavior of all drivers and operators of machinery (prescribed in the Contractor's Site Safety Plan);
- coverage of tarpaulins and security of all cargoes potentially creating dust (eg excavated soil and sand);
- the safety and immediate removal of a driver who disobeys any of the local community safety requirements;
- respect for speed limits;

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

#### Use phase

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

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

## **5.2. Impact monitoring plan**

The main components of the Impact Monitoring Plan include:

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

- Monitoring of noise levels near populated areas;
- Monitoring of material procurement (validation of valid permits);
- Duration, frequency and cost of monitoring;
- Institutional responsibility for monitoring and surveillance;

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

### **5.3. Institutional implementation and reporting arrangements**

#### **Implementation of the project**

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

Prior to commencing work on this section, "Corridors of Serbia" will submit to the Bank for approval an Environmental and Social Management Plan. The contractor will provide the results of "zero monitoring" before the start of the work, during its own mobilization phase. In order to ensure that during the construction phase of the construction of the "Gramadja" loop, the Contractor will carry out the proposed mitigation measures, the Project Applicant will undertake the following:

- The Contractor is obliged to prepare the Contractor's Environmental Plan and take measures to mitigate the environmental consequences as outlined in the Environmental Mitigation Plan (Annex 1);
- Explicitly require the Contractor to hire an Environmental Specialist. The Contractor will be responsible for the implementation of the environmental mitigation measures during the construction of the loop and should hire an Environmental and Social Impact Specialist to oversee the implementation of the Contractor's environmental responsibility. He will coordinate between the Contractor, the company "Corridors of Serbia" and the competent Ministry and will deal with any complaints during the implementation of the project. During the implementation of the project, Corridors of Serbia will monitor the compliance of the Contractor with the provisions of the ESMP. It is suggested that a Project Oversight Consultant hire an Environmental Specialist (with knowledge of the field of construction and environmental management) to assist in environmental monitoring.

Upon completion of the project, PE Roads of Serbia will be in charge of the operation and maintenance of the road project. Routine and random monitoring will be undertaken as provided in the Impact Monitoring Plan.

The company "Corridors of Serbia" is also responsible for:

- Application of environmental protection requests by: State Environmental Authorities, International Financial Institutions and Other Institutions, Law on Environmental Protection ("Official Gazette of the Republic of Serbia, numbers 135/04, 36/09, 72/09, 43/11, 14/16 and 76/18);
- Implementation of environmental requirements through the Contractor's specifications;
- Project supervision through consultancy services for project monitoring and implementation;

- Monitoring of environmental impact monitoring through environmental monitoring consulting services;
- Preparation of final environmental reports.

The Contractor, prior to the construction of the “Gramadja” loop, will make a proposal for environmental protection, including the safety of persons associated with the works, within the ESMP. This proposal will be considered by the “Corridor of Serbia” for its acceptance. In this regard, attention will be paid to:

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

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

## **Reporting**

### 1. Contractor – company “Corridors of Serbia”, Ltd.

The Contractor shall prepare its reports on compliance with the Environmental and Social Management Plan and the Contractor's Environmental Plan as quarterly Progress Reports and submit them to the company “Corridors of Serbia”, on Serbian and English language, in hard copy and electronic form.

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

Should any accident or environmental hazard occur, reporting will be done immediately. The contractor is required to notify the project manager and the local authority of the accident immediately after the accident. In case the project manager does not answer the call, the Contractor is obliged to notify the company “Corridors of Serbia” about the accident (phone number +381113344144 or by e-mail to office@koridorisrbije.rs).

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

### 2. Project Supervision Consultant – company “Corridors of Serbia” Ltd.

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

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

3. Company "Corridors of Serbia" Ltd. - Ministry of Construction, Transportation and Infrastructure, European Bank for Reconstruction and Development

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

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

## 6. ENGAGEMENT OF INTERESTED PARTIES

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

The company "Corridors of Serbia" Ltd. Office	No. 21, Kralja Petra Street, Belgrade
Local community centers	Municipality Vladičin Han, no. 1, Svetosavska Street, 17510 Vladičin Han
Website – „Corridors of Serbia“ Ltd.	<a href="http://www.koridor10.rs">http://www.koridor10.rs</a>

A detailed report on the public consultation process is presented in Annex 5 to this document and contains a list of identified actors, which will be updated as needed.

Consultations with beneficiaries will be carried out during the execution phase, and environmental and social records, as well as complaints received during consultations, field visits, informal discussions, formal reports, etc., will be monitored, recorded and stored at the Project office in the company "Corridors of Serbia" Ltd.

Prior to work commencement, "Corridors of Serbia" will provide public information through:

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

An appeal mechanism will be implemented to adequately respond to complaints from local communities, corrective action will be taken and the complainants informed of the outcome. This applies to all stakeholder complaints. The complaint form is in Annex 4 and will be available in writing at local community centers.

The public consultation report is presented in Annex 5.

## **7. REFERENCES**

- Environmental Policy and Social Policy, European Bank for Reconstruction and Development, April 2019.
- Technical guidance on environmental impact assessment for the road sector, PE "Roads of Serbia", 2011.
- Main design of the E75 highway, Belgrade-Niš-Border with FYROM, section: Vladičin Han-Donji Neradovac from km 900 + 100 to km 926+357.02
- Design of the construction of the section Vladičin Han- Donji Neradovac of the E75 highway and the preliminary design of the de-leveled intersection "Gramadje" on the E75 highway at the Gramadje and Vrbovo cadastral municipalities, made by "PANPRO TEAM" LTD, no. 1, General Rajevski Street, from Belgrade.
- Location conditions no. 350-02-00170/2019-14 dated 30.05.2019, Ministry of Construction, Transport and Infrastructure
- Nature Conservation Conditions, 03 no. 020-2256/2 of 14/09/2018 age and 03 no. 020-1174/2 dated 15 May 2019, Institute for Nature Conservation of Serbia, Belgrade
- Conditions for the Protection of Cultural Monuments no. 1075/2 of August 29, 2018, Institute for the Protection of Cultural Monuments of Niš
- Decision on not having to draw up an Environmental Impact Assessment Study no. 353-02-317/2019-03 dated 15.04.2019, Ministry of Environment

# **APPENDICES**

### Appendix 1 MITIGATION PLAN

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
<b>Pre-construction</b>	<b>Technical documentation</b>			
	Technical documentation in conflict with ESMP	It is the responsibility of the Designer to provide prior conditions from the Institutions regarding environmental issues to prevent environmental risks during sanitation work. The Designer is obliged to coordinate the Project with ESPM.	Designer	Technical control / „Corridors of Serbia“
	Compliance with environmental procedures	The Conditions of the Institute for the protection of nature of Serbia (03 no. 020-2256/2 of September 14 <sup>th</sup> 2018. and 03 no. 020-1174/2 of May 15 <sup>th</sup> 2019.) and the Institute for the protection of cultural monuments (1075/2 from August 29 <sup>th</sup> 2018) to avoid environmental risks. The opinion of the Ministry of Environmental Protection was obtained on the need to initiate an environmental impact assessment procedure	„Corridors of Serbia“ and the Designer – Consultant on preparation of Technical documentation	„Corridors of Serbia“ Ltd.
	The location and organization of the construction site will be approved by the „Corridors of Serbia“ Ltd. and will be selected so that:	<ul style="list-style-type: none"> <li>- is outside of the coastal belt of watercourses that may be located nearby</li> <li>- it does not affect the environment and the local community (noise, dust, vibration, etc.)</li> <li>- is outside of the high vegetation area</li> <li>- is limited to the size of the object to a minimum in order to reduce unnecessary removal of vegetation</li> <li>- sanitary wastewater is discharged into impermeable septic tanks or treated before discharging into the surface water system in accordance with the Law on Waters (“Official Gazette of the Republic of Serbia, number 101/05”)</li> <li>- these places are properly drained, and the paved surfaces, including vehicle parking areas, workshops and fuel depots are drained to the water and oil separator</li> <li>- whenever possible, limit the occupation of the areas and avoid degradation of the topsoil</li> <li>- removed material will be collected, disposed and/or reused as needed</li> <li>- prevention of soil erosion at the construction site</li> </ul> <p>- the Contractor is responsible for implementing erosion protection measures</p> <p>- the Contractor is obliged to limit the extent of excavation to mitigate soil</p>	Corridors of Serbia“ Ltd.  Contractor	„Corridors of Serbia“ Ltd.

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
		erosion - the Contractor is obliged to apply soil conservation methodology in sensitive areas to prevent or reduce the erosion of atmospheric water causing material erosion . - the Contractor should avoid excavating and operating machinery in wet terrain.		
	choosing a location for the construction of a temporary settlement, near or within existing settlements  impact on public health and sociological circumstances	- - keep a minimum distance (tampon zone) between the construction site and the nearest settlement - take into account the influence of local conditions (wind) to avoid, minimize adverse impacts - the contractor's management plan determines the measures of occupational safety and environmental protection - plan for an independent supply of water and electricity as well as an outpatient site	Constructor	„Corridors of Serbia“ Ltd.
	Road safety issues related to pedestrian crossings	A plan for the safe crossing of pedestrians across the crossing points, which must be provided with ramps and structures that allow the use of wheelchairs, strollers, bicycles and strollers.	Designer	Technical control/„Corridors of Serbia“
	informing of interested parties	details of the proposed route, access points and safety features will be posted on the site of the planned works. Feedback from local participants will be sought and recorded. Proof of consideration of this information, enclosed in the technical documentation	„Corridors of Serbia“ Ltd. Designer – Consultant on preparation of the technical documentation	Technical control Technical documentation „Corridors of Serbia“ Ltd.
<b>Construction</b>	<b>Management plans</b>			
	The Contractor prepares the implementation of the accompanying Plans described in the ESMP to ensure compliance with legal requirements and lender requirements: - organization of the construction site - drainage and sewage - land - dust - location of borrowing facilities, as well as remediation measures for loans and access roads after completion of the project - waste and waste water in accordance with the Law on Waste Management ("Official Gazette of		Contractor	Professional supervision/ "Corridors of Serbia" Ltd.

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
	the Republic of Serbia", number 36/09) - oils, fuels and lubricants - works in watercourses - quick responses - appeal process - security and risks - safety at work			
<b>Construction</b>	<b>Site induction</b>			
	All workers and site visitors should be informed of the Occupational Health and Safety Plan as well as the obligation to wear personal protective equipment.		Contractor	Professional supervision/ "Coridors of Serbia" Ltd.
<b>Construction</b>	<b>Material procurement</b>			
	asphalt plant: dust, fumes, worker health and safety, ecosystem disturbance	- use existing asphalt plants; - official approval or valid operating license	asphalt plant	asphalt plant
	quarry: dust, health and safety of the workers, ecosystem disturbance	- use existing quarries - official approval or valid operating license	Quarry	Quarry
	sand and gravel borrow-pits: river bed disturbance, quality of water, ecosystem disturbance	- use the existing borrow pits or buy material from licenced separation facilities; - official approval or valid operating license	contractor or sand and gravel separation	contractor or sand and gravel separation
<b>Construction</b>	<b>Material transport</b>			
	asphalt: dust, fumes	- all trucks need to be covered - contractor's machinery should be properly selected	Truck operator	Truck operator
	stone: dust	wet truck load	Truck operator	Truck operator

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
	sand and gravel: dust	wet truck load	Truck operator	Truck operator
	management of traffic noise, exhaust fumes and road congestion	<ul style="list-style-type: none"> <li>- delivery of materials at times with the least traffic load (9-14)</li> <li>- use alternative routes to avoid main roads</li> <li>- it is necessary to provide adequate signaling of the construction site, in order to reduce the possibility of wrong turn of the vehicle</li> </ul>	transport manager truck operator	transport manager truck operator
	possibility of encountering an archaeological site	In case of archeological site, the Contractor is obliged to immediately stop the works and inform the competent Institute for the Protection of Cultural Monuments and the company "Corridors of Serbia".	Contractor	Professional supervision
<b>Construction</b>	<b>Construction site</b>			
	negative impact of noise on the workers and local community	<ul style="list-style-type: none"> <li>- restrict activities to daily work</li> <li>- equipment with built-in silencers, licensed and approved in accordance with European Union standards</li> <li>- sound barriers for works that make noise for more than one day in the same location.</li> <li>- locate the noisy machinery as far away from residential buildings and other sensitive receptors as possible.</li> </ul>	Contractor	Professional supervision
	Dust	<ul style="list-style-type: none"> <li>-</li> <li>- spray the problematic areas on site with water</li> <li>- cover the material stored and limit vehicle speed</li> <li>- implement the Management plan: measures for avoiding dust emission, including the use of temporary fences; wetting of problematic surfaces, driveways, materials and warehouses during loading and unloading, covering vehicles carrying dusty materials; car wash, etc.</li> </ul>	Contractor	Professional supervision
	Vibrations	<ul style="list-style-type: none"> <li>- limit activities to daily work</li> <li>- if there is material damage to local houses, buildings and infrastructure (including access roads) caused by the works, the damage will be compensated through the project with a commitment and remedied in a timely manner</li> <li>- locate earthmoving equipment as far away as possible from vibration sensitive receptors</li> </ul>	Contractor	Professional supervision
	traffic disruption during		Contractor	Professional

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
	construction activities	<ul style="list-style-type: none"> <li>- A traffic management plan with appropriate traffic diversion measures that are easy to spot and monitor, including assistance from traffic police</li> <li>- development of a Traffic Management Plan that establishes a speed limit for construction vehicles and organizes traffic so that it is carried out largely outside populated areas</li> <li>- to maximize the use of the existing road network during construction works and to avoid the construction of new roads for temporary use, which would further increase the fragmentation of space</li> <li>- inform the local population about the planned works</li> </ul>		supervision
	reduced access to roadside activities	provide ongoing alternative access to roadside activities	Contractor	Professional supervision
	safety of vehicles when/where there are no construction activities	lighting and well-defined safety signs and protection measures	Contractor	Professional supervision
	soil and water pollution from improper waste material storage, management and use	<ul style="list-style-type: none"> <li>- organize and cover material storage areas</li> <li>- isolate concrete, asphalt and other works from the influence of water by using sealing formwork or masks</li> <li>- isolate the washing areas of trucks for the transport of concrete and asphalt and other equipment from the influence of water by choosing washing areas from which water is not washed freely, directly or indirectly into watercourses</li> <li>- Arrange for a construction site to reduce the risk of sediment and sewage that may pollute the surrounding soil or water</li> <li>- The land management plan should provide for controlled removal of the surface layer of land, disposal and reuse</li> <li>- prevent sediment leaching into surface watercourses and drainage channels through locally controlled measures. Some of the measures are the installation of physical barriers in the form of fences, mulch, geotextiles, overflow cascades, sedimentary basins</li> <li>- in order to prevent sediment washing, it is also necessary to take into account the slope of the terrain and protection against eolian erosion by installing fences, covers, etc.</li> <li>- deposition of surplus earth, stone, etc. can only be temporarily and temporarily limited to completion of planned works. After completion of the works, all excess earth, stone and other waste matter shall be removed and complete rehabilitation of all areas degraded during the works</li> </ul>	Contractor	Professional supervision
	soil and water pollution from	- disposal of waste material in a flush-proof location at a marked location; if	Contractor	Professional

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
	improper waste material disposal	not on the spot, then at the authorized landfill (It is very important to recommend that the landfill be sanitary and in accordance with European standards and regulations of the Republic of Serbia) - storage of waste in accordance with international best practice (IFC, EHS - general guidelines). - implement additional measures for the storage of hazardous waste (secondary containment, limitation of access, provision of personal protective equipment, etc.) to prevent adverse effects on workers, locals and the environment - appoint responsible persons for waste collection and storage (hazardous and non-hazardous)		supervision
	potential contamination of soil and water from improper maintenance of equipment and fueling	apply best engineering practice in the handling and safe storage of lubricants, fuels and solvents, ensure proper refueling and maintenance of equipment, collect all waste and dispose of it in authorized recycling sites	Contractor	Professional supervision
	soil and water pollution from improper waste material disposal	- transport of waste in marked vehicles intended for the transportation of waste, in order to reduce the risk of the release of hazardous and non-hazardous substances - training of drivers to handle and dispose of the cargo they are transporting and supporting documentation describing the nature of the cargo (waste) and the degree of its danger	Contractor	Professional supervision
	safety of workers	- provide workers with safety instructions and protective equipment - enable safe alternative traffic flow	Contractor	Professional supervision
	areas temporarily occupied	- restoration of vegetation plantations to native species and monitor effects (avoid invasive and allergenic species) - where they have not been successful, carry out a replacement	Contractor	Professional supervision
<b>рад</b>	<b>Maintenance</b>			
	negative impact of noise on local residents and workers	- limit activities to daily work or as agreed with public authorities - use of equipment with built-in silencers.	Maintenance contractor	Maintenance professional supervision
	potential air, water and soil pollution: dust, exhaust fumes, spilt fuel,	- apply best engineering practice in the use and safe storage of lubricants, fuels and oils - ensure proper refueling and maintenance of equipment	Maintenance contractor	Maintenance professional supervision

phase	Issue	Mitigation measures	Institutional responsibilities	
			Implementation	Supervision
	oil and lubricants	<ul style="list-style-type: none"> <li>- collect all waste and dispose of it in accordance with the Law on Waste Management</li> <li>- properly organize and cover material storage areas</li> <li>- isolate concrete, asphalt works from the influence of water using a sealing formwork</li> <li>- isolate the washing areas of trucks for the transport of concrete and asphalt as well as other equipment from the influence of water by choosing washing areas from which water is not washed freely, directly or indirectly into watercourses</li> <li>- dispose of waste at appropriate flush-proof locations</li> </ul>		
	Vibrations	limit activities to daily work or as agreed with public authorities	Maintenance contractor	Maintenance professional supervision
	safety of workers	<ul style="list-style-type: none"> <li>- provide workers with safety instructions and protective equipment</li> <li>- organize safe roundabout traffic</li> </ul>	Maintenance contractor	Maintenance professional supervision
	increased vehicle speed	set traffic signs for speed limit	Maintenance contractor	Maintenance professional supervision
	erosion, rockfall, hazardous situation	place appropriate warning signs (slip, landslide, wet or slippery roadway, dangerous curve, crossings for animals on the road, slow motion of vehicles in traffic), fluorescent markings indicating steep slopes or convex mirrors in non-transparent curves, place warning signs in places which good engineering practice deems appropriate or in agreement with the public authorities	Maintenance contractor	Maintenance professional supervision

### Appendix 2 MONITORING PLAN

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
construction	Procurement of the materials					
<i>asphalt plant</i>	possession of an official approval of valid (operating) license	asphalt plant	inspection / supervision engineer	prior to the start of works	ensure the compliance of the base with the safety and health 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 works	ensure the compliance of the quarry with the safety and health and environmental requirements	quarry manager
<i>sand and gravel borrow-pits</i>	possession of an official approval or valid (operating) license	sand and gravel borrow-pits	inspection / supervision engineer	prior to the start of works	ensure the compliance of the borrow-pit with the safety and health and environmental requirements	borrow-pit or separation facility manager
construction	Transportation of the materials					
<i>Asphalt</i>	truck load covered	construction site	Supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the safety and health environmental requirements	Contractor's supervision
<i>Stone</i>	truckload covered or wetted	construction site	Supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the safety and health environmental requirements	Contractor's supervision
<i>sand and gravel</i>	truckload covered or wetted	construction site	Supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the safety and health environmental requirements	Contractor's supervision
<i>traffic management</i>	hours and routes selected	construction site	Supervision	unannounced inspections during the works, at least once a week	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
Construction	Construction site					
<i>negative impacts of noise on the</i>	noise levels	construction site; nearest homes in the local	sound meter with suitable software	- once at the beginning of the project and later quarterly - after receiving a complaint	ensure the compliance with the safety and health and	Contractor (monitoring)

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>workers and local residents</i>		settlement		- if the monitoring results are not satisfactory, monitoring to be done on monthly basis	environmental requirements and minimal disruptions to traffic	
<i>Dust</i>	air pollution (suspended solids)	on and near the construction site	inspection and visual observation	unannounced inspections during material delivery and execution works	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision (monitoring)
<i>Vibrations</i>	limited time of activities	Construction site	Supervision	unannounced inspections during works and after a complaint is received	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>disruption to traffic during road execution works</i>	the existence of a traffic management plan traffic scheme	on and near the construction site	inspection, supervision	prior to the start of the works; once a week in peak and non-peak hours	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>reduced access to roadside activities</i>	alternative access provided	Construction site	supervision	random checks at least once a week during construction activities	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>safety of vehicles and pedestrians where there are no construction activities</i>	visibility and suitability	on and near the construction site	Observation	random checks at least once a week in the evening	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>water and soil pollution resulting from improper material storage, management</i>	Water and soil quality (suspension of solid tests, use, doctoral thesis, verification)	on the watercourse	unannounced sampling, analysis in an accredited laboratory with the necessary equipment	at least three times during the project life, monitoring should be done before construction (or at a reference point upstream of the construction site) and after the construction of the loop	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>and use</i>						
<i>safety of workers</i>	protective equipment; organization of bypass traffic	Construction site	Inspection	unannounced inspections during works	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	Contractor's supervision
Operation	Одржавање Maintenance					
<i>negative impact of noise on the workers and local residents</i>	noise levels	construction site; nearest homes	sound meter with suitable software	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	PE "Roads of Serbia"
<i>Vibrations</i>	limited time of activities	construction site	Supervision	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	PE "Roads of Serbia"
<i>safety of workers</i>	Protective equipment; bypass traffic organization	construction site	Inspection	unannounced inspections during the maintenance activities and after receiving a complaint	ensure the compliance with the safety and health and environmental requirements and minimal disruptions to traffic	PE "Roads of Serbia"
Operation	Road safety					
<i>increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in the design	visual observation; radar speed detectors	during the execution activities; unannounced	ensure a safe and economicala traffic flow	Maintenance contractor; traffic police
<i>erosion, rockfall and hazardous situations</i>	condition on traffic signs	road section included in the design	visual observation	during the execution activities	ensure a safe and economicala traffic flow	Maintenance contractor, monitoring

**Proposed model – supplementary information to be included in monitoring plans:**

<b>1. General</b>		
Is the project compliant with all requirements (taking into account adopted action plans, exemptions or deviations)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, please provide non-compliance information:
Is the project compliant with all applicable environmental and social laws and regulations?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, please provide non-compliance information:
Whether there were accidents or incidents that caused environmental damage, led to injury or death, affected workers, the local community, or cultural property. Is the company held accountable?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please describe, including measures to eliminate damage and prevent recurrence:
Is the company materially threatened by possible changes to laws and regulations (Law on Labor, Environment, Social Protection, Safety and Health at Work)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please describe:
How many times have the environmental authorities done the inspection?	Number:	Please provide details of their visits, including the number and type of violations:
How many times have the environmental authorities done the inspection?	Number:	Please provide details of their visits, including the number and type of violations:
Have these visits resulted in any penalties, fines, and/or corrective measures?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please explain, including the status of corrective action:
Has the firm subcontracted the project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please indicate what types of work and how the company monitored the subcontractor's compliance with the environmental action plan and social action plan:
Were any of the above violations the responsibility of the subcontractor?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, including how will the firm ensure that corrective action is taken by the Subcontractor?
Have any of the works been carried out to a reduced extent, have they been interrupted or intermittently suspended for environmental, health, safety or legal requirements?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please explain:
Please list the programs, initiatives or projects implemented by the company in order to improve the work and management system in the field of sociological aspects and environmental protection: Please indicate the level of expenditure of the main and operational costs and whether they relate to the needs of the environmental action plan and sociological impacts or other initiatives:		

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

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

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

Please provide information on the name and contact details of 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				
Biochemical oxygen consumption (BOC)				
chemical oxygen consumption (COC)				
suspended particles				
Phosphorus				
Nitrates				
Heavy metals				
(other)				
<b>Air Emissions</b>				
SO <sub>2</sub>				
NO <sub>x</sub>				
Particulates				

<sup>1</sup> Please provide the results of the environmental monitoring conducted by the firm or its consultants. If you already have all the requested information available in another format, then it can be used

<sup>2</sup> Not all parameters will necessarily apply. Please complete those rows that are the 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 to the Standards Compliance Report for this project (Local, European Union and/or EBRD)

<sup>5</sup> In addition to all other comments, please indicate whether the reported measurements are valid for all or only some processes.

<b>Please provide information on the name and contact details of your environmental manager:</b>				
<b>Parameter<sup>2</sup></b>	<b>Value<sup>3</sup></b>	<b>Unit</b>	<b>Compliance status<sup>4</sup></b>	<b>Comments<sup>5</sup></b>
CO <sub>2</sub>				
CH <sub>4</sub>				
N <sub>2</sub> O				
HFC				
PFCs				
SF <sub>6</sub>				
(other)				
<b>Other Parameters</b>				
Noise				
(other)				
<b>Solid waste</b>				
Please indicate the type and amount of solid waste generated from the execution of the Project. Indicate if any type of waste is hazardous. Indicate which of the waste can be reused or recycled, as well as the method of disposal.				

<b>4. Resource Usage and Product Output</b>			
<b>Parameter</b>	<b>Value</b>	<b>Measurement unit</b>	<b>Comments<sup>6</sup></b>
<b>Fuels used</b>			
oil			
gas			

<sup>6</sup> In addition to all other comments, please indicate whether the reported measures apply to all or just some of the processes. Specify some fuel quality parameters (eg octane value)

4. Resource Usage and Product Output			
Parameter	Value	Measurement unit	Comments <sup>6</sup>
coal			
lignite			
grid electricity			
heat energy			
<b>Raw materials consumed</b>			
raw material 1			
raw material 2			
<b>Product output</b>			
product 1			
product 2			

5. Human Resources Management			
<b>Please provide information on the name and contact details of your HR manager:</b>			
	<b>Total</b>	<b>Recruited in this reporting period</b>	<b>Dismissed in this reporting period</b>
<b>Number of direct employees</b>			
<b>Number of contracted workers:</b>			
Has collective redundancy been implemented during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, explain the redundancy plan, reasons for implementation, planned number of employees and how they were selected, consultations and measures taken to mitigate the effects of redundancy:	
Are there any workforce redundancy plans for next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If present, present redundancy plan, including reasons for redundancy, number of workers covered, and how they were selected:	
Were there any changes in the firm's trade union during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please explain in detail and state your attitude towards the trade union:	

<p>If there is no trade union, are there any other worker representatives?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please explain their participation during the reporting period:</p>
<p>Were there any changes in the collective agreement?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If so, please describe in detail:</p>
<p>Did any employee file any complaints during the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If so, state the exact number of complaints filed, by gender, as well as the subject matter of these complaints and explain how the firm handled this issue</p>
<p>Did any of the employees report a case of harassment or violent behavior during the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If so, state the exact number of complaints filed, by gender, as well as the subject matter of these complaints and explain how the firm handled this issue</p>
<p>Have there been strikes and other collective disputes related to work and working conditions in the firm during the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If so, state the reasons and nature of these disputes and explain how the firm resolved them:</p>
<p>Were there any court proceedings regarding working conditions during the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If so, please indicate the issues at stake and their outcome:</p>
<p>Have there been any changes in the following areas during the reporting period:</p> <ul style="list-style-type: none"> <li>❖ Representative union</li> <li>❖ Collective Agreement</li> <li>❖ Non-discrimination and equal opportunities</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 the age of 18</li> <li>❖ Wages (wage level, normal and overtime)</li> <li>❖ Working hours</li> <li>❖ Flexible working / work-life balance</li> <li>❖ Complaints mechanism for workers</li> <li>❖ Health and safety</li> </ul>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please provide details, including new initiatives, if any:</p>

<b>6. Occupational Health and Safety Data</b>					
<b>Please provide the name and contact details for your Health and Safety Manager:</b>					
	<b>Direct employees:</b>	<b>Contracted workers:</b>		<b>Direct employees:</b>	<b>Contracted workers:</b>
Amount of work done by an average worker in an hour during the reporting period:			Number of fatalities <sup>7</sup> :		
Budget spent on occupational safety and health (total amount and currency):			Number of disabling injuries:		
Occupational safety and health training conducted during this period (per person or day):			Number of lost time incidents (including transportation) <sup>8</sup> :		
Number of days lost due to incidents <sup>9</sup>			Number of cases of occupational disease:		
Days on sick leave:					
Causes of the incident (falls, heavy loads, shocks, electric shock, etc.):					
Please provide details of any deaths or major incidents not previously reported to the banks, including the total benefits paid for the injury at work or illness (amount and currency):					
Please briefly outline the training in emergency prevention and response that employees received during the reporting period:					
Please briefly outline the emergency response exercises conducted during the reporting period:					

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

<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 after 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.

7. Stakeholder Engagement	
<b>Please provide information on the name and contact details of your PR manager:</b>	
Please provide information on the implementation of the Stakeholder Engagement Plan and outline the relationships that have been established with them during the reporting period, including: <ul style="list-style-type: none"> <li>- Meetings or other initiatives conducted during the reporting period through which public relations or public organizations are engaged;</li> <li>- Information received from stakeholders during the reporting period concerning environmental, social and security issues;</li> <li>- Media coverage;</li> <li>- Cooperation with citizens' associations, especially in the field of environmental protection.</li> </ul> Please describe any changes to the Stakeholder Engagement Plan:	
During the reporting period, how many complaints or complaints were received about the Project by public or civic organizations? Please group them into stakeholder groups. Please briefly outline the issues mentioned in the complaints and complaints and how they have been resolved:	

8. Status and Reporting on Resettlement Action Plan		
<b>Existing occupation of land</b>		
<b>Please, during the reporting period, submit a report on the implementation of the Resettlement Action Plan, using the monitoring indicators provided in the plan and complete the table. Please provide the results of any other monitoring plan and additional information if you think it is useful.</b>		
Has all the affected persons been fully compensated for their physical displacement and has the project resulted in economic losses?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, state how many outstanding payments remain to be paid (in terms of number and percentage of beneficiaries and amount to be paid) and indicate when these payments will be made:
Has the occupation of the land had any additional, unforeseen impacts on the basic living needs and standard of the vulnerable population without being foreseen in the Resettlement Action Plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, quantify them and state what measures have been taken to minimize or mitigate their impact. If not, state how the potential impacts on the basic living needs of the population have been monitored.
Have any vulnerable groups been identified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, list those groups and describe the additional measures taken to minimize the negative impact on them.
If possible, have all transit fees been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, state how many outstanding payments are still outstanding (in terms of number and percentage of beneficiaries and payment amount) and indicate when these payments will be made:
Has all the affected persons been provided with legal support?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, please indicate how many persons have availed themselves of legal aid.

Are remaining objections to the claim to land and resources resolved?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If not, state how many complaints remain and when they are expected to be resolved.
Were there any complaints and lawsuits regarding the new occupation of the land?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, state how much and briefly present their content.
Did the company regularly report to the vulnerable population on the progress made in implementing the displacement action plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, indicate how many meetings were held and how many participants attended them.
<p><b>New occupation of land</b>                  If there has been a new occupation of land during the reporting period, please provide documents regarding land transactions. Attach a new or revised Resettlement Action Plan relating to the new occupation of land, with the mitigation, compensation, settlement arrangements, etc. described. and provide a spreadsheet showing the population at risk and compensation status.</p>		
Were any persons displaced physically?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, how many are displaced?
Have any persons been economically disadvantaged?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If so, how many?
Did the government help the relocation?	Yes <input type="checkbox"/> No <input type="checkbox"/>	

## 9. Community Interaction and Development

Please indicate if during the reporting period the firm has implemented social or community development initiatives, as well as the corresponding costs, if any:

### **Appendix 3 RELEVANT LEGISLATION OF THE REPUBLIC OF SERBIA:**

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 (“Official Gazette of the Republic of Serbia”, numbers 72/2009, 81/2009, 64/10, 24/11, 121/12, 42/13,50/13, 98/13, 132/14, 145/14, 83/2018, 31/2019 and 37/2019);
- Law on nature protection (“Official Gazette of the Republic of Serbia”, numbers 36/09, 88/10, 91/10, 14/16 и 95/18);
- Law on environmental protection (“Official Gazette of the Republic of Serbia”, numbers 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18)
- Law on environmental impact assessment (“Official Gazette of the Republic of Serbia”, numbers 135/2004, 36/09);
- Law on strategic environmental impact assessment (“Official Gazette of the Republic of Serbia”, numbers 135/04, 88/10)
- Law on waste management (“Official Gazette of the Republic of Serbia”, numbers 36/09, 88/10, 14/16 and 95/18);
- Law on environmental noise protection (“Official Gazette of the Republic of Serbia”, numbers 36/09, 88/10)
- Law on water (“Official Gazette of the Republic of Serbia”, numbers 30/10, 93/12, 01/16 and 95/18);
- Law on forests (“Official Gazette of the Republic of Serbia”, numbers 30/10, 93/12, 89/15 and 95/18)
- Law on air protection (“Official Gazette of the Republic of Serbia”, numbers 36/09, 10/13);
- Law on safety and health at work (“Official Gazette of the Republic of Serbia”, numbers 101/05, 91/15, 113/17).

Regulations established on the basis of the Law on environmental impact assessment include the following:

- Regulation on the establishment of the List of Projects for which an Impact Assessment is required and the List of Projects for which an Environmental Impact Assessment may be required (“Official Gazette of the Republic of Serbia, number 114/08);
- Rulebook on the Content of Requirements on the Need for Impact Assessment and the Content of the Requirements for Determining the Scope and Content of the Study on Environmental Impact Assessment (“Official Gazette of the Republic of Serbia, number 69/05);
- Rulebook on the Content of the Environmental Impact Assessment Study (“Official Gazette of the Republic of Serbia”, number 69/05);
- Rulebook on Public Insight, Presentation and Public Discussion on the Environmental Impact Assessment Study (“Official Gazette of the Republic of Serbia”, number 69/05);
- Rulebook on Procedures of the Technical Commission for Environmental Impact Assessment Studies (“Official Gazette of the Republic of Serbia”, number 69/05);
- Rulebook on the permissible level of noise in the environment (“Official Gazette of the Republic of Serbia”, number 54/92);
- Rulebook on Noise Measurement Methods, Content and Scope of Noise Measurement Report (“Official Gazette of the Republic of Serbia”, number 72/10);
- Regulation on Water Classification (“Official Gazette of the Republic of Serbia”, number 5/68);
- Regulation limit values for pollutants in surface and groundwater and sediment and deadlines for their attainment (“Official Gazette of the Republic of Serbia”, number 50/12);
- Rulebook on Hazardous Substances in Water (“Official Gazette of the Republic of Serbia”, number 31/82)

Other relevant laws of the Republic of Serbia:

- Law on Ratification of the Convention on Access to Information, Public Participation in Decision-Making and the Right to Legal Protection in Environmental Matters (“Official Gazette of the Republic of Serbia”, number 38/09)
- Law on Roads (“Official Gazette of the Republic of Serbia”, number 41/18).

## **Appendix 4 STAKEHOLDER ENGAGEMENT**

Identification of stakeholders

Stakeholders are people and organizations that can influence, be affected, or think themselves affected by a decision or activity. In this Project, stakeholders can be classified into the following basic groups:

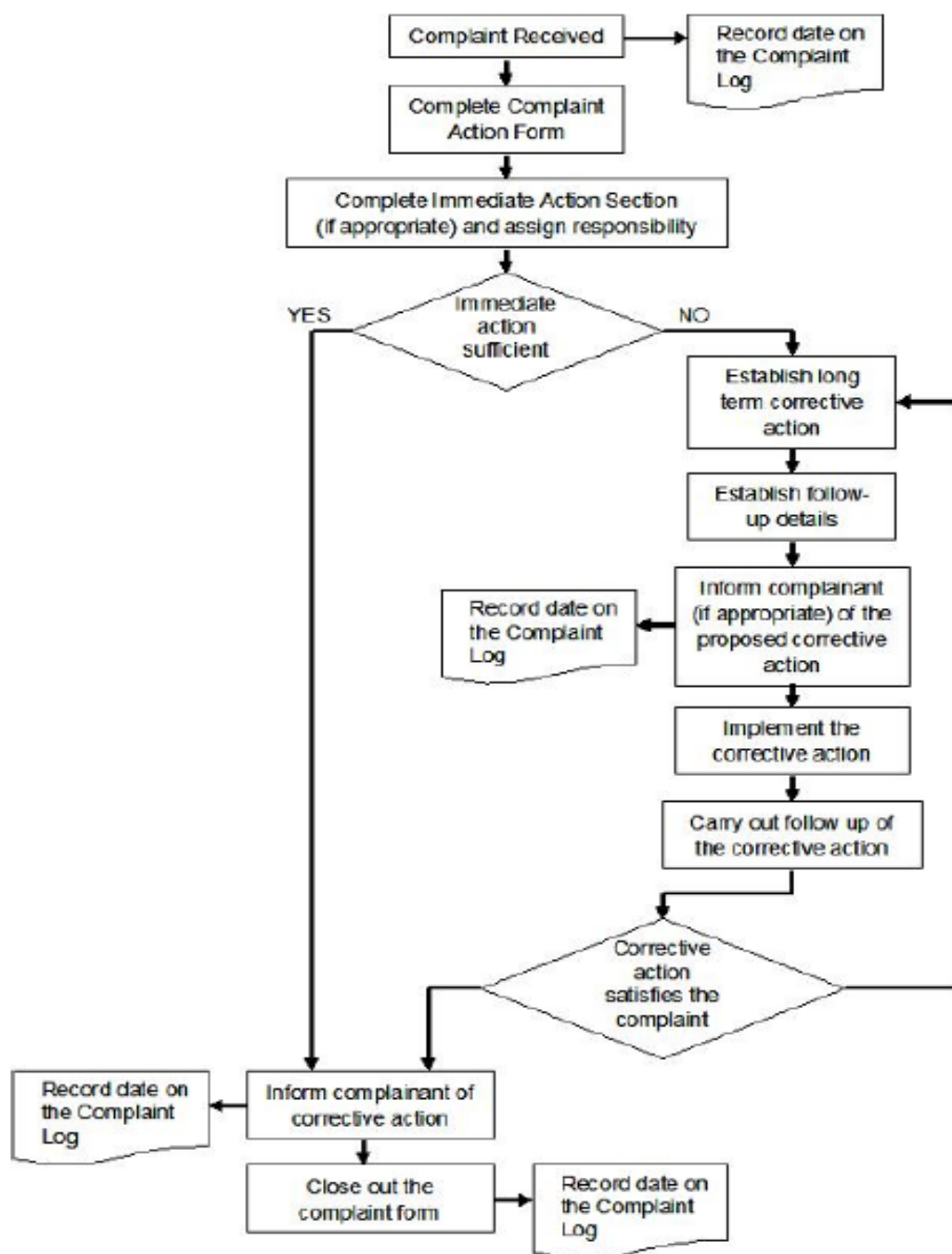
1. Potentially affected parties:

- Employees of “Corridors of Serbia” Ltd. and Contractors;
- Representatives companies operating in the area adjacent to the Project;
- Residents of settlements in the project area of impact;
- Regulatory authorities at local or regional level, such as: local landowners and tenants; and potentially affected industries and businesses

2. Other interested parties:

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

**Complaint mechanism and form  
Flowchart of the complaint process**



Complaints should be resolved with 15 business days.

Complaint reference number:	
Contact details	Name:

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



КОРИДОРИ СРБИЈЕ

## Appendix 5 REPORT ON PUBLIC CONSULTATIONS

**“Koridori Srbije” Ltd.**  
21 Kralja Petra , Belgrade  
tel: +381 11 33 44 148  
Fax: +381 11 32 48 682c

# REPORT ON PUBLIC CONSULTATIONS

for

## ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

For

### CONSTRUCTION OF THE HIGHWAY INTERSECTION “GRAMADJE” ON THE E75 HIGHWAY, VLADIČIN HAN MUNICIPALITY

**- Environmental category B-**  
**Belgrade, October 2019.**

#### 1. HISTORY

The Republic of Serbia, through the realization of the Ltd. "Corridor of Serbia" intends to use the proceeds of the European Bank for Reconstruction and Development (EBRD) loan for the project of construction and rehabilitation of certain sections of the road network in the Republic of Serbia, with the aim of enabling sustainable economic development and for the state to use its geographical position and continue its

development as a key transit state on the Trans-European Network, as well as to increase transport efficiency and improve traffic safety in Serbia.

By restructuring a loan from the European Bank for Reconstruction and Development (EBRD) - it is intended, among other projects, to finance the construction of the "Gramadje" loop on the A1 (E-75) motorway.

This Environmental and Social Management Plan has been developed for the construction of the Gramadje-E-75 motorway loop, to ensure implementation of good environmental practices and compliance of documentation with International Financial Institutions requirements.

Company "Corridors of Serbia" Ltd. is a contracting authority for the implementation of the planned rehabilitation projects and construction of new sections of state roads.

The company "Corridors of Serbia" Ltd. drew up a draft document, the Environmental and Social Management Plan, for the construction of the Gramadja loop - E-75 highway. The Environmental and Social Management Plan was designed to ensure the implementation of best practices and projects, in accordance with the requirements of international financial institutions that finance road construction. The development of the Environmental and Social Management Plan was conducted through field research, including consultation with representatives at regional and local level.

In accordance with UR10, the Contracting is obliged to involve the interested public in the process. Therefore, after the draft ESMP has been prepared, the Designer will make a presentation of this document to the interested public and include the results of the presentation and public consultation in the final version of the document.

On October 2<sup>nd</sup>, 2019, "Corridors of Serbia" Ltd. approved the launch of a public consultation process for the Environmental Management Plan. "Corridors of Serbia" Ltd. launched a public consultation and published the document on October 3<sup>rd</sup>, 2019.

On October 3<sup>rd</sup>, 2019. "Corridors of Serbia" Ltd. published a call for public consultations with administrations, organizations and interested public on the Environmental and Social Management Plan for the construction of the Gramadaja loop - e-75 highway. The public, organizations and other stakeholders are invited to attend the public consultation process on the draft Environmental and Social Management Plan document. Prior to newspaper advertising, the Environmental and Social Management Plan was submitted to Vladičin Han Municipality. A representative of the municipality informed the public by placing an advertisement, on the municipality's website of Vladičin Han and on the bulletin board, about the time and place of holding the public consultation. The invitation was also published on the site Ltd. "Corridors of Serbia".

The document is accessible at the following addresses:

- on the premises of the company "Corridors of Serbia" Ltd., no 21, Kralja Petra Street, Belgrade, second floor, every working day from 11 am to 1 pm within 10 days from October 3<sup>rd</sup> 2019.
- on the premises of the Municipal Administration Vladičin Han, no. 1 Svetosavska Street, 17510 Vladičin Han, within 14 dazs from october 3rd 2019.
- on the web site of the company „Corridors of Serbia“ Ltd.: <http://koridorisrbije.rs>

The public consultation and the presentation of the Environmental and Social Management Plan was held at the premises of the Municipal Administration in Vladičin Han, no. 1, Svetosavska Street, 17510 Vladičin Han, on October 17<sup>th</sup>, 2019, beginning at 11:00.

## **2. PUBLIC CONSULTATION REPORT, Vladičin Han, 10/17/2019.**

In accordance with the EBRD Environmental Policy and Social Policy, dated from May 2014, the “Corridors of Serbia“ Ltd. has produced the document - Environmental and Social Management Plan for the construction of the Gramadja loop - E-75 Highway.

The presentation of the Environmental Management Plan began on October 3<sup>rd</sup>, 2019, a call to stakeholders was published in the daily Večernje Novosti, which invited interested public, authorities and institutions to review the proposed environmental mitigation and monitoring measures. Prior to the newspaper advertisement, all documents were submitted to the Vladičin Han municipality and publicly available on site, and also posted on the e-presentation of the “Corridors of Serbia” Ltd.

Local government representatives informed the public by placing advertisements on the timing and location of public consultations. Publication of the draft Environmental Management Plan was completed on October 17<sup>th</sup>, 2019 when public consultations were held at the premises of Vladičin Han Municipal Administration.



Figure 1: Public consultations in Vladičin Han Municipality, October 17<sup>th</sup> 2019.



Figure 2: Public consultations in Vladičin Han Municipality, October 17<sup>th</sup> 2019.



Figure 3: Public consultations in Vladičin Han Municipality, October 17<sup>th</sup> 2019.

7 participants attended the public consultation. Interested representatives of the municipality Vladičin Han, representatives of the Corridor of Serbia Ltd. and interested public.

The public consultation began at 11:05. A representative of the Corridor of Serbia Ltd., expert associate in the Design and Technical Preparation Sector, Ljiljana Marković, presented an electronic presentation and the Environmental and Social Management Plan was presented to the participants in detail. During the public hearing, there were no complaints regarding the environmental management plan and social issues.

During the public consultation, the following question was raised:

1. When is the construction of the Gramadja loop expected to begin?

This question was directed directly to the investor "Corridors of Serbia" Ltd., the answer is that the preparation of the tender documentation for the project for the building permit is ongoing and that at this moment the exact start date of the works is still unknown.

The public hearing ended at 12:00 local time.

### **3. PARTICIPANTS LIST**

**СПИСАК ПРИСУТНИХ НА ЈАВНИМ КОНСУЛТАЦИЈАМА**  
Attendance sheet

Предмет ЈАВНИХ КОНСУЛТАЦИЈА: <b>АКЦИОНИ ПЛАН ЗА УПРАВЉАЊЕ ЖИВОТНОМ СРЕДИНОМ И СОЦИЈАЛНИМ ПИТАЊИМА</b> <i>Environmental and Social Management Plan - ESMP</i>		Место одржавања ЈАВНИХ КОНСУЛТАЦИЈА: Владичин Хан, просторије општинске управе, Ул. Светосавска 1 <i>Vladicin Han, the premises of the Municipality Administration, Svetosavska St. no.1</i>	
Пројекат: <b>ИЗГРАДЊУ ДЕНИВЕЛСАНЕ РАСКРСНИЦЕ "ГРАМАДЈЕ" НА АУТОПУТУ Е75, ОПШТИНА ВЛАДИЧИН ХАН</b> <i>Construction of "Gramadje" Interchange on E75 highway, Municipality of Vladicin Han</i>		Датум јавних консултација: 17. октобар 2019. <i>October 17<sup>th</sup>, 2019</i>	
Р.б.	Име и презиме	Организација / адреса	Телефон, Факс, Е-пошта
1	Зорана Сатарџић	Коридор Српске Краљевине	064 804 7843 z.sataradzic@koridori.rs
2	Александра Марковић	Коридор Српске Краљевине Пут за Београд	064 804 8341 4.narkovic@koridori.rs
3	Марија Анђелијевић	Општина Владичин Хан	063 019921 mibaniczain@vladicinhan.org.rs
4	Братан Ђукић	Општина Владичин Хан	063-338211
5	DUSICA KIO	Општинска управа Влад. Хан	063 763 0500
6	Владислав Милошевић	Мештанин	062-8014693
7	Милан Милошевић	Мештанин	062 / 111 92 40

страница 1

**4. DOCUMENTATION**



The screenshot shows the website interface for Opština Vladčin Han. At the top left is the municipality's logo and name. Below it is a navigation menu with links for 'Активности', 'Владчин Хан', 'Позивна самоуправа', 'Услуге', 'Природа', 'Институције', 'Контакт', and 'Архива'. The main content area features a news article titled 'Позив на јавне консултације' (Invitation for public consultations) dated October 4, 2019. The article is from 'Слика Верзија за штампу' (Image Version for printing). The subject is the 'ПЛАН УПРАВЉАЊА ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ И СОЦИЈАЛНИМ УТИЦАЈИМА ПРОЈЕКТА ИЗГРАДЊЕ ДЕНИВЕЛИСАНЕ РАСКРСНИЦЕ "ГРАМАЂЕ" НА АУТОПУТУ Е-75. ОПШТИНА ВЛАДЧИН ХАН' (Plan for environmental protection and social impacts of the project for the construction of a grade-separated intersection 'GRAMADJE' on the E-75 highway, Municipality of Vladčin Han). The article lists the project sponsor as 'Коридор Србије д.о.о.' (Corridor Serbia d.o.o.) and provides contact information for public consultations, including a list of interested parties, submission details, and a public meeting on October 17, 2019. A sidebar on the left contains various utility links like 'Водич кроз општинску управу' (Guide through municipal administration), 'Добра управа' (Good administration), 'Слике' (Images), 'Мапе' (Maps), and 'Конкурси тендери огласи' (Competitions, tenders, notices). A sidebar on the right lists services such as 'Паркирања' (Parking), 'Вложфилд локације' (Vlozhtfeld locations), 'Инвестициона брошура' (Investment brochure), and 'Буџет' (Budget).

Figure 5: Invitation for public consultation, published on Vladčin Han Municipality Website

The image shows a screenshot of a website page for 'Коридори Србије' (Corridors of Serbia). The page features a navigation menu at the top with links for 'ПОЧЕТНА', 'О НАМА', 'КОРИДОРИ', 'НАБАВКЕ', 'ПР ЦЕНТАР', 'МУЛТИМЕДИЈА', and 'КОНТАКТ'. Below the navigation is a dark banner image. The main content area contains the following text:

Објављено: 03. 10. 2019

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 УТИЦАЈИМА ПРОЈЕКТА ИЗГРАДЊЕ ДЕНИВЕЛИСАНЕ РАСКРСНИЦЕ "ГРАМАЂЕ" НА  
АУТОПУТУ Е-75. ОПШТИНА ВЛАДИЧИН ХАН**

Увид у предметни План управљања заштитом животне средине 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 Владичин Хан 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 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)

Figure 6: Invitation to public consultation, published on website „Corridors of Serbia“ Ltd.



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 УТИЦАЈИМА ПРОЈЕКТА ИЗГРАДЊЕ  
ДЕНИВЕЛИСАНЕ РАСКРСНИЦЕ "ГРАМАБЕ" НА  
АУТОПУТУ Е-75. ОПШТИНА ВЛАДИЧИН ХАН**

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

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- у просторијама Општинске управе Владичин Хан 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 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 17. октобра 2019. са почетком у 11 часова биће одржане јавне консултације и презентација предметног плана у просторијама Општинске управе у Владичином Хану, Ул. Светосавска 1, 17510 Владичин Хан.

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

Figure 7: Invitation for public consultation, published on the website „Corridors of Serbia“ Ltd.

## **Appendix 6 CONDITONS OF COMPETENT INSTITUTIONS**

## 1. Conditions of the Institute for Nature Conservation of Serbia

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

Завод за заштиту природе Србије, Београд, ул. др Ивана Рибара бр. 91, на основу члана 9. Закона о заштити природе („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. 35 – 1/2018 – IV од 16.08.2018. године Општинске управе Владичин Хан, Одељења за урбанизам, имовинско – правне, комуналне и грађевинске послове, ул. Светосавска бр. 1, 17510 Владичин Хан, за издавање услова заштите природе за потребе издавања услова за подручје Плана детаљне регулације денивелсане раскрснице Грамађе на ауто – путу Е75, Грамађе, општина Владичин Хан, дана 14-09 2018. године под 03 бр. 020-2256/2 доноси

### РЕШЕЊЕ

1. У просторном обухвату Плана детаљне регулације денивелсане раскрснице Грамађе на ауто – путу Е75, насеља Грамађе, општина Владичин Хан на којем се планира изградња денивелсане раскрснице „Грамађе“, као и површина за смештај инфраструктуре и пратећих објеката нема заштићених подручја за које је спроведен или покренут поступак заштите. Подручје је у обухвату еколошке мреже – еколошки значајног подручја „Кукавица“. Сходно томе, издају се следећи услови заштите природе:

- 1) Радови на пројектовању и изградњи денивелсане раскрснице као и површине за смештај инфраструктуре и пратећих објеката могу се изводити на оријентационој стационажи државног пута А1 око km 904 + 034.20 према старом, односно km 523 + 217.76 према новом референтном систему државних путева, Општина Владичин Хан, у зони насеља Грамађе, на катастарским парцелама 763/1, 763/2, 764/1, 764/2, 764/3, 765, 766/1, 766/3, 771/1, 771/2, 771/4, 771/5, 772/1, 772/2, 772/3, 772/4, 773/1, 773/2, 773/3, 777/1, 777/2, 778/1, 778/2, 783/1, 783/2, 791/1, 791/2, 792/1, 792/2, 793/1, 793/2, 1081, 1082, 1084/1, 1087, 1088, 1091, 1092, 1093, 1102, 1103, 1104, 1105, 1122/1 (део), 1122/2 (део), 1122/3, 1122/5, 1123, 1124/1, 1124/2, 1124/3, 1124/4, 1125/1, 1125/2, 1125/3, 1125/4, 1126/1, 1126/2, 1127/1, 1127/2, 1128/1, 1128/2, 1128/3, 1129/1, 1129/2, 1129/3, 1129/4, 1129/5, 1130/1, 1130/2, 1130/3, 1131/1, 1131/2, 1132/1, 1132/2, 1133/1, 1133/2, 1134, 1135, 1136, 1141/1, 1141/2, 1154/1, 1154/2, 1155/1, 1155/2, 1156/1, 1156/2, 1157/1, 1157/2, 1157/3, 1157/4, 1157/5, 1158/1, 1158/2, 1159/1, 1159/2, 1160/1, 1160/2, 1160/3, 1160/4, 1161/1, 1161/2, 1161/3, 1161/4, 1162/2, 1162/3, 1162/4, 1163/1, 1164/1, 1166, 1167, 1168/1, 1168/2, 1168/3, 1168/4, 1169/1, 1169/2, 1169/3, 1169/4, 1170/1,

1170/2, 1170/3, 1170/4, 1171/1, 1171/2, 1171/3, 1171/4, 1172/1, 1172/2, 1172/3, 1172/4, 1173/1, 1173/2, 1173/3, 1173/4, 1174/1, 1174/2, 1174/3, 1174/4, 1175/2, 1175/3, 1175/4, 1176, 1177/1, 1177/2, 1178, 1180, 1181/1, 1181/2, 1182, 1183, 1184, 1185, 1186, 1201, 1202, 1203/1, 1205/1, 1207/1, 1207/2, 1208/1, 1208/2, 1209, 1211/1, 1211/3, 1212/1, 1212/2, 1213/1, 1213/2, 1214, 1216/1, 1217, 1220/1, 1221/1, 1221/2, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237/1, 1237/2, 1238/1, 1238/2, 1238/3, 1238/4, 1238/5, 1238/6, 1239/1, 1239/2, 1239/3, 1239/4, 1240/1, 1240/2, 1240/3, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248/1, 1248/2, 1228/8, 1249/1, 1249/2, 1250, 1606/2, 1607/2, 1608/2, 1615/1, 1616/1, 1616/2, 1617/1, 1617/2, 1618, 1619, 1620/1, 1620/2, 1622, 1623, 1624/1, 1625/1, 1625/2, 1626/1, 1626/2, 1627, 1628/1, 1628/2, 1629, 1630/1, 1630/2, 1632, 1633, 1634/1, 1634/2, 1635/1, 1635/2, 1636, 1637/1, 1637/2, 1638/1, 1638/2, 1639/1, 1639/2, 1640/1, 1640/2, 1640/3, 1641/1, 1641/2, 1642, 1645, 1710/2, 1710/3, 1710/4, 1710/6, 1717/1 (део), 1717/2, 1717/3, 1717/4, 1717/5, 1717/6, 1717/7, 1724 (део парцеле ауто – пута) и 1725 КО Грамађа, општина Владичин Хан.

- 2) Техничку документацију урадити у складу са Планом детаљне регулације денивелисане раскрснице Грамађе на ауто – путу Е75, Материјал за рани јавни увид, Југинус 2018. године.
- 3) Техничка решења базирати на примени материјала и технологије који неће угрожавати животе и здравље људи и неће негативно утицати на околину током изградње и експлоатације.
- 4) При извођењу планираних радова придржавати се трасе пута како манипулација возила и машина не би оставила последице на шири простор.
- 5) Идентификовати могуће опасности од удеса, утврдити механизме њиховог настанка и развоја, сагледати могуће последице и предвидети мере заштите.
- 6) Предвиђеним радовима не смеју се изазвати инжењерскогеолошки или други деградациони процеси. У случају да у току извођења планираних радова дође до појаве ерозије земљишта са околног терена инвеститор је у обавези да хитно предузме одговарајуће антиерозионе мере.
- 7) Саставни део предметног Плана треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати и обезбедити:
  - привремене локације за складиштење потребног грађевинског и другог материјала и опреме а ограничити их искључиво на време трајања радова;
  - привремене или трајне локације (постојеће уређене комуналне објекте/депоније) за одлагање и депоновање шута и другог отпадног грађевинског материјала у било каквом стању и комуналног отпада насталог у току извођења радова, као и забрану њиховог одлагања у обалском појасу река и пољопривредном земљишту, осим на локацијама дефинисаним Планом;
  - да се након завршетка предметних радова све површине које су на било који начин деградирале грађевинским и другим радовима, што пре санирају;
- 8) Положени електрични каблови (цеви са кабловима) поставити на прописан и безбедан начин (на одговарајућој дубини) и осигурати исте од спољног утицаја (људи, воде, клизишта и сл).

- 9) Метални стубови на којима ће се поставити осветљење морају бити чврсто постављени на бетонским темељима.
- 10) Планирати одговарајућа техничка решења осветљења пута (раскрснице) која су у складу са потребама јавних површина и еколошком функцијом локације (усмереност светлосних извора ка тлу и друга решења која обезбеђују минимално светлосно загађење) као и привремену и сталну хоризонталну и вертикалну сигнализацију у складу са Законом о безбедности саобраћаја и Правилником о саобраћајним знаковима на путевима.
- 11) Изградња комплетне комуналне инфраструктуре, а посебно оне за одвођење отпадних, треба да буде планирана на основу услова надлежних комуналних организација.
- 12) Планом предвидети такво решење одводњавања пута (раскрснице) које ће обезбедити ефикасно одвођење атмосферских и евентуално загађених вода и опасних материја (моторна уља, изливање нафте и нафтних деривата и других хемијских материја) која на коловоз могу доспети у инцидентним ситуацијама, превођењем преко филтера пре одвођења у канализациони систем.
- 13) Кроз обраду пројектне документације посебну пажњу посветити мерама заштите у случају акцидентних ситуација. Предвидети одговарајуће мере заштите природе и животне средине (заштита од пожара, заштита вода од загађења и др.).
- 14) Предвидети максимално очување и заштитити високог зеленила и вреднијих примерака дендрофлоре (појединачна стабла, као и групе стабала) дуж пројектоване трасе пута (раскрснице).
- 15) Обезбедити стабла у близини градилишта од оштећења услед манипулације грађевинским машинама, транспортним средствима или складиштења опреме и материјала.
- 16) Предвидети формирање нових дрвореда, реконструкцију зеленила око јавних објеката, условити изградњу нових објеката формирањем уређених зелених површина адекватне процентуалне заступљености у односу на изграђене површине. Такође, потребно је поштовати одређену спратовност и ширину зеленог појаса у односу на објекте и саобраћајнице.
- 17) Избор врста за образовање зеленила вршити у складу са фитоценолошким и станишним условима предметног простора. Предност дати врстама са својствима дугог вегетационог периода, појачаних фитоцидних и бактерицидних својстава, високо естетских. Избегавати врсте које су детерминисане као инвазивне и алергене (багрем, топола, негундовац, кисело дрво, платан и др.).
- 18) Размотрити могућност да се дуж, и на местима укрштања постојећих и планираних саобраћајница, формирају мање зелене површине или засади појединачних или мањих група стабала.
- 19) Прописати да се за извођење радова који изискују евентуалну сечу одраслих, примерака дендрофлоре прибави сагласност надлежних институција.

- 20) Планирати да се приликом радова на регулацији пута и изградњи раскрснице хумусни материјал одваја и депонује на градилишту, да би се након завршетка грађевинских радова користио за санацију околног терена.
- 21) Прописати параметре за изградњу нових објеката на начин да се не ремете постојеће подземне хидрографске везе и не угрожавају квалитативне карактеристике подземних и површинских вода.
- 22) План треба да обезбеди сигурност саобраћаја (видљивост, стабилност терена на путном правцу, итд.) и минимално оштећење околног простора (спречавање ширење утицаја пута на околину).
- 23) Није дозвољено сервисирање возила и машина на подручју Плана. Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање.
- 24) Током извођења радова одржавати максимални ниво комуналног реда.
- 25) Планирати да по изведеним грађевинским радовима извођач радова што пре уклонити сву механизацију, грађевински материјал и друго. Уколико је дошло до нарушавања предметног подручја треба га санирати. У том смислу, успоставити биљни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре која је биолошки постојана у датим климатским условима (отпорна на штетне утицаје издувних гасова), као и да је избор врста усклађен са околним простором и његовом наменом (предлажемо аутохтону вегетацију која расте поред трасе пута (раскрснице).
- 26) Планом дефинисати да уколико се током радова наиђе на геолошко-палеонтолошка документа или минералшко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од 8 дана обавести министарство надлежно за послове заштите животне средине, као и да предузме све мере заштите од уништења, оштећења или крађе до доласка овлашћеног лица.

2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.

3. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је поднети нови захтев.

4. Уколико подносилац захтева у року од две године од дана достављања овог решења не отпочне радове и активности за које је ово решење издато, дужан је да поднесе захтев за издавање новог решења.

5. Подносилац захтева је ослобођен плаћања таксе за издавање овог решења у складу са чл. 4. тач 2. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите природе („Службени гласник РС“, бр. 73/2011 и 106/2013).

#### Образложење

Завод за заштиту природе Србије примио је дана 20.08.2018. године захтев 03 бр. 020-2256/1 Општинске управе општине Владичин Хан, Одељења за урбанизам, имовинско – правне, комуналне и грађевинске послове, ул. Светосавска бр. 1, 17510 Владичин Хан, за издавање услова заштите природе за потребе израде Плана детаљне регулације

денивелисане раскрснице Грамађе на ауто – путу Е75, у зони насеља Грамађе, општина Владичин Хан, на катастарским парцелама утврђеним у ставу 1. тачка 1. овог Решења.

На основу достављеног захтева и пратеће документације (План детаљне регулације денивелисане раскрснице Грамађе на ауто – путу Е75, Општина Владичин Хан, ЈУГИНУС 2018.), констатује се да се изради Плана детаљне регулације денивелисане раскрснице Грамађе на ауто – путу Е75 приступа на основу Одлуке о изради детаљне регулације денивелисане раскрснице Грамађе на ауто – путу Е75 објављене у „Службеном гласнику града Врања“, бр. 11/2018.

Плански основ за израду предметног Плана је: Измена и допуна просторног плана подручја инфраструктурног коридора Ниш – граница Републике Македоније (“Службени гласник РС”, бр. 77/02 и 127/14) и Просторни план општине Владичин Хан („Службени лист Града Врања“, бр. 22/10).

Циљ израде Плана детаљне регулације је дефинисање регулације површина јавне намене и формирање површина за реализацију остале намене.

План детаљне регулације се ради за површине потребне да се обезбеди земљиште за израду денивелисане раскрснице Грамађе. Поред неопходног простора за дефинисање површине јавне намене потребно је обухватити и заштитни појас денивелисане раскрснице, као и простор за смештај потребне инфраструктуре и пратећих објеката.

Предметни план је прошао процедуру „Раног јавног увида“ и тренутно је у фази израде Нацрта Плана.

Планирана петља „Грамађе“ (оријентациона стационажа државног пута А1 око km 904 + 034.20 према старом, односно km 523 + 217.76 према новом референтном систему државних), Општина Владичин Хан, у зони насеља Грамађе, у функцији је веза ауто – пута Е75 са општинским центром Владичин Хан, као и са јужним и југозападним делом подручја општине у коме је планирана изградња регионалне индустријске зоне, робнотранспортног центра и теретне железничке станице. Веза појединих делова општине са новоизграђеном деоницом ауто – пута Е75 Владичин Хан – Доњи Нередовац биће остварена непосредно преко постојећег државног пута IIА реда бр. 258, односно посредно преко пута IIБ реда бр. 473.

Укупна површина обухваћена границом Плана износи 26,78 ha.

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 предметно подручје не пролази кроз територију заштићених подручја али се налази у оквиру граница еколошки значајног подручја еколошке мреже Републике Србије под називом „Кукавица“.

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

Планирани радови могу се реализовати под условима дефинисаним овим Решењем, јер је процењено да неће угрозити 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, 101/2005, 5/2009, 54/2009, 50/2011, 70/2011, 55/2012, 93/2012, 47/2013, 65/2013, 57/2014, 45/2015, 83/2015, 112/2015, 50/2016 и 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 писмено или изјављује усмено на записник Заводу за заштиту природе Србије.

ДИРЕКТОР

Александар Драгишић

Достављено:

- Подносиоцу захтева
- Архива x 2

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

Завод за заштиту природе Србије, Београд, Ул. др Ивана Рибара бр. 91 (овл.сл.лице Горан Дрмановић, Одлука 04 бр. 035-784/1 од 29.03.2017. године), на основу чл. 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010–исправка, 14/2016 и 95/2018–други закон), а у вези са чл. 8б. Закона о планирању и изградњи („Службени гласник РС“, бр. 72/2009, 81/2009, 64/2010 - Одлука УС РС, 24/2011, 121/2012, 42/2013 - Одлука УС РС, 50/2013 - Одлука УС РС, 98/2013 - Одлука УС РС, 132/2014 и 145/2014), Правилника о поступку спровођења обједињене процедуре електронским путем („Службени гласник РС“, бр. 130/2015, 96/2016 и 120/2017), Уредбе о локацијским условима („Службени гласник РС“, бр. 35/2015, 114/2015 и 117/2017) и члана 13б. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016), поступајући по захтеву бр. ROP-MSGI-9714-LOC-1/2019, заводни бр: 350-02-00170/2019-14 од 17.04.2019. године Министарства грађевинарства, саобраћаја и инфраструктуре, ул. Немањина бр. 22-2б, Београд, за издавање услова заштите природе за потребе израде локацијских услова за изградњу денивелисане раскрснице Грамађе на аутопуту Е-75, на К.О. Грамађе и К.О. Врбово, општина Владичин Хан, дана 15.05.2019. године под 03 бр. 020-1174/2, доноси

#### РЕШЕЊЕ

1. Предметно подручје на коме се планира изградња денивелисане раскрснице се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, не налази се у простору евидентираног природног добра. Налази се у обухвату еколошке мреже - еколошки значајног подручја „Кукавица“. Сходно томе, издају се следећи услови заштите природе:

- 1) Радови на изградњи денивелисане раскрснице могу се изводити на к.п.бр.: 1724, 1633, 1717/2, 1635/1, 1640/3, 1088, 1091, 1092, 1093, 1102, 1103, 1104, 1105, 1129/2, 1717/1, 1155/1, 1154/1, 1131/1, 1132/1, 1132/2, 1128/3, 1129/4, 1632, 1710/3, 1240/1, 1239/1, 1238/2, 1175/1, 1166, 1217, 1229, 1231, 1233, 1234, 1242, 1202, 1180, 1167, 1184, 1185, 1183, 1182, 1214, 1181/1, 1181/2, 1178, 1176, 1244, 1216/1, 1211/1, 1203/1, 1164/1, 1163/1, 1220/1, 1158/1, 1159/1, 1207/1, 1208/1, 1208/2, 1212/1, 1238/6, 1617/2, 1238/1, 1238/3, 1238/4, 1239/4, 1240/3, 1162/1, 1161/1, 1160/1, 1130/2, 1157/2, 1162/2, 1168/2, 1157/1, 1157/3, 1155/2, 1154/2, 1158/2, 1162/3, 1168/3, 1156/1, 1161/4, 1162/4, 1175/4, 771/4, 777/2, 778/2, 783/2, 792/2, 1122/3, 1133/2, 1141/2, 1125/3, 1124/3, 1626/1, 1725, 1710/4, 1641/2, 1631, 1629, 1630/1, 1630/2, 1248/2, 1617/1, 1616/2, 1628/1, 1628/2, 1717/5, 1239/2, 1238/5, 1239/3, 1717/3, 1634/1, 1634/2, 1230, 1235, 1236, 1211/3, 1212/2, 1213/1, 1213/2, 1237/1, 1237/2, 1174/1, 1173/1, 1172/1, 1171/1, 1170/1, 1169/1, 1168/1, 1168/4, 1169/4, 1170/4, 1171/4, 1172/4, 1173/4, 1174/4, 1179, 1169/2, 1172/2, 1173/2, 1174/2, 1175/2, 1170/2, 1171/2, 1169/3, 1170/3, 1171/3, 1172/3, 1174/3, 1175/3, 1207/2, 1129/5, 1130/3, 1156/2, 1157/4, 1157/5, 1160/4, 1160/2, 1161/2, 1131/2, 1159/2, 1160/3, 1161/3, 1128/2, 791/2, 1173/3, 773/3, 760/2, 767/2, 766/2, 1302/2, 1303/2, 1303/1, 1304, 1717/4, 1240/2, 1606/2, 1606/1, 1607/2, 1607/1, 1248/3, 1639/1, 1626/2, 772/3, 527/1, 529/2, 526/2, 526/1, 1253/2, 1222/3, 1717/7, 1710/2, 1615/1, 1249/2, 764/2, 1205/1, 1638/1, 1638/2, 1639/2, 1637/2, 1625/1, 1624/2, 1625/2, 1638/2, 1626/2, 1624/1, 1623, 1622, 1620/1, 1619, 1618, 1627, 1616/1, 1251/2, 1640/2, 1636,

- 1641/1 и 1642/1 (К.О. Грамађе) и на к.п.бр.: 1616/1, 1622/1, 1623/1, 1641/1, 1642/1, 1617/3, 1643 и 3382 (К.О. Врбово), на територији општине Владичин Хан;
- 2) Планиране намене површина морају бити усклађене са наменама одређеним важећим планским актима;
  - 3) Предвиђени радови не смеју изазвати инжењерскогеолошке или друге деградационе процесе;
  - 4) Траса денивелисане раскрснице не сме угрожавати постојеће или планиране објекте, као и планиране намене коришћења земљишта;
  - 5) Предвиђеним радовима није дозвољено угрожавање постојећих подземних хидрографских веза, као ни квалитативних карактеристика подземних вода;
  - 6) Ширину инфраструктурног коридора и техничко решење паралелног вођења и начина укрштања са другим инфраструктурним мрежама и водовима усагласити са свим важећим прописима;
  - 7) Прибавити сагласност надлежних институција за извођење радова који изискују евентуалну сечу одраслих, вредних примерака дендрофлоре, како би се уклањање вегетације svelo на најмању меру;
  - 8) Максимално очувати и заштитити околно земљиште, високо зеленило и вредне примерке дендрофлоре (појединачна стабла, као и групе стабала);
  - 9) Све површине, које су на било који начин деградирале грађевинским и другим радовима, морају се санирати након завршетка радова;
  - 10) Носилац пројекта је дужан да обезбеди ефикасан мониторинг животне средине уз могућност брзе интервенције у случају акцидентних ситуација;
  - 11) Уколико се током радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести Министарство заштите животне средине, као и да предузме све мере заштите од унуштења, оштећења или крађе до доласка овлашћеног лица.
2. Ово решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
  3. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је поднети нови захтев.
  4. Уколико подносилац захтева у року од две године од дана достављања овог решења не отпочне радове и активности за које је ово решење издато, дужан је да поднесе захтев за издавање новог решења.
  5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чл. 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите природе („Службени гласник РС“, бр. 73/2011, 106/2013).

### *Образложење*

Надлежни орган - Министарство грађевинарства, саобраћаја и инфраструктуре, обратио се Заводу за заштиту природе Србије захтевом заведеним под 03 бр. 020-1174/1 од 23.04.2019. године, за издавање услова заштите природе за потребе израде локацијских услова за изградњу денивелисане раскрснице Грамађе на аутопуту Е-75, на К.О. Грамађе и К.О. Врбово, општина Владичин Хан. Захтев за издавање локацијских услова за предметну изградњу Министарству грађевинарства, саобраћаја и инфраструктуре, поднело је Привредно друштво „Коридори Србије“ д.о.о. из Београда, ул. Краља Петра бр. 21.

Из достављене документације констатовано је да се изградња денивелисане раскрснице ради на основу Одлуке о усвајању Плана детаљне регулације денивелисане раскрснице Грамађе на аутопуту Е-75 (Скупштина општине Владичин Хан, број:06-4/2/19-1). Објекат денивелисане раскрснице се гради на к.п.бр.: 1724, 1633, 1717/2, 1635/1, 1640/3, 1088, 1091, 1092, 1093, 1102, 1103, 1104, 1105, 1129/2, 1717/1, 1155/1, 1154/1, 1131/1, 1132/1, 1132/2, 1128/3, 1129/4, 1632, 1710/3, 1240/1, 1239/1, 1238/2, 1175/1, 1166, 1217, 1229, 1231, 1233, 1234, 1242, 1202, 1180, 1167, 1184, 1185, 1183, 1182, 1214, 1181/1, 1181/2, 1178, 1176, 1244, 1216/1, 1211/1, 1203/1, 1164/1, 1163/1, 1220/1, 1158/1, 1159/1, 1207/1, 1208/1, 1208/2, 1212/1, 1238/6, 1617/2, 1238/1, 1238/3, 1238/4, 1239/4, 1240/3, 1162/1, 1161/1, 1160/1, 1130/2, 1157/2, 1162/2, 1168/2, 1157/1, 1157/3, 1155/2, 1154/2, 1158/2, 1162/3, 1168/3, 1156/1, 1161/4, 1162/4, 1175/4, 771/4, 777/2, 778/2, 783/2, 792/2, 1122/3, 1133/2, 1141/2, 1125/3, 1124/3, 1626/1, 1725, 1710/4, 1641/2, 1631, 1629, 1630/1, 1630/2, 1248/2, 1617/1, 1616/2, 1628/1, 1628/2, 1717/5, 1239/2, 1238/5, 1239/3, 1717/3, 1634/1, 1634/2, 1230, 1235, 1236, 1211/3, 1212/2, 1213/1, 1213/2, 1237/1, 1237/2, 1174/1, 1173/1, 1172/1, 1171/1, 1170/1, 1169/1, 1168/1, 1168/4, 1169/4, 1170/4, 1171/4, 1172/4, 1173/4, 1174/4, 1179, 1169/2, 1172/2, 1173/2, 1174/2, 1175/2, 1170/2, 1171/2, 1169/3, 1170/3, 1171/3, 1172/3, 1174/3, 1175/3, 1207/2, 1129/5, 1130/3, 1156/2, 1157/4, 1157/5, 1160/4, 1160/2, 1161/2, 1131/2, 1159/2, 1160/3, 1161/3, 1128/2, 791/2, 1173/3, 773/3, 760/2, 767/2, 766/2, 1302/2, 1303/2, 1303/1, 1304, 1717/4, 1240/2, 1606/2, 1606/1, 1607/2, 1607/1, 1248/3, 1639/1, 1626/2, 772/3, 527/1, 529/2, 526/2, 526/1, 1253/2, 1222/3, 1717/7, 1710/2, 1615/1, 1249/2, 764/2, 1205/1, 1638/1, 1638/2, 1639/2, 1637/2, 1625/1, 1624/2, 1625/2, 1638/2, 1626/2, 1624/1, 1623, 1622, 1620/1, 1619, 1618, 1627, 1616/1, 1251/2, 1640/2, 1636, 1641/1 и 1642/1 (К.О. Грамађе) и на к.п.бр.: 1616/1, 1622/1, 1623/1, 1641/1, 1642/1, 1617/3, 1643 и 3382 (К.О. Врбово), на територији општине Владичин Хан. Денивелисана раскрсница ће омогућити везу изграђене деонице Владичин Хан – Доњи Нерадовац аутопута Е-75 са јужним и југозападним делом општине и градеким центром Владичин Хан преко постојећег државног пута IIА реда бр. 258, односно IIБ реда бр. 441 и бр. 473.

Након увида у Централни регистар заштићених природних добара Србије и документацију Завода утврђени су услови и мере заштите природе за извођење активности из диспозитива овог решења. При томе се имало у виду да се локација за изградњу денивелисане саобраћајнице не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, не налази се у простору евидентираног природног добра. Налази се у обухвату еколошке мреже - еколошки значајног подручја „Кукавица“.

Законски основ за доношење решења:

Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010 – исправка, 14/2016 и 95/2018 - други закон) и Уредба о еколошкој мрежи („Службени гласник РС“, бр. 102/2010).

Локацијски услови заштите природе за изградњу денивелисане раскрснице Грамађе на аутопуту Е-75, на К.О. Грамађе и К.О. Врбово, општина Владичин Хан, могу се реализовати под условима дефинисаним овим решењем, јер је процењено да активности на њеној реализацији неће значајно утицати на природне вредности подручја.

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

**Упутство о правном средству:** Против овог решења може се изјавити жалба Министарству заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје писмено или изјављује усмено на записник Заводу за заштиту природе Србије.

НАЧЕЛНИК ОДЕЉЕЊА  
Горан Дрмановић, маг. правник

Goran Drmanović  
340855-2203971710522

Digitally signed by Goran Drmanović  
340855-2203971710522  
Date: 2019.03.15 08:55:16 +02'00'

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



## 2. Conditions of the Institute for the Protection of Cultural Monuments



Република Србија  
**ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ НИШ**  
Ниш, Добричка 2, тел. 018/523-414, факс 018/523-412  
E-mail: [kontakt@zsknis.rs](mailto:kontakt@zsknis.rs)  
Број: 1075/2  
Датум: 29.08.2018.

ОПШТИНСКА УПРАВА  
ВЛАДИЧИН ХАН  
Одељење за урбанизам, имовинско-правне,  
комуналне и грађевинске послове

ул. Светосавска 1,  
17510 Владичин Хан

Завод за заштиту споменика културе Ниш, на основу чл. 75. став 1. тачка 2. а у вези са чл. 107 „Закон о културним добрима“ (Сл. гласник РС бр. 71/94) и на основу чл. 46 „Закон о планирању и изградњи“ (Сл. гласник РС бр. 72/09, 81/09, 64/10, 24/11, 121/2012, 42/2013 – одлука УС, 50/2013 – одлука УС, 98/2013 – одлука УС и 132/2014) решавајући по захтеву Општинске управе општине Владичин Хан - број 35-1/2018-IV од 16.08.2018. године, заводски број 1075/2 од 17.08.2018. године, издаје

### А К Т

О условима чувања, одржавања и коришћења и утврђеним мерама заштите културних добара и добара која уживају претходну заштиту од значаја за **ПЛАН ДЕТАЉНЕ РЕГУЛАЦИЈЕ ДЕНИВЕЛИСАНЕ РАСКРСНИЦЕ ГРАМАЂЕ НА АУТО-ПУТУ Е-75, У ЗОНИ НАСЕЉА ГРАМАЂЕ, ОПШТИНА ВЛАДИЧИН ХАН,**

### **I НЕПОКРЕТНА КУЛТУРНА ДОБРА НА ПОДРУЧЈУ ПЛАНА ДЕТАЉНЕ РЕГУЛАЦИЈЕ**

На простору обухваћеним Планом детаљне регулације денивелисане раскрснице Грамађе на ауто-путу Е-75, у зони насеља Грамађе, Општина Владичин Хан, нема утврђених непокретних културних добара, као ни добара под претходном заштитом.

### **II МЕРЕ ЗАШТИТЕ НЕПОКРЕТНИХ КУЛТУРНИХ ДОБАРА, ДОБАРА КОЈА УЖИВАЈУ ПРЕТХОДНУ ЗАШТИТУ И ДОБАРА СА СПОМЕНИЧКИМ СВОЈСТВИМА**

Кроз план детаљне регулације потребно је као посебну меру заштите ствари и творевина на које се може наићи у току извођења радова треба прописати следеће обавезе:

- Пре почетка земљаних радова, инвеститор је у обавези да о томе благовремено обавести Завод за заштиту споменика културе Ниш и омогући њихово несметано праћење.
- Извођач је дужан да у случају проналаска археолошких локалитета или археолошких предмета, без одлагања прекине радове и предузме мере да се налаз не уништи, не

оштети и да се сачува на месту и положају у коме је откривен, као и да у року од 24 часа о томе обавести Завод за заштиту споменика културе Ниш.

- Ако постоји непосредна опасност оштећења археолошког локалитета или предмета, Завод за заштиту споменика културе Ниш привремено ће обуставити радове, док се не утврди да ли је односна непокретност или ствар културно добро или није.

- У случају проналаска археолошких локалитета или археолошких предмета инвеститор објекта је дужан да обезбеди средства за истраживање, конзервацију и презентацију откривених добара.

### III МИШЉЕЊЕ ЗАВОДА НА НАЦРТ ПЛАНА

Нацрт Плана детаљне регулације денивелисане раскрснице Грамађе на ауто-путу Е-75, у зони насеља Грамађе, Општина Владичин Хан се доставља Заводу за заштиту споменика културе Ниш на мишљење. Достављено Мишљење Завода се обавезно прилаже приликом разматрања и доношења плана.

### IV ОБАВЕЗА УГРАЂИВАЊА И ПРИМЕНЕ УСЛОВА И МЕРА ЗАШТИТЕ

1. Акт о условима и мерама заштите културних добара и добара која уживају претходну заштиту од значаја за План детаљне регулације денивелисане раскрснице Грамађе на ауто-путу Е-75, у зони насеља Грамађе, Општина Владичин Хан се обавезно уграђује у Нацрт плана, односно чини саставни део документационе основе плана. У супротном, Завод за заштиту споменика културе Ниш у складу са обавезом из "Закона о културним добрима", а у циљу отклањања пропуста, о томе обавештава Министарство надлежно за послове културе.
2. За достављање Акта о условима и мерама заштите, надлежној установи заштите припада накнада за додатне трошкове на терет органа надлежног за припремање просторног, односно урбанистичког плана чл.107, став 3. ("Закон о културним добрима" Сл. гласник РС бр. 71/94).

Обрадио,

  
Горан Радосављевић, д.и.а

Доставити:  
- наслову  
- архиви Завода



## Appendix 7 DECISION OF THE MINISTRY OF ENVIRONMENT



Република Србија  
МИНИСТАРСТВО  
ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ  
Број: 353-02-317/2019-03  
Датум: 15.04.2019. године  
Београд

КОРНАСТ СРБИЈА 400  
0-3870/19-1  
23 04 20 19 год.  
Бр. прилога

На основу члана 5а. Закона о министарствима ("Сл. гласник РС", бр. 44/2014, 14/2015, 54/2015, 96/2015 - др. закон и 62/2017), самосталног члана 13. Закона о изменама и допунама Закона о министарствима ("Сл. гласник РС", број 62/17), члана 10. Закона о процени утицаја на животну средину («Сл. гласник РС», 135/04, 36/09) и члана 136. Закона о општем управном поступку ("Сл. гласник РС", бр. 18/2016), као и члана 23. став 2. и члана 24. став 2. Закона о државној управи ("Сл. гласник РС", бр. 79/2005, 101/2007, 95/2010 и 99/2014), поступајући по захтеву носиоца пројекта предузећа "Коридори Србије" д.о.о. Београд, Министарство заштите животне средине, Александар Весић помоћник министра по решењу о овлашћењу министра број 021-01-5/4/2017-09 од 11.12.2017. године доноси

### РЕШЕЊЕ

1. **НИЈЕ ПОТРЕБНА** израда Студије о процени утицаја на животну средину пројекта изградње денивелсане раскрснице „Грамађе“ на аутопуту Е75, на КО Грамађе и КО Врбово, на територији СО Владичин Хан.
2. Носилац пројекта је у обавези да ако у било којој фази одвијања предметног пројекта дође до појаве отпада који има карактер опасног, исти складишти искључиво на одговарајући начин, у складу са Законом о управљању отпадом («Службени гласник Р.Србије» број 36/09), као и Правилником о начину складиштења, паковања и обележавања опасног отпада («Службени гласник Р.Србије» број 92/10), до отпремања на даљи третман од стране за то овлашћених организација.
3. Налаже се носиоцу пројекта да при редовном раду предметног пројекта, у свему испоштује услове и сагласности других надлежних органа и организација.

### ОБРАЗЛОЖЕЊЕ

Носилац пројекта предузеће "Коридори Србије" д.о.о. Београд, Краља Петра 21, поднело је Министарству заштите животне средине захтев за одлучивање о потреби израде Студије о процени утицаја на животну средину пројекта изградње денивелсане раскрснице „Грамађе“ на аутопуту Е75, на КО Грамађе и КО Врбово, на територији СО Владичин Хан, који је заведен под бројем 353-02-317/2019-03.

Уз захтев су приложени попуњени упитници за одлучивање о потреби израде студије о процени утицаја на животну средину.

Поступајући по предметном захтеву овај орган је, сагласно члану 10. став 1. и 2. а у вези са чланом 29. Закона о процени утицаја на животну средину («Сл. гласник Р.Србије» број 135/04, 36/09), обавестио заинтересоване органе, организације и јавност (лист Новости). У законском року није било достављених мишљења од стране заинтересованих органа, организација и јавности.



Предметни пројект се не налази на листи пројеката за које је обавезна процена утицаја, али се налази на листи (II) тј. на листи пројеката за које се може захтевати процена утицаја на животну средину, што је утврђено у складу са Уредбом 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 Р.Србије» број 114/2008), при чему је овај орган спровео прву фазу поступка процене утицаја на животну средину – одлучивања о потреби израде студије, на основу члана 10. Закона о процени утицаја на животну средину («Сл. гласник РС», 135/04, 36/09). На основу достављене документације и активности коју носилац пројекта предвиђа, као и величине пројекта, овај орган је мишљења да предметни пројекат неће у већој мери утицати на животну средину.

Узимајући у обзир све горе наведено, овај орган је мишљења да предметни пројекат неће у већој мери утицати на животну средину, па у складу са тим није потребна израда Студије о процени утицаја на животну средину.

У вези са горе изложеним, одлучено је као у диспозитиву овог решења.

Поука о правном леку: Против овог решења може се изјавити жалба Влади Србије, путем овог органа, у року од 15 дана од дана пријема решења, односно од дана обавештавања заинтересоване јавности о донетом решењу.

**Доставити:**

- Архиви
- инвеститору
- Сектору за надзор и предострожност у животној средини

