

**ENVIRONMENTAL AND SOCIAL  
MANAGEMENT PLAN FOR THE  
PROJECT OF THE RECONSTRUCTION  
OF THE BLACK SPOT CROSSROAD  
„NULA“ IN OLOVO**

*November, 2017*

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## *LIST OF ABBREVIATIONS*

BH	- Bosnia and Herzegovina
CFD	- Central Feedback Desk
CSOP	- Construction Site Organization Plan
EIB	- European Investment Bank
EIA	- Environmental Impact Assessment
EMP	- Environmental Monitoring Program
ESMF	- Environmental Social Management Framework
ESMP	- Environmental and Social Management Plan
EP	- Environmental Permit
FBH	- Federation of Bosnia and Herzegovina
FMoET	- Federal Ministry of Environment and Tourism
IFI	- International Financial Institutions
MP	- Main project
MPCA	- Management Plan in Case of Accidents
OP	- Operational Policy of the World Bank
PAP	- Project Affected Person
PPE	- Personal Protective Equipment
PCRoads FBH	- Public Company Roads of the Federation of Bosnia and Herzegovina
RAP	- Resettlement Action Plan
RPF	- Resettlement Policy Framework
TD	- Tendering Documentation
TMP	- Traffic Management Plan
WB	- World Bank
WMP	- Waste Management Plan
AEHS	- Annual Environmental Health and Safety

## **EXECUTIVE SUMMARY**

### **INTRODUCTION AND OBJECTIVES OF ESMP**

Reconstruction of the Black spot Vitalj – Olovo "Nula" km 20+600 on the Major road M-18, section 008 Vitalj – Olovo in Olovo (*the Project*) for which this ESMP is developed, is one of the sub-projects under the FBH Road Sector Modernization Project co-financed by the WB and EIB. Reconstruction of the Black spot Vitalj – Olovo "Nula" km 20+600 on the Major road M-18, section 008 Vitalj – Olovo is screened as a category B project according to the Operational Policies (OP 4.01 on Environmental Assessment) of the WB as well as the screening procedure outlined in the project-specific ESMF. As such, this activity needs to have an ESMP developed, whereas pursuant to the local legislation this project does not require an environmental assessment or an environmental permit - whether federal or cantonal. PC Roads FBH will ensure all required local permits for this Project are obtained.

### **LOCATION AND TRAFFIC DESCRIPTION**

The Project is situated at the intersection of the major road M-18, section 008 Vitalj - Olovo at the km 20+600 and a regional road R 468 roads in Olovo municipality in the settlement Olovske Luke. According to PC Roads FBH, in the period between 2009 and 2013, 38 traffic accidents occurred. The nearest relevant traffic count device in Kladanj shows that in 2015, 3547 vehicles were passing daily.

### **PROJECT DESCRIPTION**

The reconstruction on the intersection between road M18 and regional road R 468 in the location Olovske Luke, section 008, km 20+600.00 is done due to the fact that the project crossroad doesn't meet technical conditions of an intersection between a regional and a main road. Besides that, on the other side of the regional road is an extension towards the company "Alma Ras", which further complicates this crossroad. Considering the number of accidents on the project crossroad in the previous period, the Investor has marked this place as dangerous in the Study of Priorities for Reconstruction and Improvements of Dangerous Places on Main Roads.

Within the scope of the project task it is envisaged that the project solution is designed as a four branch intersection with lanes for turning left.

### **BASELINE OF PARTICULAR INTEREST**

The terrain of the Project is mostly hilly with an altitude ranging from 500 to 600 meters above sea level. It can be said that the entire area is under the influence of the humid continental climate type with subalpine characteristics which can be concluded from the analysis of thermal and pluviometric regime. Based on geographical features and the fact that there are no significant polluters, it considers that the air quality is good. No particular

monitoring of air quality for this location was performed, neither for the area of Olovo. Judging by the location of the Project, it can be concluded that the highest air pollution refers to the traffic of the major road. Stupčanica River is the closest surface water flow, approximately 160 m of air distance from the Project location. Besides the Stupčanica River, several smaller streams are nearby, like the Jablanica and Grabovica stream. In close proximity to the Project area, we can find mostly facilities for business purposes (stores) and residential purposes (houses) which are exposed to the traffic noise and according to the Law on Noise Protection, they fall under the fifth zone, where allowed noise levels are 65 dBA during day and 60 dBA at night. The entire narrower area of the planned project was greatly changed i.e. the entire area is urbanized. In the closer Project area there is neither flora nor fauna which must be taken into account. The location of the Project is not located within a protected area.

The Olovo is located on the far east of the Zenica-Doboj Canton and is an administrative, business, cultural, health and educational center of the Olovo municipality. The municipality Olovo has an area of 407,80 km<sup>2</sup> and the population of 10.175 people according to the 2013 census. The population density is 25 ppl/km<sup>2</sup> making it a one of the most sparsely populated municipalities in Bosnia and Herzegovina. The importance of the project crossroad is in the fact that it is located on a route that connects the two biggest cities in the Federation of BH, Sarajevo and Tuzla. Furthermore, the importance of the project for the local community is reflected through the fact that this is the fastest and most convenient way for inhabitants of the eastern part of the municipality Olovo to reach the administrative, healthcare, educational and administrative center of the municipality the town Olovo. Furthermore, the planned reconstruction would greatly improve the safety of pedestrians including children who in a great part cross the project crossroad every day on their way to school.

### **IMPACTS DURING PRECONSTRUCTION**

**Socio economic impacts:** The project roundabout is a part of the integrated Resettlement Action Plan (RAP) for 9 sub-projects which was publicly consulted and disclosed in March 2016. As described in the integrated RAP, small parts of 14 private and 1 public land plots will be expropriated. The area affected on 12 private land plots is 10% or less of the total land area, while 70% of land is affected on land plot number 366/2 and 20% of land is affected on land plot number 871/2.

### **IMPACTS DURING CONSTRUCTION**

The main impacts associated with the construction works include: emissions from the machinery used on site, dust generation from works, potential increases in noise and vibration levels, impact on soil and water from accidental leaks and spills and safety impacts. The contractor is bound by the provisions of this ESMP to conduct a baseline of the biological and natural resources specific to the site, and to adapt the measures of the ESMP and their work performance based on such findings.

**Impact on traffic safety and traffic flow:** Traffic congestion and obstructions on road section - increased traffic flow, leading to congestion and obstruction is likely to be experienced on major road M18 during the construction. No complete traffic stoppage is likely to occur due to construction activities of the project roundabout. Population Safety Impacts: The impact regarding the presence of workers is minor, because, according to the size of works, proximity of the populated area and local practices, no working camp will be set up. Safety issues regarding local population can occur due to the vicinity of the construction site.

**Socio-economic impacts:** At this time, it is not expected that it will be necessary to temporarily occupy any privately owned land plots for lodging machines and disposal of materials. Machines and materials will be disposed on land alongside road owned by the investor. Likewise, no access restrictions are expected during the construction period. However, if additional temporary occupation of private land is needed during construction activities, this will be agreed upon with respective land owners and compensation will be paid in accordance with provisions determined in the Integrated Resettlement Action Plan (integrated RAP) and the Resettlement Plan Framework (RPF) before the land is accessed. New business opportunities are expected to be created for local businesses such as transporters, suppliers and other service providers. This impact is considered to be short-term and small due to small scope of civil works. Following adverse impacts on living conditions during construction are expected: noise increase, construction waste disposal, short-term disruptions of utilities.

### **MITIGATION MEASURES**

The mitigation measures focus on the major identified impacts during works, such as emissions from the machinery used on site, dust generation from works, potential increases in noise and vibration levels, impact on water and soil from accidental leaks and spills and safety impacts, waste management, impacts on living conditions, temporary occupation and restrictions on land use, impacts on local traffic.

### **ENVIRONMENTAL MONITORING PROGRAM**

The monitoring measures focus on the major identified impacts during works, such as emissions from the machinery used on site, dust generation from works, potential increases in noise and vibration levels, impact on soil and water from accidental leaks and spills and safety impacts, waste management, impacts on living conditions, temporary occupation and restrictions on land use, impacts on local traffic.

### **IMPLEMENTATION AND REPORTING**

PC Roads FBH is the implementer of the project and will be responsible for the implementation and compliance of the project in line with ESMP. The Contractor will be responsible for the implementation of the environmental mitigation measures during construction.

**PUBLIC DISCUSSION AND INFORMATION DISCLOSURE**

Public consultation of the subject ESMP was organized in Olovo after the WB approved the draft of the ESMP. The record on public discussion, that is, grievances presented at the public discussion shall be recorded in the Grievance Register, and opinions and suggestions of the public shall be integrated into the final ESMP. ESMP draft was available on the website of PC Roads of the (www.jpafbih.ba) in a local language and on the website of the World Bank in English. During the process of public consultation the interested public got all information regarding the project, including social and environmental issues.

**Grievance Mechanism:** Besides the institutionally available ordinary and extraordinary legal remedy, and existing institutional channels, PC Roads FBH will ensure and form a special Grievance Redress Mechanism in collaboration and direct involvement of those municipalities under whose administrative authority the project is carried out, in this case with the Olovo municipality. Grievance Redress Mechanism designed for this project is the Central Feedback Desk (CFD) at the level of the implementing agency PC Roads FBH which shall serve as both Project level information center and grievance mechanism, available to those affected by implementation of all project sub-components. The CFD shall serve the persons affected directly or indirectly by construction works. All grievances will be archived in the register and assigned a number, and acknowledged within 3 working days.

The CFD will make all reasonable efforts to address the complaint upon the acknowledgement of grievance. If the CFD is not able to address the issues raised by immediate corrective action, a long-term corrective action will be identified. The complainant will be informed about the proposed corrective action and follow-up of corrective action within 14 working days upon the acknowledgement of grievance.

***Requirements for start of works***

The Contractor shall establish all required baseline data before the commencement of works. The Baseline – Monitoring data shall include air quality data, soil quality data, survey of the site for any endangered and endemic species and other environmental issues in zone of corridors of direct and indirect impacts.

The Contractor shall develop a Construction Site Organization Plan (CSOP) that is made up of a Implementation Plan of this ESMP, a detailed Waste Management Plan (WMP), Study on Safety (includes Elaborate on Safety at Work and Elaborate on Protection From Fire and Explosions), and a Traffic Management Plan (TMP) must be developed, which will be created by the Contractor prior to the beginning of construction works.

**Social aspects:** - Implementation of the integrated RAP and Payment of the compensation in accordance with RAP provisions before the land is accessed.



## 1. INTRODUCTION

Based on the guidance and requirements from the Environmental and Social Management Framework (ESMF has been disclosed and available to the public in local language on the website of PC Roads Federation of Bosnia and Herzegovina (FBH) in March 2016, <http://jpcfbih.ba/bs/aktivnosti/modernizacija-magistralnih-cesta/38>), this site-specific Environmental and Social Management Plan (ESMP) has been prepared.

The Public Company Roads of Federation of Bosnia and Herzegovina (further in the document PC Roads FBH) has initiated an overarching program for the project "Modernization of Major roads in the Territory of the Federation of Bosnia and Herzegovina" (The Program) to ensure appropriate road infrastructure by 2020. For this purpose, it has been requested from the Government of the FBH to ensure credit funds from international finance institutions (IFI).

In the framework of the abovementioned umbrella Program, the Public Company "Roads of FBH" (PC Roads FBH), a limited liability company wholly owned by the Government of FBH, has initiated the FBH Road Sector Modernization Project. FBH filed an application for a credit/loan from the European Investment Bank (EIB) and from the World Bank (WB) in total amount of 103,38 million EUR for funding abovementioned Project.

FBH Road Sector Modernization Project comprises several small and mid-sized investment schemes including:

1. This component includes reconstruction of roads:
  - Construction works for completion of the construction of major road M17.3 Neum–Stolac (in total 32,9 km);
  - Construction of third lanes for slow vehicles (in total 40km on 8 sections of major roads);
  - Reconstruction of roadway, correction of axes (in total 18 km on 5 sections of major roads, where a correction of axes is to be done on one section only in the length of 1 km),
  - Reconstruction of 3 tunnels (with a total length of 1,86 km);
  - Reconstruction of 7 bridges (with a total length of 0,55 km).
2. Interventions on improving road safety: The reconstruction of intersections, which are classified as "black spots" on major roads, in total 9;
3. Institutional reforms: Road Management in the FBH with a particular focus on sustainability of investments and road safety;
4. Project Implementation Support: Construction supervision and capacity building of the PC Roads FBH.

Reconstruction of the Black spot Vitalj – Olovo "Nula" km 20+600 on the Major road M-18, section 008 Vitalj – Olovo in Olovo (the Project) for which this ESMP is developed, is one of the sub-projects included in the group of sub-projects co-financed by the WB and EIB.

## 2. METHODOLOGY AND OBJECTIVES OF ESMP

Reconstruction of the Black spot Vitalj – Olovo "Nula" km 20+600 on the Major road M-18, section 008 Vitalj – Olovo is screened as a category B project according to the Operational Policies (OP 4.01 on Environmental Assessment) of the WB as well as the screening procedure outlined in the project-specific ESMF. As such, this activity needs to have an ESMP developed, whereas pursuant to the local legislation this project does not require an environmental assessment or an environmental permit - whether federal or cantonal<sup>1</sup>. PC Roads FBH will ensure all required local permits for this Project are obtained.

This ESMP aims at identifying all of the potential environmental and social impacts associated with this project activity. As such, the ESMP includes mitigation measures for all identified potential impacts that are to be undertaken throughout the different phases of the project including preparation, implementation and operation. The measures set forth in this ESMP are meant to avoid, neutralize or diminish adverse environmental and social impacts if not completely then to a satisfying level.

The ESMP identifies feasible and cost-effective measures which can reduce potentially negative impacts on the environment and society to an acceptable level. If mitigation measures are not possible, profitable or sufficient, compensation should be included as the last measure.

In order to ensure mitigation measures have been implemented, fully or partially, the ESMP sets forth a monitoring plan to be implemented during the specific stages of project preparation/designing and implementation. Monitoring during project preparation and implementation provides information on the key environmental and social aspects of the project, particularly on the environmental and social aspects of the project and efficiency of mitigation measures. Prior to commencement of works, in accordance with requirements of the ESMP, and a minimum of monitoring requirements, described in this ESMP, without limitation to these requirements, the Contractor shall prepare detailed list of mitigation measures and parameters to be monitored.

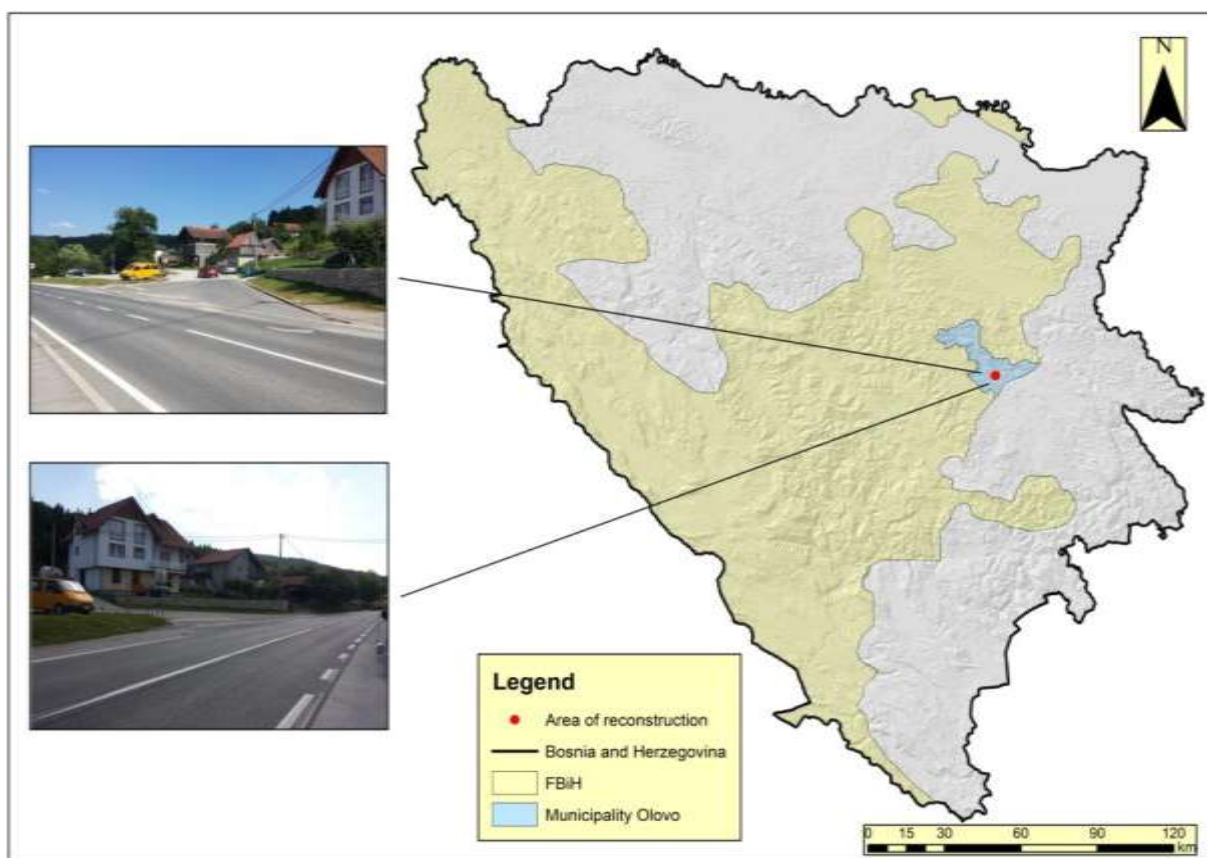
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<sup>1</sup> In FBH investments requiring EIA are identified by the Regulation on Plants and Facilities Subject to Obligatory Environmental Impact Assessment, and Facilities Which May be Constructed and Commissioned Only if Granted Environmental Permit (Official Gazette of FBH No. 19/04). Zenica - Dobož Canton investments requiring an EP are regulated by Regulation on Activities, Plants and Facilities Which May be Constructed only if Granted Environmental Permit (Official Gazette of Zenica – Dobož Canton, No. 14/13). Reconstruction of a crossroad is not a subject to neither a Federal nor a Cantonal EP.

### 3. LOCAL DESCRIPTION

The Project is situated at the intersection of the major road M-18, section 008 Vitalj - Olovo at the km 20+600 and a regional road R 468 roads in Olovo municipality in the settlement Olovske Luke. The major road M-18 connects the international border crossing of the first category „Rača“ with Serbia in the northeast and the international border crossing, also of the first category, „Hum“ with Montenegro. In addition, the major road M-18 is part of the international E-road network E762 that connects Sarajevo in Bosnia and Herzegovina and the Republic of Albania in Tirana, through Nikšić and Podgorica in Montenegro.

Figure 1: The geographical location of the project



Source: PC Roads Federation of BH (Pictures: July 2017)

The subject of the project is the reconstruction of the intersection Vitalj – Olovo "Nula" consisting of 2 branches in the settlement Olovske Luke in Olovo. The area of reconstruction is located outside the urban area of Olovo, but the area surrounding the project is mainly used for commercial and residential purposes.

Figure 2: Lookup Map of Wider Area with the Project Location



Source: PC Roads Federation of BH

### 3.1. ROAD SAFETY AND TRAFFIC DATA

According to PC Roads FBH, in the period between 2009 and 2013 there were no fatal road accidents on the project crossroad. However, in the same period 18 accidents with serious and light injuries and 20 accidents with material damage occurred on M18 section Vitalj-Olovo on which the project crossroad is located. Currently, the intersection is unsafe because of unregulated traffic flow which leads to confusion of drivers and disobedience of traffic rules.

Such a high number of accidents show the urgent need for the reconstruction of the project crossroad as a part of the respective section Vitalj-Olovo.

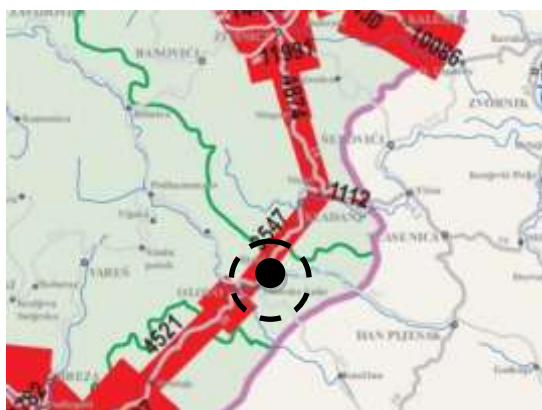
PC Roads FBH has installed automatic traffic counting along the major traffic network throughout FBH. Automatic traffic counting is being done since 2005 and last report<sup>2</sup> is published in 2016 with data for the previous year. Based on this information, the nearest relevant traffic count device is in Kladanj approximately 10 kilometers of the project

<sup>2</sup> "Traffic count on major roads in Federation of BH in 2015", PC Roads Federation BH, Sarajevo 2016



crossroad. The data collected from the device shows that, in 2015, 3547 vehicles were passing daily (Figure 3).

Figure 2: The average amount of vehicles per day in the year 2015



Source: PC Roads Federation of BH

By request of PC Roads FBH, traffic prognosis for the same network was made by IPSA Institute Sarajevo in 2014<sup>3</sup> for the period 2013 to 2040. Analysis of the traffic flow was made for every year applying "equilibrium" procedure. The project crossroad is located on the analyzed section Podpaklenik- Junction 1 Olovo bypass. In table1 the predicted average daily number of vehicles for the project section is shown.

Table 1: Traffic prognosis for the M18, section Podpaklenik- Junction 1 Olovo bypass

Major road	Section name	AADT									
		2016	2018	2020	2022	2023	2025	2030	2035	2037	2040
<b>M18</b>	Podpaklenik- Junction 1 Olovo bypass	4434	4712	4089	4363	4648	2786	3276	3756	3917	4192

Source: PC Roads FBH, 2014

Table 1 depicts a 20% decrease in the number of vehicles in year 2025. Reasons for such a rapid and sudden change in the AADT prognosis is the planned<sup>4</sup> built of the corridor Vc5 and other alternative corridors which would lead to a decrease of vehicles on the project section. However the need for the reconstruction of the project crossroad is shown due to the bad current condition of the crossroad and the high number of accidents that happen on it.

<sup>3</sup> „Justification study for modernization of major roads in FBH programme“, IPSA Institute Sarajevo, 2014

<sup>4</sup> according to the motorway in Corridor Vc; Feasibility Study

<sup>5</sup> Corridor Vc connects Kiev (Ukraine) with Adriatic sea through Lvov and Budapest (Hungary). It is consisted out of three parts and Vc is the part that follows European lane from Budapest (Hungary) to Ploče (Croatia), over Osijek (Croatia) and Sarajevo (BH). The longest part of the corridor Vc - 335 km passes through the territory of BH and it is laid on the most populated and most developed territory (over 50% of the BH population lives in 40 km range of the corridor Vc and earns over 60% GDP of the BH).

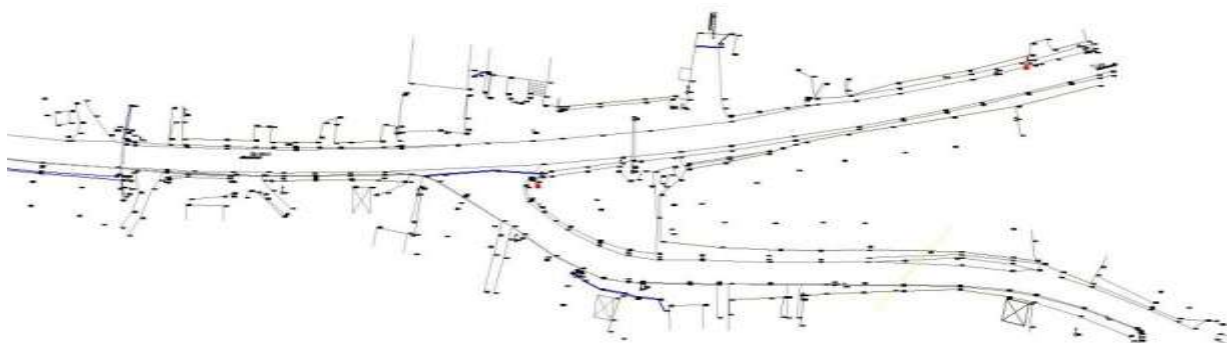
## 4. PROJECT DESCRIPTION

According to the Contract with "JP Ceste Federacije BiH d.o.o", the company "PRONASA" d.o.o. Sarajevo has received a task of doing the Main Design of reconstruction. The reconstruction on the intersection between road M18 and regional road R 468 in the location Olovske Luke, section 008, km 20+600.00 is done due to the fact that the project crossroad doesn't meet technical conditions of an intersection between a regional and a main road. Besides that, on the other side of the regional road is an extension towards the company "Alma Ras", which further complicates this crossroad. Considering the number of accidents on the project crossroad in the previous period, the Investor has marked this place as dangerous in the Study of Priorities for Reconstruction and Improvements of Dangerous Places on Main Roads.

### 4.1. EXISTING CROSSROAD

The intersection is performed as a three-branch unmarked T junction, meaning an intersection of the lowest level. The width of the main road M18 at the point of connection is 6.60 m, while the width of the regional road is approx. 6.00 m. The angle in which the regional road enters the crossroad is unfavorable, that is 42 degrees. Because of this the sufficient radiuses for all turn points from and towards the M18 haven't been secured. As mentioned before, across the crossroad is an extension for the company "Alma Ras" at the approximate distance of 65 m from the connection between roads M 18 and R 468. In addition, besides this extension, on the same side of the road there is unregulated contact with the national road in a considerable length which this company also uses. Pedestrian traffic in this zone hasn't been regulated even though the intersection is located within a populated area. Furthermore, drainage is not regulated adequately.

*Figure 4: The Existing Crossroad*



*Source: Main Design, Pronasa ltd, November, 2015*

## 4.2. NEW DESIGN

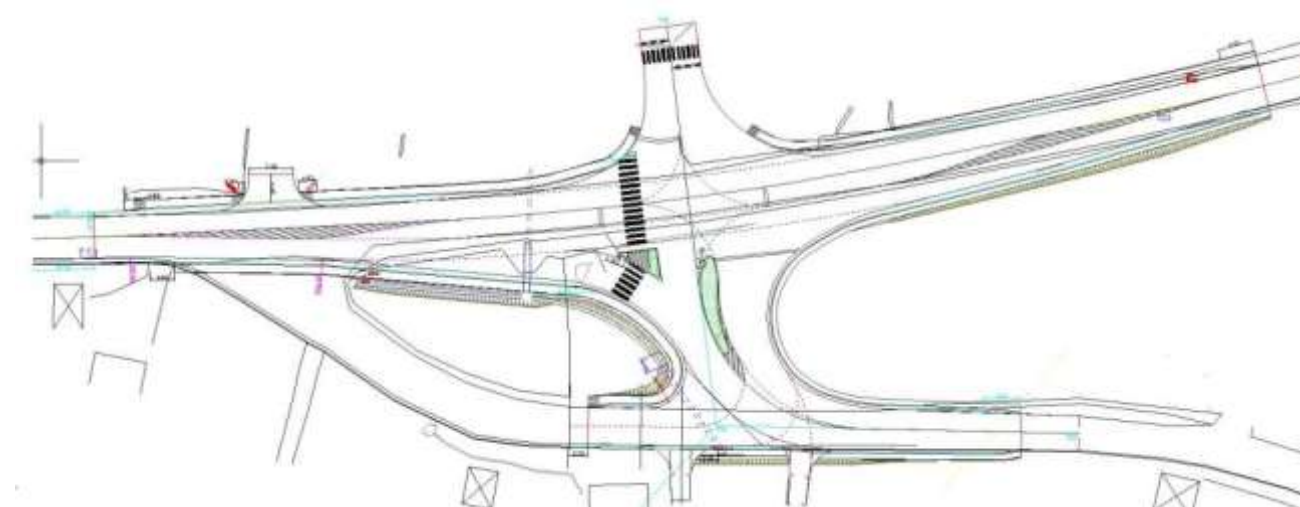
Before the start of making the main design the Investor agreed with the Municipality Olovo to reconstruct the project crossroad as a roundabout. However, the alternative with the roundabout was abandoned due to unfavorable terrain conditions after detailed analysis. Therefore, the Investor, the municipality and the designer agreed upon a reconstruction in the means of a four-branch intersection with lanes to turn left towards the regional road and the company "Alma Ras". On the connection point of regional road to the main road, a drop-shaped island is designed, as well as an elevated triangular island, and the right edge of the pavement is rounded off with three arches (inlet radiuses from the regional road).

The longitudinal slope of the connection is 5% in the length of approximately 25m, later increased to 7%, which reduced the burial of the regional road in front of the residential buildings. On the main road (for right turns) a wedge-shaped outflow lane of approx. 35m in length is envisioned, which is rounded by a radius of 25m towards the regional road. The longitudinal slope of the main road in the zone of connection is 0.60% and the transverse is 2.5%, the width of the left turn lane is 3m. On the connection to the company "Alma Ras" due to the limited space there are no islands, and the longitudinal slope is 9%, i.e., the existing one is retained. Transience has been checked in all directions for a heavy vehicle with a trailer. Along the right edge of the road, in the main direction (in the direction of the growth of the chainage), a pedestrian path of 1.60 m width is designed. Also, a part of the pedestrian path along the left edge of the roadway towards the regional road is envisioned to allow access to residential buildings along the regional road.

The situate layout indicates the places where the ramps on the pedestrian route are required. Considering there has been a dislocation of the intersection, a certain part of the housing buildings which gravitated towards the regional road in the zone of connection have lost their entry points, which required finding a new solution for these buildings. A service road was formed on this part (the remaining part of the regional road whose dimensions are retained) for which longitudinal and cross-sectional sections have been made and both accesses are shown. Laid down curbs have been envisioned on all accesses.

Drainage of rainwater from the intersection is solved by the use of gutters and gullies. The position of the gullies and revision manholes is shown on the drainage situation layout. For the collector is envisioned a pipe diameter of 250mm, perforated in top third (120°). The recipients are an existing culvert on the profile P7, as well as an existing manhole along the national road on P16-1.50m.

*Figure 5: New design*



*Source: Main Design, Pronasa ltd, November, 2015*

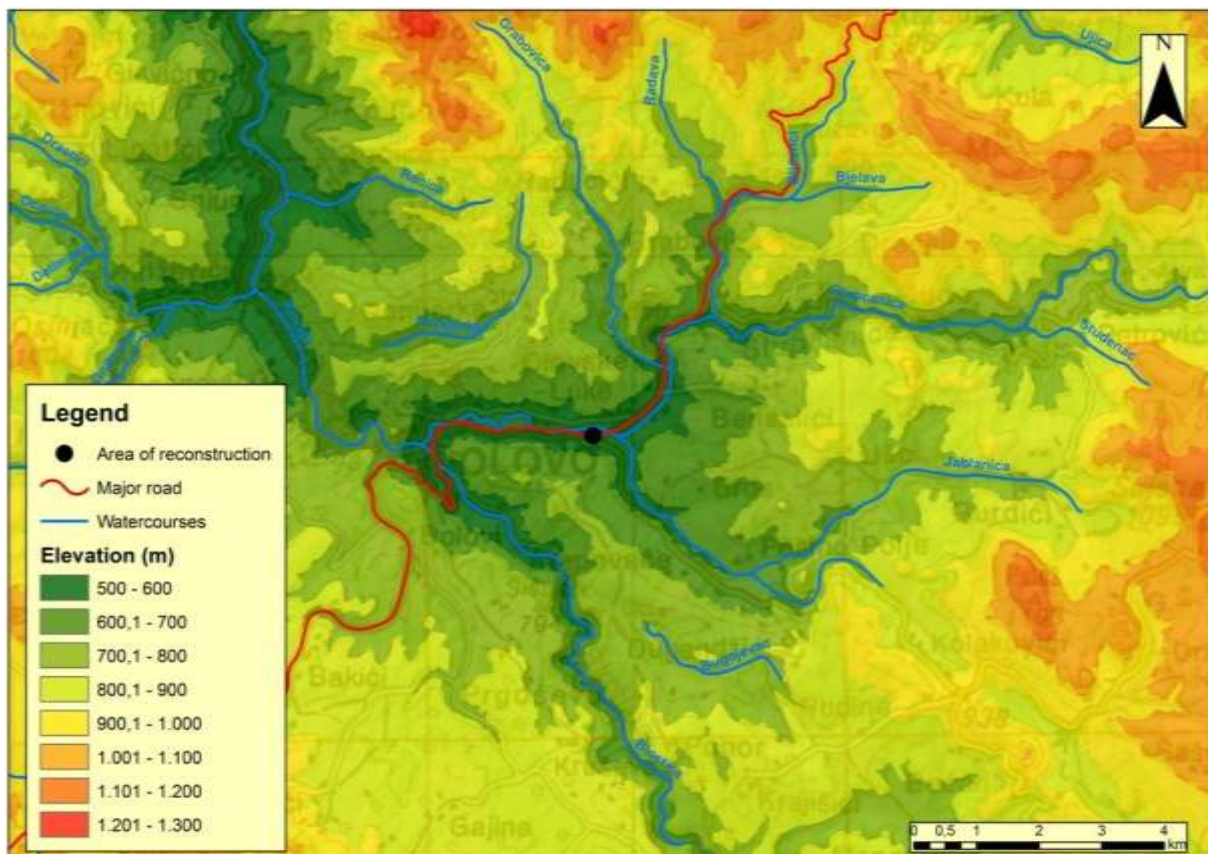


## 5. BASELINE OF PARTICULAR INTEREST

### 5.1. GEOGRAPHIC CONDITIONS

The terrain of the Project is mostly hilly with an altitude ranging from 500 to 600 meters above sea level, as indicated in the next Figure. From stratigraphic – petrographical point of view this area is composed from waterproof rocks, and from structural geomorphological point of view this type of relief belongs to the karstic type of morphostructure. Hydrogeological complexes are mostly without aquifers.

Figure 6: Geographical Map of Wider Area with the Project Location



Source: PC Roads Federation of BH

The geological structure of the wider area is characterized by jurassic rocks. Sediments of jurassic age, which can be found in the wider area, are mostly represented trough cherts, sandstones, marls and claystone.

## **5.2. CLIMATE FEATURES**

Climatic features of subject area are determined by the thermal and pluviometric regime, and therefore it is necessary to define its basic parameters, using climatological monitoring and a detailed analysis of the same. It can be said that the entire area is under the influence of the humid continental climate type with subalpine characteristics which can be concluded from the analysis of thermal and pluviometric regime.

The average multi-annual temperature of the area is 10.2 ° C, the warmest month is July, with an average perennial air temperature of 19.8 ° C and the coldest month is January when the average perennial temperature is -0.8 ° C.

The average rainfall in the wider area, during multi-year period is 756 mm per year. The dominant winds come from the south and north. Calms are present about a half of the total time.

## **5.3. AIR QUALITY**

No particular monitoring of air quality for this location was performed, neither for the area of Olovo. Judging by the location of the Project, it can be concluded that the highest air pollution refers to the traffic of the major road. Also, during the winter time, the air is loaded with the pollution that comes from individual furnaces and boiler units, from facilities that are located nearby the Project, while there are no other major air polluters such as industrial facilities near the site.

Based on geographical features and the fact that there are no significant polluters, it considers that the air quality is good. The Contractor shall conduct a baseline measurement for air quality monitoring prior to the start of works.

## **5.4. WATER AND WATER QUALITY**

Stupčanica River is the closest surface water flow, approximately 160 m of air distance from the Project location. Stupčanica is a small river in central-northern part of Bosnia and Herzegovina. The Stupčanica River springs near Han Pijesak, and meets with the Bioštica at the town of Olovo. It is a right tributary of the Krivaja River.

Besides the Stupčanica River, several smaller streams are nearby, like the Jablanica and Grabovica stream.

There is no water quality monitoring system on the River, but it is obvious that the watercourses are threatened by human activities such as transport, agriculture, non-sanitary

Figure 7: Hydrographic Map of the wider area of the Project



In close proximity to the Project area, we can find mostly facilities for business purposes (stores) and residential purposes (houses) which are exposed to the traffic noise and according to the Law on Noise Protection, they fall under the fifth zone, where allowed noise levels are 65 dBA during day and 60 dBA at night.



## 5.6. LAND AND LAND USE

In the vicinity of the Project the dominant land use is developed land in the form of residential facilities of individual housing and in the form of complexes of cultivated areas. Individual housing facilities mostly represent buildings which are mainly ground floor, one-story and two-story houses. Majority of the facilities are located along the major road M-18, and along the regional road that is connected to the main road. Public buildings are not located in the vicinity of the Project.

Figure 8: Land use in the wider area of the project according to CORINE<sup>6</sup> model



Source: Coordination of information of the Environment, European Environment Agency

## 5.7. FLORA AND FAUNA

The entire narrower area of the planned project was greatly changed i.e. the area is urbanized. In the closer Project area there is neither flora nor fauna, neither there is urban greenery which must be taken into account. It is necessary to pay attention during

<sup>6</sup> Coordination of information of the Environment - European Environment Agency

construction works on spilling hazardous matter i.e. possibility that they could reach the Stupčanica river and its wildlife. However, the Contractor shall conduct a review of the site for the baseline prior to the start of works.

## **5.8. PROTECTED AREAS**

The location of the Project is not located within a protected area according to Spatial plan of FBH, Spatial plan of Zenica – Doboј Canton and The Cantonal Ecological action plan of Zenica – Doboј Canton for the period of 2017 – 2025. There are also no recorded archeological findings in the observed area.

## **5.9. POPULATION AND SETTLEMENTS**

The Olovo is located on the far east of the Zenica-Doboј Canton and is an administrative, business, cultural, health and educational center of the Olovo municipality. The municipality Olovo has an area of 407,80 km<sup>2</sup> and the population of 10.175 people according to the 2013 census. The population density is 25 ppl/km<sup>2</sup>, making it a one of the most sparsely populated municipalities in Bosnia and Herzegovina.

The crossroad is located approximately 2 km from the town Olovo at its eastern entrance in the settlement Olovske Luke. The location is characterized by mainly ground floor, one-story and two-story residential houses. Furthermore, the location is defined by the textile manufacturing facility of the company Alma Ras Ltd. An integrated part of the manufacturing facility is the supermarket where locals buy groceries on a daily basis. The rest of commercial activities are concentrated in the town center, located cca 2 km west from the area of construction works.

The nearest primary school is located cca 1,5km from the project crossroad. Nevertheless, the majority of the population in the project area works and gravitates to the town Olovo. The importance of the project crossroad is in the fact that it is located on a route that connects the two biggest cities in the Federation of BH, Sarajevo and Tuzla.

Furthermore, the importance of the project for the local community is reflected through the fact that this is the fastest and most convenient way for inhabitants of the eastern part of the municipality Olovo to reach the administrative, healthcare, educational and administrative center of the municipality the town Olovo. Furthermore, the planned reconstruction would greatly improve the safety of pedestrians including children who in a great part cross the project crossroad every day on their way to school.

Figure 9: Location of project crossroad



Source: PC Roads of FBH

## 6. DESCRIPTION OF POSSIBLE IMPACTS DURING CONSTRUCTION, OPERATION AND MAINTENANCE

### 6.1. PRE-CONSTRUCTION IMPACTS

#### Socio-economic Impacts

**Pre-construction land acquisition:** The project roundabout is a part of the integrated Resettlement Action Plan (RAP) for 9 sub-projects which was publicly consulted and disclosed in March 2016. As described in the integrated RAP, small parts of 14 private and 1 public land plots will be expropriated. The area affected on 12 private land plots is 10% or less of the total land area, while 70% of land is affected on land plot number 566/2 and 20% of land is affected on land plot number 871/2.

Figure 10: Planned expropriation on project crossroad



Source: PC Roads of FBH

According to Table 4 one business located on 7 private land plot (425/1, 569, 425/2, 567/1, 570, 571/1, 576) will be affected in means of expropriation of a part of the land plot it is located on. In addition a part of the access road on the same plots will be affected. The access is affected in means of betterment, and will not be restricted throughout the construction period. The affected part of land equals 6% of the entire area of the plots, thus no economic impact is expected.



Furthermore, According to the integrated RAP Economic Displacement is defined as: "Loss of income streams or means of livelihood, resulting from land acquisition or obstructed access to resources (land, water or forest) resulting from the construction or operation of a project or its associated facilities."<sup>7</sup> Based on this definition and the above said, no such impact can be indentified for this Sub-project. Thus, it can be concluded that no economic displacement will take place.

Furthermore, neither physical displacement nor permanent access restrictions have been identified on this project.

Table 2: Excerpt from the RAP Census (inventory of impacted private parcels)

No.	Location (section)	Land plot no.	Type of impact	Category	Total area of plot (m2)	area affected	% affected
1	Olovo (Vitelj-Olovo)	425/1, 569, 425/2, 567/1, 570, 571/1, 576	Part of access road	Business	5609,00	336,54	6%
2		426	Part of land	Land plot	1178,00	11,78	1%
3		566/2	Part of land	Land plot	1607,00	1.124,90	70%
4		579	Part of land	Land plot	1537,00	30,74	2%
5		578	Part of land	Land plot	917,00	18,34	2%
6		567/2	Part of land	Land plot	165,00	1,65	1%
7		566/1	Part of land	Land plot	1709,00	102,54	6%
8		871/2	Part of land	Land plot	703,00	140,60	20%

On plot number 871/2 parking lot has been identified during the walkover survey conducted on October 4<sup>th</sup>, 2017. Although the concerned land plot is not owned by the company Alma Ras Ltd, the parking lot is used by the workers of the company, probably in accordance with a lease agreement. According to Table 4, 20% of the concerned land plot will be affected which leaves enough space for the parking lot to continue to service its purpose during the construction as well as during the implementation period.

<sup>7</sup> Integrated Resettlement Action Plan for Sub-projects, Enova Ltd. Marc, 2016



Figure 11: Parking lot on land plot number 871/2



Source: PC Roads of FBH, October 2017

## 6.2. IMPACTS DURING CONSTRUCTION

### Impact on Air Quality

**Exhaust gases** - The machinery that is used during the construction and delays, i.e. traffic standstills on the road due to works on reconstruction of crossroad will lead to an increased emission of such gasses as SO<sub>2</sub>, CO<sub>2</sub>, CO, NO<sub>x</sub> and Pb.

**Dust generation** - where the most important polluters are solid particles (PM<sub>10</sub> and PM<sub>2,5</sub>). Possible sources of dust generation include: site preparation activities, handling of building materials such as gravel, sand, asphalt, cement and the construction itself. The spreading of this pollution will depend on the weather conditions (wind strength and precipitation). The impact of dust emissions is not significant, it is temporary and of local character.

### Impact on Noise Level and Vibrations

Noise emission is likely to appear during site preparation. Possible sources of noise are: ground preparation activities, use of tools and equipment, assembly of building materials on site; offloading of building materials such as gravel, sand, asphalt etc. and the work of construction machines in general.

### Impact on Surface Water Quality

**Possible contamination of water** – may occur due to general construction activities and malpractice including inappropriate extraction of resource material, handling of hazardous substances (i.e. asphalt, chemicals and paint), inadequate waste handling, liquid and solid, equipment damage which may lead to leakage of lubricants and fuel (increased blurring, input of fats and oils) etc. These impacts can be avoided by working carefully, so the construction will not have a significant negative impact on the water.

### Impact on Soil Quality

- Soil compaction due to heavy machinery (vehicles and equipment for construction) moving around the location;
- Uncontrolled (storing, handling and depositing) and untreated waste is one of the major sources of pollution that can disrupt soil quality.

### Impact on Biological and Natural Resources

- Pollution of soil with hazardous substances (fuel and oils in case of spills) can harm biodiversity of the surrounding area.

### Impact on Protected areas

The observed project is not situated in any of the existing or planned protected areas.

### Impact on Landscape Values

Partial alternation of landscape and visual aspects can be expected with organization of construction sites, presence of personnel and machinery on site. These impacts are temporary and negligible.

### Impact on Traffic Safety and Traffic Flow

Traffic congestion and obstructions on road section - increased traffic flow, leading to congestion and obstruction is likely to be experienced on major road M18 during the construction.

No complete traffic stoppage is likely to occur due to construction activities of the project crossroad.

Trenches are likely to be made during implementation of construction activities, including earthworks and temporary storage of construction material.

### Population Safety Impact

According to local practice, no working camps will be set up for the purpose of accommodation of workers. All workers will commute daily to the construction site. Thus the impact of worker's presence on local community is minor. **The vicinity of the construction site:** safety issues regarding local population that can occur due to the vicinity of the construction site includes:

- Inadequate noise levels that can impact the health of the local population
- Illicit entrance to the construction sites by local population (children)
- Reconstruction also may lead to interruption of land use by inadequate waste management in terms of uncontrolled and untreated waste (e.g. accidental spills from construction machinery, solid waste generated by workers on the construction site) that might be harmful to local communities.

### Socio-Economic Impacts

**Temporary land use and damage to private property:** At this moment it is not expected that it will be necessary to temporarily occupy any privately owned land plots for lodging machines and disposal of materials. Machines and Materials will be disposed on land owned by the Investor alongside the project road. However, if temporary occupation of private land is needed during construction, this will be agreed upon with respective owners and the compensation will be paid in accordance with provisions determined in the RPF and Integrated RAP before the land is accessed.

**Impacts on businesses in the vicinity of the construction site:** according to the integrated RAP 1 business will be affected by expropriation. The representative of the affected business was surveyed and the results have been integrated in the concerned RAP.

The impacts perceived as possible during the construction period by the surveyed business owner are:

- Loss of customers
- Disruption of business due to construction works
- Damage to the fence,

While all said that access difficulties would be unavoidable.

These impacts are considered major but short termed.

**Access restrictions:** No access restriction to nearby residential or any other facilities is expected during construction works.

**New workplaces and impacts on local businesses (positive):** New business opportunities are expected to be created for local businesses such as transporters, suppliers and other service providers. The project is expected to have positive impact on the local employment opportunities with opening new workplaces during road construction. This impact is considered to be short term and small due to small scope of civil works.

### **Impact on living conditions of local communities**

Following adverse impacts during construction are expected:

- Traffic disruptions,
- Noise increase,
- Inappropriate disposal of construction waste,

- Disruptions to water and electricity supply, telephone and Internet connections, waste collection, regular public transport, delivery of mail,
- Potential hazards from the proximity of construction activities.
- Local businesses can be affected in means of late delivery of goods and products. The impact is short termed and minor due to the expected short duration of civil works.

### **6.3. IMPACTS DURING OPERATION AND MAINTENANCE**

Since this crossroad is an already existing object neither new negative impacts, nor deterioration of existing negative impacts, during operation and maintenance are expected.

### **6.4. POSITIVE IMPACTS**

Project implementation will have positive impacts on the quality of life of the local community. There are several opportunities that were detected in the project:

- More efficient and safer traffic system: by decreasing the time of travelling, lower number of traffic accidents, lower costs of maintenance and management;
- Improved pedestrian safety due to construction of separate pedestrian lane along the crossroad;
- Improvement of transport system and accessibility;
- Developed road structure with improved access to and out of the project area;
- Benefits to vehicle users and users of public transportation due to improved traffic connections and capacity;
- Lowering traffic congestions by increasing traffic flow;
- Increased travel speed and travel quality;

## 6.5. ENHANCEMENT MEASURES

Table 3: Enhancement Measures

Impact	Improvements to be achieved	Cost Assessment (US\$)		Institutional Responsibility	
		Operative	Implementation	Operative	Implementation
▪ Traffic	<ul style="list-style-type: none"> <li>▪ Better traffic flow;</li> <li>▪ Reduction in time travel and cost by enhancing road surface and building a roundabout;</li> <li>▪ Improved road and travel safety;</li> </ul> Increased pedestrian safety by designing footpaths.	-	-	Contractor	PC Roads FBH
▪ Socio-economic	<ul style="list-style-type: none"> <li>▪ New job and business opportunities for local construction workers and firms (temporary);</li> <li>▪ Improvement of connections of local population to the municipality center Olovo</li> <li>▪ Improved connections between the two largest cities in FBH, Tuzla and Sarajevo</li> </ul>	-	-	Contractor	PC Roads FBH
▪ Visual aesthetic and landscape	<ul style="list-style-type: none"> <li>▪ Improving visual aspects of the crossroad and surrounding area.</li> </ul>	Included in construction works	Included in supervision	Contractor	PC Roads FBH

## 7. MITIGATION MEASURES

The purpose of this ESMP is to set forth mitigation measures associated with the environmental impacts identified for this given project activity. The mitigation measures are included in this section and summarized in Table 4. This chapter includes also the general provisions and mitigation measures that the contractor hired for reconstruction will need to obey and/or perform. The requirements that the Contractor needs to follow, beyond the provisions of the ESMP, will be outlined in a number of planning documents (plans) that will be developed by the contractor prior to any start of works. The development of such documents will allow for adjustments of the ESMP measures based on the potential new findings on the site, as a result of the public consultations or developing the project specific baseline.

As a part of Tendering Documents (TD) for the Contractor, PC Roads FBH will require that the Contractor submit a Construction Site Organization Plan (CSOP), which will highlight certain requirements both for completion of works and implementation of mitigation measures.

CSOP consists of following components<sup>8</sup>:

- (i) Description of the preparation works and description of location organization during and after the construction (design of access roads, internal roads, manipulative and parking spaces, layout of installations, design and organization of temporary construction site facilities, terrain rehabilitation upon completion of works). This part of CSOP needs to contain technical description, calculation and graphical appendices, and BoQ.
- (ii) Technological scheme (location and operation of the storage and disposal sites of the materials, location of the mechanization maintenance, disposal sites for special types of waste, storage of dangerous and harmful substances). This part of CSOP needs to contain technical description, calculation and graphical appendices, and BoQ.
- (iii) Elaborate on safety (Elaborate on safety on work and Elaborate on protection from fires and explosions), which shall include according to provision of this ESMP a Management Plan in Case of Accidents (MPCA); and
- (iv) Practical plan of the implementation of this ESMP and among other a detailed Waste Management Plan (WMP)].

Additional request for the Contractor, as stipulated by ESMF and this ESMP, is to design and submit a detailed Traffic Management Plan (TMP) 30 days prior to commencement of

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<sup>8</sup>Ordinance on Construction Site Organization, Mandatory Documents on Site and Participants in Construction (Official Gazette of the FBH No.48/09)

works (in accordance with Appendix 4. Road Safety Management of the ESMF). The TMP shall also include management of traffic according to the season, notably trying to minimize impacts during the summer months.

Within the framework of the project, PC Roads FBH prepared a Resettlement Policy Framework (RPF) which clarifies land acquisition/resettlement and compensation principles, organizational arrangements and procedures for planning land acquisition/resettlement. The RPF also serves as a guide for preparation of site-specific Resettlement Action Plans (RAPs). This sub-project is included in the Integrated RAP, disclosed and consulted in March 2016.

## **7.1. MITIGATION MEASURES IN PRE-CONSTRUCTION PHASE**

### **7.1.1. Contractor Management**

PC Roads FBH will ensure that the construction intervention is carried out without risk to the health and safety of all workers and local community through contract clauses. Therefore, the Contractor will plan, coordinate, control and monitor the undertaken activities to effectively minimize the risks presented during their work.

The ESMP is forming part of the tendering documents and the Contract for Execution of Works. It is the Contractor's obligation to include the implementation of environmental and social mitigation measures into the overall cost.

The Contractor will be required to provide a short statement that confirms that:

- The ESMP conditions have been estimated and included into the bid price,
- The Contractor for Execution of Works has a qualified and experienced person on the Contractor's team who will be responsible for the environmental and social compliance requirements of the ESMP.
- The Contractor will comply with applicable BH and FBH laws, EU standards and WB requirements, including the relevant Operational Policies, this ESMP, framework ESMF and the Environment, Health and Safety guidelines, where applicable.

The following contractual conditions shall apply to the Contractors for Execution of Works employed by PC Roads FBH:

- The Contractor will be required to prepare site-specific CSOP in accordance with the requirements of this ESMP. All submitted CSOPs should be formally reviewed by PC Roads FBH prior to agreement and signing.
- The Contractor will provide formal written reports to PC Roads FBH in accordance with requirements set-out in the ESMP which is part of this document;

- PC Roads FBH is responsible to introduce all contractors and sub-contractors and personnel working on the Project on the contents and provisions of this ESMP and any penalties arising from non –compliance therewith;
- The Contractor is responsible for notifying PC Roads FBH immediately upon receiving any complaints or grievances, as well as immediately upon identifying and implementing any of any corrective actions. The Contractor shall inform the complainant of the Grievance redress mechanism. All grievances will be registered with the Central Feedback Desk (CFD) and logged in the Central Grievance Log. . Contractor will fill out the grievance registration template provided in Appendix 2 of this ESMP on a regular basis and will make it a part of the monthly reports to the contractor
- The Contractor shall provide monthly reports on its management and monitoring of the working conditions of direct and indirect employees on the work site and ensure that systems are in place to monitor compliance with labor and health and safety standards.

The contractor shall:

- Ensure that all workers are required to comply with all national/federal legislation on labor and health and safety, as well as any other relevant standards, including the World Bank Group EHS guidelines; and be held responsible if compliance is not met;
- Be responsible for all activities undertaken by his subcontractors;
- Maintain regular effective two-way communication with all workers, sharing information and assisting in dealing with any unforeseen problems promptly.
- Exchange information and request any plans from sub-contractors, which deals with significant health and safety hazards and risks created by or associated with their work activities.

The recommendations and proposed mitigation measures will be attached to the tendering documentation and subsequently the contract with the Contractor. The ESMP is a part of the work program and as such, it needs to be addressed to the Contractor and carried out as required.

During the construction phase, Contractors will be required to allocate the responsibility of overseeing day-to-day compliance with the SS ESMP to a senior member of staff. Contractors will be responsible for the implementation of all measures included in the SS ESMP for all activities undertaken in terms of the construction contract (including work undertaken by subcontractors). Compliance of Contractors with these measures will be assessed by the Construction Supervisor appointed by the PC Roads FBH, in line with the Decree on Construction Site Organization, Mandatory Documentation on Construction Site and Construction Work Participants.



### **7.1.2. Land acquisition and Involuntary Resettlement**

The project roundabout is a part of the integrated Resettlement Action Plan (RAP) for 9 sub-projects which was publicly consulted and disclosed in March 2016. As described in the integrated RAP, 4 parts of 14 private and 1 public land plots will be expropriated.

All land acquisition and expropriation will be conducted in compliance with the applicable legislation in FBiH (in particular, the Law on Expropriation of FBiH), the requirements set by WB OP 4.12 on Involuntary Resettlement and the integrated RAP.

All owners, occupants and users of affected properties at the time of the cut-off date, whether with or without fully recognized ownership rights, are eligible for certain type of compensation or assistance as outlined in the Entitlements Matrix in the Integrated RAP.

Compensation will always be effected prior to land entry or taking of possession over property by the expropriation beneficiary. The land cannot be taken physically (i.e. any civil works or construction cannot start) before compensation has been paid to the affected persons.

All affected persons will be informed, meaningfully consulted and encouraged to participate throughout the land acquisition process, in accordance with the information disclosure and consultation requirements set out in the integrated RAP.

In addition, an effective grievance mechanism is in place for receiving and addressing in a timely fashion specific concerns about compensation and relocation raised by displaced persons, in the manner described in more detail in Chapter 10.2.1 of this ESMP (Grievance Mechanism).

## **7.2. MITIGATION MEASURES DURING CONSTRUCTION PHASE**

### **7.2.1. Environmental Management**

During the construction phase, the Contractor shall award the responsibility of supervising everyday compliance with ESMP to a senior engineer.

The Contractor will be responsible for the implementation of all measures included in the ESMP for all activities undertaken in terms of the construction contract (including work undertaken by sub-contractors).

Compliance of Contractor with provision of ESMP will be assessed by the Construction Supervisor appointed by PC Roads FBH, in accordance with the Ordinance on Construction Site Development, Obligatory Documents on Construction Site and Participants in Construction Work (Official Gazette of the FBH, No. 48/09, 75/09 and 93/12).

Compliance reviews will be submitted by Contractor to PC Roads FBH on a monthly basis. Non-conformances, incidents and deviations from the ESMP will be communicated to PC Roads FBH, or the Supervisor, as soon as possible, within 24 hours from the time of occurrence, where PC Roads FBH shall react to the occurrence a.s.a.p. and impose corrective measures with a deadline for undertaking them.

All mitigation measures are specified in the Table 4. Environmental and Social Impacts Management Plan.

### **7.2.2. Health and Safety**

Works on the reconstruction may pose health and safety risks for construction workers and visitors to the construction site. Population near the construction site and construction workers, as well as road users will be exposed to the risk of: biophysical health risk factors, (e.g. noise, dust, chemicals, construction material, solid waste, waste water, vector transmitted diseases etc.), and (ii) road accidents from construction traffic.

Therefore, the Contractor is obliged to:

- Ensure that only properly trained/licensed people operate heavy machinery;
- Implement suitable safety standards for all workers and site visitors, which should not be less than those laid down in the international standards in addition to complying with the national standards of the FBH<sup>9</sup>,
- Make sure basic safety features for visitors are in place, such as construction warning signs for protecting unsafe areas from being accessed or the obligation for every visitor to wear a helmet before entering the construction site
- Provide the workers with a safe and healthy work environment, taking into account inherent risks in its particular road rehabilitation activity and specific classes of hazards in the work areas,
- Provide personal protective equipment (PPE) for workers, such as safety boots, helmets, masks, gloves, protective clothing, goggles, full-face eye shields, and ear protection. Maintain the PPE properly by cleaning dirty equipment and by replacing damaged equipment with new one.
- Safety procedures include provision of information, training and protective clothing to workers involved in hazardous operations and proper performance of their job.

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<sup>9</sup>- *Occupational Safety and Health Convention, 1981 (No. 155)*

- *Promotional Framework for Occupational Safety and Health Convention, 2006 (No. 187)*

- *The Safety and Health at Work Directive 89/391/EEC*

- *World Bank Occupational Health and Safety Guidelines (April 30, 2007.)*

- *and other Recommendations and EU directives*

- Appoint an environment, health and safety manager to look after the health and safety of the workers.

#### **7.2.2.1. Safety Engagements**

The Contract should ensure that all possible risks in the course of work are eliminated or reduced to a minimum. In order to prevent the possibility of higher-scale accidents it is necessary to plan and develop the measures to help reduce the adverse impacts. The Contractor's duty is to create a Management Plan in Case of Accidents (MPCA).

The MPCA should include organizational structure, responsibilities, procedures, communication, training, resources and other measures needed to provide appropriate reaction of the Contractor in case of accidents which might occur during the project. The most important items of the MPCA are as follows:

- Identify potential hazards and large-scale accidents,
- General procedures for all emergencies and accidents that might occur during the project due to natural disasters, defects on equipment or human errors,
- Description of preventive measures against accidents,
- Workers training for their roles and responsibilities when accident occurs,
- Determining responsible person at the spot,
- Urgent communication procedures,
- Information and contacts of important local authorities and emergency services,
- Internal and external alarming,
- Response plans for specific types of hazards, for example medical assistance, fire etc.

The MPCA should include:

- Spill Response Plan,
- Emergency Preparedness,
- Response Plan to Accidents.

The contractor is also obliged to:

- The contractor should provide portable toilets at the construction sites, if about 25 people are working the whole day for a month. Location of portable facilities should be at least 6 m away from storm drain system and surface waters. These portable toilets should be cleaned once a day and all the sewerage should be pumped from the collection tank once a day and should be brought to the common septic tank for further treatment.

- Contractor should provide bottled drinking water facilities to the construction workers at all the construction sites.

The Contractor is obliged to secure the construction site in accordance with the Regulations on Occupational Safety and to provide adequate equipment

In case compliance is not met the contractor will be held responsible in accordance with Labor Protection Law.

#### **7.2.2.2. First Aid**

The Contractor shall:

- Ensure that facilities that provide health care and first aid are easily accessible. Appropriately equipped first aid stations are to be easily accessible in the whole work area;
- Documenting and reporting accidents, diseases and incidents on workplace;
- Prevent accidents, injuries and diseases originating from, in connection with or arising in the course of work, reducing as much as possible the possible cause of danger in the way which is in accordance with good international practice of;
- Identify potential dangers for works, particularly those that might pose threat to life, and provide the necessary preventive and protective measures;
- Ensure that construction site drivers strictly comply with the rules of driving;
- Ensure appropriate lighting in city urban area and alongside roads.

#### **7.2.3. Traffic and Road safety**

The Contractor shall ensure traffic and road safety during performance of works.

The Contractor shall develop the CSOP which includes preparation and organization of construction site during and after construction, including roads on the construction site i.e. Traffic Management Plan (TMP).

Traffic on construction site is to be regulated the same way as public traffic roads.

The Contractor is obliged to:

- Prepare and deliver TMP to PC Roads FBH for its approval, no later than 30 days upon the beginning of works on any component of the project included in traffic redirection and management.

- For the purpose of uninterrupted traffic movement during the reconstruction of the crossroad, include in TMP the following parts: detailed drawings of traffic solutions by showing all bypasses, temporary roads, temporary turns, necessary barricades, signalization/lighting, traffic signs etc.
- Ensure signs in strategic parts of traffic roads.
- Install and maintain a sign on each important crossroad, on roads which will be used during reconstruction works, which will clearly indicate the following data in a local language:
  - Location: station label and settlement name
  - Duration of construction
  - Period of the proposed bypass/alternative road
  - Name and contact address/telephone number of responsible personnel
  - Name and contact address/telephone number of contractor
  - Sincere apology for the caused inconvenience

According to the Law on Roads FBH, article 77. For every construction on public road, for works on regular maintenance or any other works under traffic, appropriate temporary signage has to be set up. Respectively traffic has to be regulated in a way that will guarantee safety of traffic and contractor with minimum traffic flow disruptions.

The appropriate signage will be determined based on the Regulations on Traffic Signs (Regulations on Traffic Signs and Signage on Roads, Ways of Marking Works and Obstacles on Roads and Signs that an Authorized Person Can Give to Participants in Traffic ("Official Gazette of BiH", No. 16/07)) and in line with the Guidelines for Design, Construction, Maintenance and Control on Roads (Sarajevo/Banja Luka 2005).

TMP should include details about the following:

- Construction plan by phases,
- Beginning and duration of works,
- Overview of the existing conditions near the construction site,
- Identification of affected areas,
- Mitigation measures,
- Plan of public transport, for example, timetable, change of timetable, disturbance and the like;

- Circulation plans, including zones of entry and exit, routes for towing of material, turnaround points, parking areas, zones of interlocking with other traffic roads etc.,
- Routes for pedestrians and vehicles,
- Traffic controls for each expected intervention, including illustrations of barriers, paths, signalization plan, warning signs etc.,
- Requirements for special vehicles, for example, those of large dimensions,
- Construction works paths (access, ramps, loading, unloading),
- Connection roads for supply vehicles and storage of material,
- Expected interaction of pedestrians and vehicles,
- Roles and responsibilities of persons on construction site regarding traffic management,
- Instructions on the procedures regarding traffic control, including urgent situations.

TMP should also include appropriate communication with affected population about traffic and timely information of traffic changes/road blockage.

TMP should be monitored on a regular basis (responsibility of the supervision engineer) and audited to ensure effective implementation and to take into consideration any changes on construction site. All workers on construction site should be acquainted with the TMP.

Road safety measures envisaged during construction include vertical and horizontal signage based on Regulations on Traffic Signs (Regulations on Traffic Signs and Signage on Roads, Ways of Marking Works and Obstacles on Roads and Signs that an Authorized Person Can Give to Participants in Traffic ("Official Gazette of BiH", No. 16/07)) as shown in figure 12.

The diagram illustrates a road construction site with traffic signs and dimensions. On the left side, a vertical scale marks distances from 0 to 400 meters. Signs include a blue circular sign with a white arrow pointing right, a yellow diamond-shaped warning sign for a narrow road, and a yellow circular sign with a black border and a black diagonal line. On the right side, a vertical scale marks distances from 0 to 400 meters. Signs include a blue circular sign with a white arrow pointing left, a yellow diamond-shaped warning sign for a narrow road, and a yellow circular sign with a black border and a black diagonal line. The central area shows a road with a dashed center line and a solid edge line. A blue rectangular area represents the construction zone, with a width of 1.3 meters and a length of 1.10 meters. The distance between the signs is marked as  $S < 5.5 \text{ m}$ . The total length of the construction zone is marked as  $L \text{ (m)}$ .



The Elaborate on safety on work and Elaborate on protection from fires and explosions should include detailed measures of safety on construction site in order to ensure safety of location and remove possible risks and adverse impacts on employees and unauthorized persons.

#### **7.2.5. Land Acquisition, Involuntary Resettlement and Economic Displacement**

At this moment, it is not expected that any private land will have to be occupied during construction for lodging machines and disposal of materials. Land owned by the investor alongside the road will be used for such purpose. However, if temporary occupation of private land is needed during construction, this will be agreed upon with respective owners and the compensation will be paid in accordance with provisions determined in the integrated RAP and RPF before the land is accessed. The contractor is responsible for keeping the works within the right of way.

At this moment no access loss is expected. Nevertheless, access might get difficult during the construction phase due to traffic congestions and civil works. Thus, citizens have to be provided with timely information about upcoming construction works, expected duration of the works, alternative routes, etc. via an information leaflet on the construction site, via local newspapers, the municipality's notice board and website and via PC Roads' website as soon as the contract is signed. Furthermore, safe and continuous access to all adjacent business facilities and residences during construction has to be ensured. If access restriction cannot be avoided the owner will be timely notified. The duration of the restriction will be agreed upon with respective owners. All applicable compensations will be paid according to the provisions determined in the Integrated RAP and RPF.

### **7.3. MITIGATION MEASURES IN OPERATIONAL PHASE**

It is required from PC Roads FBH to undertake the instructions given in the *Table 4. Environmental and Social Impacts Management Plan* in operational phase.

## 7.4. SUMMARY OF MITIGATION MEASURES

Table 4: Environmental and Social Impacts Management Plan

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementa tion	Operative	Implementa tion	
PRE-CONSTRUCTION PHASE						
▪ Restricted access.	▪ Development of the TMP.	Included in the bid	Internal resources	Contractor	PC Roads FBH	
▪ Impacts on living conditions.	▪ Informing the local communities on the extent of works and duration prior to the commencement of construction works via local newspapers, the municipality’s notice board and website and via PC Roads’ website as soon as the contract is signed.  ▪ informing road users via the construction site information board, and an information leaflet at the construction site	Internal resources	Internal resources	PC Roads FBH	PC Roads FBH	Road users are orderly informed about construction works on roads via radio news and auto-moto club’s press releases
▪ Expropriation, involuntary resettlement and economic displacement	-All land acquisition and expropriation will be conducted in compliance with the applicable legislation in FBiH and the Integrated RAP - Compensation will always be paid out prior to land entry or taking of possession over property by the expropriation beneficiary. - . Cash compensation will be provided at replacement cost according to the entitlement	Internal resources	Internal resources	PC Roads FBH  +  Municipality of Olovo		

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
	<p>matrix in the integrated RAP</p> <p>-All affected persons will be informed, meaningfully consulted and encouraged to participate throughout the land acquisition process, in accordance with the information disclosure and consultation requirements set out in the integrated RAP.</p> <p>▪ Assuring an effective grievance mechanism for receiving and addressing in a timely fashion specific concerns about compensation and relocation raised by displaced persons, in the manner described in more detail in Chapter 10.2.1 of this ESMP (Grievance Mechanism).</p>					
▪ Compliance with national legislation.	▪ Obtaining all necessary permits for Project implementation.	Internal resources	Internal resources	PC Roads FBH + Project designer	Competent body for issuing the permit	Prevention of negative impacts
▪ Restrictions on land use and damages on private property and businesses.	<p>▪ Avoid private properties where possible;</p> <p>▪ The Contractor will organization the construction site in collaboration and agreement with the municipality of Olovo;</p> <p>▪ In case occasional land occupation cannot be avoided, compensation will be provided to affected owners/users (application of RPF and RAP), as well as compensation for loss of the possibility to</p>	Internal resources	Internal resources	Contractor + PC Roads FBH	PC Roads FBH	If occasional land use cannot be avoided, it will be agreed upon with respective owner and compensation will be paid before the land is

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
	continue to use land and businesses as intended.					accessed
▪ Job creation and impacts on local business.	<ul style="list-style-type: none"> <li>▪ Informing the public in advance about the construction works, in order to enable businesses and workforce in the area to prepare for the demand on the market via local newspapers, the municipality's notice board and website and via PC Roads' website as soon as the contract is signed.</li> <li>▪ Informing business owners in advance about the construction works, in order to be able to plan the necessary road use accordingly (via local newspapers, the municipality's notice board and website and via PC Roads' website as soon as the contract is signed)</li> </ul>	Internal resources	Internal resources	PC Roads FBH	Contractor + PC Roads FBH	.
<b>CONSTRUCTION PHASE</b>						
▪ Access restriction.	<ul style="list-style-type: none"> <li>▪ Implementation of the provisions on providing timely information to citizens about upcoming construction works, expected duration of the works, alternative routes, etc. via an information leaflet on the construction site, via local newspapers, the municipality's notice board and website and via PC Roads' website as soon as the contract is signed.;</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	Supervisory body is appointed by investor PC Roads FBH

\* Supervisory body shall be a Consultant appointed by PC Roads FBH according to Federal legislative

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
	<ul style="list-style-type: none"> <li>Ensuring safe and continuous access to all adjacent business facilities, shops and residences during construction;</li> <li>If access restriction cannot be avoided the owner will be timely notified. The duration of the restriction will be agreed upon with respective owners. All applicable compensations will be paid according to the provisions determined in the Integrated RAP and RPF</li> <li>Implementation of TMP.</li> </ul>					
<ul style="list-style-type: none"> <li>Impacts on living conditions of local community;</li> </ul>	<ul style="list-style-type: none"> <li>Providing timely information to the citizens on any type of disruption and inconvenience via local newspapers, the municipality's notice board and website and via PC Roads' website as soon as the contract is signed.;</li> <li>Implementation of TMP;</li> <li>Implementation of CSOP;</li> <li>Implementation of ESMP provisions.</li> </ul>	Included in construction works	Included in supervision	C Roads FBH (providing informations to the citizens)+ Contractor (implementation of the TMOP, CSOP, ESMP)	Supervisory body*	
<ul style="list-style-type: none"> <li>Impacts on local traffic:</li> <li>increase of local traffic, including heavy machinery and trucks;</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of TMP;</li> <li>Introduction of appropriate signalization and warning signs;</li> <li>Adjustment of working hours to local traffic</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
<ul style="list-style-type: none"> <li>▪ closing one of the traffic lanes for construction purposes causing traffic delays and limited access.</li> </ul>	<p>patterns, e.g. avoiding major transport activities during rush hours;</p> <ul style="list-style-type: none"> <li>▪ Traffic management system and staff training, especially for site access and near-site heavy traffic;</li> <li>▪ Provision of safe passages and crossings for pedestrians where traffic interferes.</li> </ul>					
<ul style="list-style-type: none"> <li>▪ Temporary occupation of privately or publicly owned land plots in case of unforeseen events</li> </ul>	<ul style="list-style-type: none"> <li>▪ Avoidance of temporary occupation of privately owned plots;</li> <li>▪ In case avoidance is not possible, minimize size of the area used and impacts on the vegetation and implementation of RPF and RAP provisions on temporary occupation.</li> </ul>	Internal resources	Internal resources	PC Roads FBH	Contractor	
<ul style="list-style-type: none"> <li>▪ Air emissions: <ul style="list-style-type: none"> <li>- exhaust gasses;</li> <li>- dust generation.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ High quality fossil fuels (with low percentage of sulphur and lead) need to be used for construction machinery and equipment;</li> <li>▪ All machines and vehicles to be used in construction/ reconstruction/ rehabilitation activities must have use permit;</li> <li>▪ Vehicles need to be regularly maintained ;</li> <li>▪ Equipment with installed filters to reduce soot emission needs to be used;</li> <li>▪ When not in use the equipment and machinery</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
	need to be shut down; ▪ Maximum speed of the vehicle on unpaved roads should be restricted to 20 km/h; ▪ Moistening/ wetting the site to prevent dust occurrence (in areas with dry soils or where activities generate dust); ▪ Sand and gravel materials need to be transported in covered trucks.					
▪ Increased level of noise and vibration: - noise emission and noise disturbance; - vibration.	▪ Restriction of works to period of day only (period of day: 06:00 to 22:00, period of night: 22:00-06:00) ▪ In the case of noise complaints by local residents, simultaneous use of machines that generate noise over 70 dB needs to be limited; ▪ In the case of noise complaints by local residents, number of trucks per day visiting the site needs to be reduced; ▪ All machines and vehicles to be used in construction/ reconstruction/ rehabilitation activities must have use permit; ▪ When not in use the equipment and machinery need to be shut down; ▪ Maximum speed of the vehicle on unpaved roads	Included in construction works	Included in supervision	Contractor	Supervisory body*	

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\* Supervisor shall be a Consultant appointed by PC Roads FBH according to Federal legislative



Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
	should be restricted to 20 km/h.					
<ul style="list-style-type: none"> <li>Soil degradation and emissions to soil:</li> <li>- soil contamination by oils, fuels and other hazardous substances.</li> </ul>	<ul style="list-style-type: none"> <li>Proper waste disposal; separation of hazardous waste; engagement of authorized companies for final waste disposal ; track of the final disposal sites especially for removed asphalt; note/record of the waste amounts;</li> <li>Oil and fuel collection systems to be fitted to prevent leakage</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>Degradation of biological and ecological resources by oil, fuel and chemical spillages</li> </ul>	<ul style="list-style-type: none"> <li>Prevent and control oil, fuel, and chemical spillages that can find their way to the soil and watercourses</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>Decrease in the aesthetic value of the landscape due to construction site organization.</li> </ul>	<ul style="list-style-type: none"> <li>The land determined for use by the Project can only be used for the construction activities and no other land is available for i.e. storage of building material, parking of the heavy machinery etc. in terms of soil disruption;</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>Inadequate traffic management during construction:</li> <li>- traffic congestion and obstructions on road sections;</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of EMP which includes the:               <ul style="list-style-type: none"> <li>- Design and implementation of the TMP,</li> <li>- Placement of adequate traffic signalization.</li> </ul> </li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
<ul style="list-style-type: none"> <li>▪ Inadequate waste handling.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implementation of WMP that shall ensure environmentally sound collection of waste, its storage, transport and final disposal, or and primarily reuse / recycling.</li> <li>▪ No clandestine waste disposal will be allowed on site, including open burning of wastes.</li> <li>▪ The waste should be stored for a short period of time and should be removed as soon as possible.</li> <li>▪ The waste should be primarily recycled or reused where possible and then finally disposed</li> <li>▪ No open burning of wastes is allowed on site</li> <li>▪ All Waste that cannot be reused should be handed over to a licensed company or agent (amounts are to be recorded as well as types of handling actions).</li> <li>▪ Disposal sites of construction material are will be determined by the municipality and should be handled in the most appropriate environmental manner.</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>▪ Inadequate organization of construction site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implementation of CSOP</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	

\* Supervisory body shall be a Consultant appointed by PC Roads FBH according to Federal legislative

\* Supervisory body shall be a Consultant appointed by PC Roads FBH according to Federal legislative

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
<ul style="list-style-type: none"> <li>▪ Inadequate workers safety.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implementation of work safety measures:               <ul style="list-style-type: none"> <li>- Provide workers with a safe and healthy work environment,</li> <li>- Provide personal protective equipment,</li> <li>- Respect safety procedures,</li> <li>- Provide portable toilets,</li> <li>- Provide drinking water</li> </ul> </li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>▪ Accidental situations i.e. spills, leakage of oils, fats, fuels and similar hazardous materials.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implementation of MPCA which includes:               <ul style="list-style-type: none"> <li>- Spill Response Plan,</li> <li>- Emergency Preparedness and Response Plan.</li> </ul> </li> <li>▪ Implementation of Elaborate on protection from fires and explosions</li> <li>▪ Implementation of Labor Protection Law</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
<ul style="list-style-type: none"> <li>▪ Materials supply and transport.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implementation of CSOP to ensure materials are transported in covered vehicles to reduce impacts on environment and Management Plan on Safety at Work to ensure materials are used in accordance with Bill of Quantities</li> </ul>	Included in construction works	Included in supervision	Contractor	Supervisory body*	
CHANCE-FIND PROCEDURES DURING CONSTRUCTION PHASE						

Impact/Problem	Mitigation Measures	Cost Assessment (US\$)		Institutional Responsibility		Comments
		Operative	Implementation	Operative	Implementation	
▪ Impacts on cultural heritage.	▪ If archeological findings or other chance finds appear on or near construction site immediate work suspension and local authorities notification is required;	Included in construction works	Included in supervision	Contractor	Supervisory body*	In case of finding cultural heritage, supervision is implemented by the competent institution
<b>OPERATION PHASE</b>						
▪ Regular occurrences during road operation	▪ Regular road maintenance	Incl. in maintenance works	Internal resources	Contractor for maintenance works	PC Roads FBH	
▪ Decrease in road safety due to the increase of traffic	▪ Regular maintenance of road safety equipment and signage	Incl. in maintenance works	Internal resources	Contractor for maintenance works	PC Roads FBH	

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\* Supervisory body shall be a Consultant appointed by PC Roads FBH according to Federal legislative

## 8. ENVIRONMENTAL MONITORING PROGRAM

The table below presents monitoring plan necessary for construction site – developed in connection with mitigation measures to avoid or reduce negative impact.

Prior to commencement of works, in accordance with requirements of the ESMP, and a minimum of monitoring requirements, described in table below, without limitation to these requirements, the Contractor shall prepare detailed list of mitigation measures and parameters to be monitored and prepare the site-specific baseline data as foreseen in the monitoring plan below.

The monitoring plan on construction site will be used by Supervision Engineers of PC Roads FBH. These signed lists will be forwarded to PC Roads FBH, who will be responsible for monitoring and reporting about the compliance.

PC Roads FBH will maintain a registry of grievances, which will contain all information on grievances or complaints received by the community or other interested parties. That will include: type of grievance, time and actions for their resolution and outcome.

Table 5: Environmental and Social Monitoring Program

Potential impact	Which parameter is to be monitored?	Where will the monitoring be performed?	How will the monitoring be performed?	When will the monitoring be performed?	Cost assessment (US\$)		Responsibility	
					Implementa tion	Operative	Implementa tion	Operative
PRE-CONSTRUCTION PHASE								
▪ Job creation and impacts on local businesses.	▪ Number of employed persons from local communities;  ▪ Timely informing the local communities about the forthcoming works.	Wider area of construction	Inspection	Prior to construction	Included in performance	Included in performance	Contractor	Contractor
▪ Expropriation, involuntary resettlement and economic displacement	▪ Implementation of RAP provisions	PC Roads of FBH	Monthly and quarterly internal reports	Prior to construction	/	25000	PC Roads of FBH+ Supervisory body	PC Roads of FBH+ Supervisory body
▪ Temporary occupation of privately owned land plots for the purpose of construction of access roads and placement of staff, machines and material.	▪ Implementation of RPF provisions	Construction site	Visual inspection and inspection	Prior to construction and during construction when necessary	Included in supervision	Included in supervision	Supervisory body + PC Roads FBH	Supervisory body + PC Roads FBH
CONSTRUCTION PHASE								
▪ Access restrictions.	▪ TMP in place,  ▪ Implementation of RAP and RPF provisions on compensation procedures for	Construction site	Visual inspection	Random checks at least once a week during the	Included in supervision	Included in supervision	Supervisory body + PC Roads	Supervisory body + PC Roads

Potential impact	Which parameter is to be monitored?	Where will the monitoring be performed?	How will the monitoring be performed?	When will the monitoring be performed?	Cost assessment (US\$)		Responsibility	
					Implementa tion	Operative	Implementa tion	Operative
	businesses affected by access restrictions and livelihood restoration.			construction			FBH	FBH
<ul style="list-style-type: none"> <li>Restrictions on land use and damage to the private property (agricultural plots, horizontal infrastructure, fences and railings) due to disposal of construction waste, work camps and parks of heavy machinery</li> </ul>	<ul style="list-style-type: none"> <li>CSOP in place;</li> <li>Implementation of RPF provisions on compensation procedures in case occasional land use cannot be avoided, compensation will be provided to affected owners/users</li> <li>grievances</li> </ul>	Construction site	Visual inspection + Central Grievance Log	Prior to construction and random checks at least once a week during the construction	Included in supervision	Included in supervision	Supervisory body + PC Roads FBH	Supervisory body + PC Roads FBH
<ul style="list-style-type: none"> <li>Impacts on local traffic (increase of local traffic, including heavy machinery and trucks, operation of roads with only one lane causing traffic delays and limited access)</li> </ul>	<ul style="list-style-type: none"> <li>TMP in place;</li> <li>Traffic patterns;</li> <li>Timely information to the citizens.</li> </ul>	On construction site and nearby	Visual inspection and inspection	random checks during the week	Included in supervision	Included in supervision	Supervisory body	Supervisory body
<ul style="list-style-type: none"> <li>Air emissions:               <ul style="list-style-type: none"> <li>exhaust gasses;</li> <li>dust generation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Level of dust (amount of particles of sediment and floating particles);</li> <li>Emissions of exhaust gases from vehicles and</li> </ul>	Construction site	Measuring devices	As a baseline and during construction when needed and upon	-	500 USD/measuring	Contractor	Authorized laboratory



Potential impact	Which parameter is to be monitored?	Where will the monitoring be performed?	How will the monitoring be performed?	When will the monitoring be performed?	Cost assessment (US\$)		Responsibility	
					Implementa tion	Operative	Implementa tion	Operative
	equipment; ▪ (SO <sub>2</sub> , NO <sub>2</sub> , dim and PM <sub>10</sub> ).			complaints by the citizens				
▪ Increased level of noise and vibration: - noise levels, - vibration.	▪ Level of noise.	In populated places near the construction site	Measuring devices	Upon order by supervisory organ or upon complaints by the citizens	-	500 USD /measuring	Contractor + Supervision	Authorized laboratory
▪ Soil pollution	▪ Soil quality, including, PH, heavy metals, phosphorus, nitrogen, Na, Ca, salts, PAHs hydrocarbons	On representative plots of land near construction sites	Taking samples and standard laboratory analyses	As a baseline and upon order by supervisory organ or upon complaints by the citizens	-	500 USD /measuring	Contractor + Supervision	Authorized laboratory
▪ Emissions into water and soil due to improper waste handling.	▪ CSOP in place, ▪ Waste generation and management.	Construction site	Visual inspection, disposal records or receipts from landfills	Daily	Included in performance	Included in performance	Contractor + Supervision	Contractor
▪ Degradation of biological and ecological resources	▪ Survey of the site for any endemic or endangered species	In the zone of corridors of direct and indirect impacts	Field recordings and incorporation of the findings in the ESMP	As a baseline	-	-	Contractor	Authorized institution

Potential impact	Which parameter is to be monitored?	Where will the monitoring be performed?	How will the monitoring be performed?	When will the monitoring be performed?	Cost assessment (US\$)		Responsibility	
					Implementation	Operative	Implementation	Operative
▪ Waste management.	▪ Implementation of CSOP and WMP.	Construction site	Visual inspection, disposal records or receipts from landfills	Regularly during construction. Amount and disposal records internal reports will be made daily and monthly	Included in performance	Included in performance	Contractor + Supervision	Contractor
▪ Accidental situations i.e. spills, leakage.	- Implementation of MPCA which includes: - Spill Response Plan, - Emergency Preparedness and - Response Plan.	Construction site	Visual inspection	Daily	Included in performance	Included in performance	Contractor + Supervision	Contractor
▪ Materials supply.	▪ Implementation of CSOP (the origin of material, material approvals etc.).	Construction site	Reports	Daily	Included in performance	Included in performance	Contractor + Supervision	Contractor
▪ Material transport.	▪ Implementation of CSOP (the origin of material, licenses	Construction site	Visual inspection	Daily	Included in performance	Included in performance	Contractor +	Contractor

Potential impact	Which parameter is to be monitored?	Where will the monitoring be performed?	How will the monitoring be performed?	When will the monitoring be performed?	Cost assessment (US\$)		Responsibility	
					Implementa tion	Operative	Implementa tion	Operative
	etc.).						Supervision	
▪ Workers safety.	▪ Implementation of work safety measures (protection equipment, toilets, drinkable water etc.).	Construction site	Visual inspection	Daily	Included in performance	Included in performance	Contractor + Supervision	Contractor

## **9. IMPLEMENTATION AND REPORTING**

### **9.1. PROJECT IMPLEMENTATION**

PC Roads FBH is the implementer of the Project and shall be responsible for the implementation and compliance of the Project in line with the ESMP.

The public has the right to participate directly or indirectly, with a possibility to state their interests and opinion in decision-making process during all project activities.

The application of all identified environmental and social mitigation measures and the environmental monitoring program will be ensured. The Contractor will be responsible for the implementation of the environmental mitigation measures during construction and will employ environmental experts to supervise the implementation of Contractor's responsibilities and will be in communication with the investor and with the FMoET. PC Roads FBH will constitute a Grievances Committee which will receive all grievances during Project implementation in accordance with grievance mechanisms as prescribed in the ESMF. During project implementation, PC Roads FBH will supervise compliance of the Contractor with provisions and ESMP.

Upon project completion, PC Roads FBH will be in charge of structures' management and maintenance. Regular and timely payment will be carried out in accordance with monitoring plan.

### **9.2. REPORTING PROCESS**

#### **9.2.1. Contractor to PC Roads FBH**

The Contractor shall prepare a Report on compliance with ESMP in form of a monthly progress report and submit it to PC Roads FBH in a local language (C/S/B and in English, in analogue and digital form).

In case of any accidental situations or jeopardizing the environment and society the reporting must be immediate. The Contractor is obliged to inform the PC Roads FBH and local community immediately after any accidental situations that happened over the phone +387 33 250 370 or via email form at the PC Roads FBH website: <https://jpcfbih.ba/bs/kontakt>.

The Contractor's reports to PC Roads FBH are to include a list and description of the performed activities, as well as recommendations and planned future activities and protection measures.

#### **9.2.2. Supervision Engineer to PC Roads FBH**

The Supervision Engineer shall prepare a Report on compliance with ESMP in form of a monthly progress report and submit it to PC Roads FBH in a local language (C/S/B and in English, in analogue and digital form).

#### **9.2.3. PC Roads FBH to WB**

PC Roads FBH shall prepare Annual Environmental Health and Safety Reports (AEHS), including monitoring indicators and reports on the implementation of their requirements set in ESPM and submit them to the World Bank for review.

In case of higher-scale accidents or deaths on construction site, PC Roads FBH shall promptly notify the World Bank thereof.

## **10. PUBLIC DISCUSSION AND INFORMATION DISCLOSURE**

### **10.1. PUBLIC CONSULTATION**

Public consultation of the subject ESMP was organized in Olovo after the WB approved the draft of the ESMP.

The document was published and available to the public in a local language on the website of PC Roads FBH and on the website of Olovo Municipality on 05.04.2018. Public consultations were announced on the website PC Roads FBH and on the website of Olovo Municipality on 05.04.2018. and on 09.04.2018. in local newspapers (Dnevni Avaz). The public consultations were held on 24.04.2018. in Olovo, and the Minutes of the Public Discussion on ESMP is an Appendix 3 of this document. Public consultations were attended by 9 interested parties.

The record on public discussion, that is, grievances presented at the public discussion shall be recorded in the Grievance Register, and opinions and suggestions of the public shall be integrated into the final ESMP.

After public discussion the documents is disclosed again on the website of PC Roads of FBH.

### **10.2. INFORMATION DISCLOSURE**

ESMP draft was available on the website of PC Roads of the ([www.ipcfbih.ba](http://www.ipcfbih.ba)) in a local language and on the website of the WB in English. During the process of public consultation the interested public got all information regarding the project, including anticipated social and environmental impacts. The findings of the assessment will be presented in a simple way.

During construction period, the Contractors will submit monthly information to PC Roads FBH regarding process of work, which will be published on the websites of PC Roads FBH and BHAMK (Car Association of BH) regarding temporary traffic regulation.

Schedule of works and potential changes to the schedule will also be announced two weeks prior to the beginning of works on the website of PC Roads FBH and in local newspapers, radio and television stations for disclosure. The schedules will provide information on the beginning and end of works, which can impact the affected groups (such as changes to traffic/water/regime of electric energy supply and access, noise and dust due to construction works).

### 10.2.1. Grievance Mechanisms

Besides the institutionally available ordinary and extraordinary legal remedy, and existing institutional channels, PC roads FBH will ensure and form a special Grievance Redress Mechanism in collaboration and direct involvement of those municipalities under whose administrative authority the project is carried out, in this case with the Olovo municipality.

Grievance redress mechanism designed for this project is the **Central Feedback Desk (CFD)** at the level of the implementing agency PC Roads FBH which shall serve as both project level information center and grievance mechanism, available to those affected by implementation of all project sub-components. The CFD shall serve the persons affected directly or indirectly by construction works.

The Grievance Registration Sheet (Appendix 1) as print out shall be available at municipal administration, at the construction site and in the offices of PC Roads FBH and shall be available for download on the website of PC Roads of FBH ([www.jpafbih.ba](http://www.jpafbih.ba)) and the municipality's website.

The grievance can be logged in writing with the Contractor, at the construction site as well as in the contractor's offices. The contractor is obliged to hand out the Grievance Registration Sheet, explain the grievance mechanism to the concerned citizen and forward the filled in Grievance Form to the central Feedback Desk in PC Roads FBH. The grievance can also be filled in within PC Roads FBH, by phone, by fax, and by e-mailing it to the designated e-mail address [zalbena@jpafbih.ba](mailto:zalbena@jpafbih.ba), or by mail to the address Terezija 54, 71000 Sarajevo.

An information leaflet concerning the grievance mechanism will be available at the construction site at all times, weather the construction site is closed or open. The information leaflet will be plasticized and hung on the construction site information board to be available to road users at all times.

All grievances will be archived in the register and assigned a number, and acknowledged within 3 working days.

The CFD will make all reasonable efforts to address the complaint upon the acknowledgement of grievance. If the CFD is not able to address the issues raised by immediate corrective action, a long-term corrective action will be identified. The complainant will be informed about the proposed corrective action and follow-up of corrective action within 14 working days upon the acknowledgement of grievance.

If the particular issue raised through the Grievance Mechanism cannot be addressed or if action is not required, a detailed explanation/ justification will be provided to the complainant on why the issue was not addressed. The response will also contain an explanation on how the person/ organization that raised the complaint can proceed with the grievance in case the outcome is not satisfactory.



At all times, complainants may seek other legal remedies in accordance with the legal framework of FBH.

## 11. Requirements for start of works

The Contractor shall establish all required baseline data before the commencement of works. The Baseline – Monitoring data shall include air quality data, soil quality data, survey of the site for any endangered and endemic species and other environmental issues in zone of corridors of direct and indirect impacts. The Contractor is also obliged to ensure these measurements during and after completion of the construction works. The Contractor will ensure that the measurements are conducted by authorized agencies and that they are based on the findings and recommendations of a qualified expert.

The Contractor shall develop:

- 1.) A Construction Site Organization Plan (CSOP) that is made up of:
  - a. Implementation Plan of this ESMP,
  - b. a detailed Waste Management Plan (WMP)]
  - c. Study on Safety (includes Elaborate on Safety at Work and Elaborate on Protection From Fire and Explosions),
  - d. Traffic Management Plan (TMP) must be developed, which will be created by the Contractor prior to the beginning of construction works.

These studies are to be developed in accordance with federal acts<sup>10</sup>, before starting the execution of works, while the Contractor's legal obligations defined in the Bidding Documents and Contract shall be based on the provisions of this ESMP. The Contractor shall submit these studies to the PC Roads FBH supervisory engineer, Environmental and Social Specialists, before beginning of works, and the company has to accept and approve them prior to start of works.

Due to the time constraints related to the issuance of the bidding documents, the public consultations are to be held prior to the start of works but once the bidding documents have been issued; therefore the EMP included in the bidding documents may need to be subsequently updated after the consultations. The contractor will be obliged to follow the updated ESMP.

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<sup>10</sup> Provision on arrangements of construction site, mandatory documentation at the construction site and participants in construction, Official Gazette of FBH 48/09, 75/09 and 63/12

### **11.1. Social aspects**

- Implementation of the integrated RAP
- Payment of the compensation in accordance with RAP provisions before the land is accessed

## **APPENDICES**

**APPENDIX 1. GRIEVANCE FORM**

	REFERENCE NUMBER (Filled by the office)		
CATEGORY OF COMPLAINTS	A) Affected by expropriation		
	b) All others		
PARTICIPANT INFORMATION OF GRIEVANCE			
FULL NAME			
YEAR OF BIRTH			
GENDER	M	F	
ADDRESS			
TELEPHONE/MOBILE NUMBER			
E-MAIL			
Description of Incident for Grievance (What happened? Where did it happen? Whom did it happen to? What is the result of the problem?)			
Date of the Incident?			
<ul style="list-style-type: none"> <li>One-time incident/grievance – Date: _____</li> <li>Happened more than once (How many times?) _____</li> <li>On-going (currently experiencing problem)</li> </ul>			
What would you like to see happen?			
DATE:	SIGNATURE:		
RETURN THIS FORM TO: CENTRAL FEEDBACK DESK  PC ROADS OF THE FBH Terezija 54, 71000 Sarajevo Note: All copies are returned to PIU			

**APPENDIX 2. GRIEVANCE REGISTRATION TEMPLATE TABLE**

No.	Date of receipt	Type of grievance	Description of grievance	Complainant		Date of acknowledgment of receipt	Description of actions undertaken	Date of solvation of grievance
				Status	Sex			

## APPENDIX 3. REPORT ON PUBLIC DISCUSSION



JP Ceste Federacije BiH d.o.o. Sarajevo poziva sve zainteresirane subjekte, nevladine organizacije i stanovnike općine Olovo i naselja koja gravitiraju području namjeravane rekonstrukcije crne tačke na raskrsnici „Nula“, da uzmu učešće u

### JAVNOJ RASPRAVI

o nacrtu **Plana upravljanja okolišem i društvenim aspektima za projekat rekonstrukcije crne tačke na raskrsnici „Nula“ u Olovu**

koja će se održati u Olovu, u prostorijama općine Olovo **24.04.2018. godine u 10.00 sati**, s ciljem davanja prijedloga i sugestija javnosti i uključivanja relevantnih pitanja u finalnu verziju dokumenta. Dokument je izrađen za potrebu Programa modernizacije magistralnih cesta u FBiH prema politikama kreditora. Nacrt dokumenta može se pronaći na službenoj stranici JP Ceste FBiH na sljedećem linku: <http://jpcfbih.ba/bs/aktivnosti/modernizacija-magistralnih-cesta/38> i na web stranici općine Olovo.

Svi zainteresirani subjekti koji nisu u mogućnosti da prisustvuju javnoj raspravi mogu svoje sugestije i komentare dostaviti do 24.04.2018. putem e-mail adrese: [pim@jpcfbih.ba](mailto:pim@jpcfbih.ba).

#### Dnevni red:

1. Prezentacija Plana upravljanja okolišem i društvenim aspektima za projekat rekonstrukcije crne tačke na raskrsnici „Nula“ u Olovu
2. Pitanja, diskusija, odgovori i objašnjenja

## Announcement of Public discussion in the Local Newspaper „Dnevni Avaz“ (09.04.2018.)

30. Pročitajte li spiskove zara. Dnevni avaz

**oglasi**

**BOSNA I HERCEGOVINA FEDERACIJA  
BOSNE I HERCEGOVINE KANTON  
SARAJEVO OPĆINSKI SUD U SARAJEVU**  
Broj: 65 0 P 144864 08 10  
Sarajevo, 12.03.2018. godine

Općinski sud u Sarajevu, sudija Amela Skrobo Kadrić, u pravnoj stvari tražila izvršenja HETA ASSET RESOLUTION AG iz Kragujevaca, zasjedao po punomoćniku Šarić Jasminu, advokatu iz Sarajeva i BORA d.o.o. Banja Luka, ul. Bivotažara Markovića br. 5/1 i Nade Čustović, advokatu iz Sarajeva, protiv izvršenja „BRACA MULIĆ COMPANY“ d.o.o. Sarajevo, ul. Haroeg Stjepana br. 3, radi izvršenja - prodajom nepokretnosti izvršenika, van ročišta, dana 12.03.2018. godine donio je sljedeći

**ZAKLJUČAK**

određuje se ročište za drugu javnu prodaju na dan **PONEDJELJAK 23.04.2018.** godine sa početkom u 10:30 časova i to naknadno:

- Poslovni objekat, površine 1143 m<sup>2</sup>, Dvorišta, površine 310 m<sup>2</sup>, označene kao k.č. 1366/37, upisane u skul.br. 2857 SP Dolac, vlasništvo izvršenika „BRACA MULIĆ COMPANY“ d.o.o. Sarajevo, sa dijelom 1/1,
- Stambena zgrada, površine 550m<sup>2</sup>, označene kao k.č. 860/11, upisane u skul.br. 244 SP Dolac, vlasništvo izvršenika „BRACA MULIĆ COMPANY“ d.o.o. Sarajevo, sa dijelom 1/1,
- nekretna u naravi zgrade, površine 345 m<sup>2</sup>, označene kao k.č. 860/10, upisane u skul.br. 10341 K.O. Dolac.

Javno nadmetanje održat će se u prostorijama Općinskog suda u Sarajevu, soba broj 459IV - izvršni odjel ovog suda.

- Konstatuje se da je vrijednost predmetnih nekretnosti procijenjena na iznos od 25.199.992,00 KM (službeno: dvadesetpetmilijunašestdesetdevetstadevedesetdevetsto KM), a utvrđena nalazima stalnog sudskog vještaka Željka Kasića od 22.05.2015. godine, kao i od 10.11.2015. godine.
- Na drugom ročištu za javno nadmetanje nekretnosti se ne može prodati ispod 1/3 (jedne trećine) utvrđene vrijednosti koje je navedena u tački 1. ovog zaključka.
- Potencijalni kupci su dužni položiti osiguranje u iznosu od 10.000,00 KM i o tome pružiti dokaz sudu prije otvaranja ročišta.

Uplate osiguranja se vrši na depozitni račun suda kod UniCredit Bank d.d., račun broj 3399002208264956.

Ponuđačima čija ponuda nije prihvaćena osim za 3 (tri) najbolja ponuđača, vršiti će se osiguranje odmah nakon zaključenja javnog nadmetanja.

- Najbolji ponuđač - kupac je dužan da kupoprodajnu cijenu po kojoj su nekretnosti prodane, plati u roku od 30 dana, računajući od dana prodaje. Ako kupac u tom roku ne plati cijenu prodaje će se proglasiti nevažećom i novim zaključkom odrediti da su nepokretnosti prodane drugom po redu ponuđaču koji treba po prijemu tog zaključka sudu deponovati prodajnu cijenu u roku od 30 dana.

Ukoliko drugi ponuđač ne plati cijenu u ostavljenom roku sud će nekretnosti ponuditi traženim ponuđaču pod istim uslovima.

Ako kupci u ostavljenom roku ne plati cijenu prodajnu cijenu, sud će oglašiti da je prodaja neuspješna i odrediti de novu prodaju. Ova pravila se primjenjuju i u slučaju odustanka traženog ponuđača.

- Porezi i takse u vezi sa prodajom nekretnosti snosi kupac ukoliko se stranke drugačije nisu dogovorile.
- Ovaj zaključak objavljuje se na oglasnoj ploči suda.

Stranka može o ovom trošku objaviti zahtjev o prodaji u sredstvenom javnom informisanju, odnosno de o zaključku obavijesti (iza koje se bave posredovanjem u prodaji nepokretnosti).

Stranke se mogu suprotstaviti de se prodaje navedenih nekretnosti izvrši i neposrednom, pogotkom do otvaranja ročišta za javno nadmetanje.

SUDIJA  
Amela Skrobo Kadrić

POUKA: Preth ovog zaključka nije dozvoljen poseban pravni tisk.

**BOSNA I HERCEGOVINA  
FEDERACIJA BOSNE I HERCEGOVINE  
KANTON SARAJEVO  
OPĆINSKI SUD U SARAJEVU**  
Broj: 65 0 P 647387 17 P  
Sarajevo, 23.03.2018. godine

Općinski sud u Sarajevu, sudija Pavle Crnogorac, u pravnoj stvari tužitelja Velida Salihovića iz Sarajeva, koji zastupaju punomoćnici Maida Galijatić i Nerma Bavić advokati iz Sarajeva, protiv tuženih: Emir Salihović, ul. Ferhadija broj 15, Sarajevo i Sadeta Uzumić, ul. Ferhadija broj 15, Sarajevo, radi utvrđenja ništavosti ugovora, predaje u posjed i naknade štete, v.p. 1.100,00 KM, na osnovu člana 348. stav 3. Zakona o parničnom postupku ("Službene novine Federacije BiH", broj 53/03, 73/05, 19/06 i 98/15).

**OGLAS**

- dostava tužbe na odgovor drugotuzenoi, Sadeti Uzumić

Tužitelj je dana 12.05.2017. godine podnio ovom sudu tužbu protiv tuženih kojom predlaže da se nakon postupka donese sljedeća presuda:

I Utvrđuje se da je Ugovor o prodaji stana: OPU-IP 1083/10 od 13.10.2010. godine, sačinjen i objavljen od strane notara Ljubite Markovića iz Sarajeva, kojim je prvotuzen kao prodavac prodao drugotuzenoi kao kupcu jednosoban stan u Sarajevu u ulici Ferhadija broj 15, ukupne površine 80 m<sup>2</sup>, upisan u KPU podlošku broj 2989 KPU Stari Grad, Zemljišnoknjižnog ureda Općinskog suda u Sarajevu, ništav.

II Nalaze se drugotuzenoi da tužitelji preda u posjed i slobodno raspolaganje, slobodan od lica i svojih stvari, 1/2 stana na trećem spratu zgrade koja se nalazi u Sarajevu, ul. Ferhadija broj 15, ukupne površine 80 m<sup>2</sup>, upisan u KPU podlošku broj 2989 KPU Stari Grad, Zemljišnoknjižnog ureda Općinskog suda u Sarajevu, u roku od 30 dana od dana donošenja ove presude, pod prijetnjom prinudnog izvršenja.

III Tuženi su dužni solidarno tužitelji naknaditi materijalnu štetu u iznosu od 28.400,00 KM, sa zakonskim zatezanim kamatama počev od dana podnošenja ove tužbe, sve u roku od 30 dana, pod prijetnjom prinudnog izvršenja.

IV Drugotuzenoi je dužan isplatiti tužitelji iznos od 18.000,00 KM, za koji iznos se neosnovano obogazila, sa zakonskim zatezanim kamatama počev od dana podnošenja tužbe, sve u roku od 30 dana, pod prijetnjom prinudnog izvršenja.

V Tuženi su dužni tužitelji solidarno naknaditi troškove parničnog postupka, u roku od 30 dana, pod prijetnjom prinudnog izvršenja.

Obavještava se prvotuzenoi da na osnovu člana 70. stav 1. ZPP-a tužena je dužan najkasnije u roku od 30 dana, od dana prijema tužbe, dostaviti sudu pismeni odgovor na tužbu. Odgovor na tužbu mora biti razumljiv i sadržavati: oznaku suda, ime i prezime, odnosno naziv pravne osobe, prebivalište ili boravište, odnosno sjedište stranke, njihovih zakonskih zastupnika i punomoćnika, ako ih imaju, predmet spora, sadržaj izjave i potpis podnositelja (član 334. ZPP-a). U odgovoru na tužbu, tuženi će istući moguće procesne prigovore i izjasniti se da li priznaje ili osporava postavljene tužbeni zahtjev (član 71. stav 1. ZPP-a).

Ako tuženi osporava tužbeni zahtjev, odgovor na tužbu mora sadržati i razloge iz kojih se tužbeni zahtjev osporava, činjenice na kojima tuženi zasniva svoje navode, dokaze kojima se utvrđuju te činjenice, te pravni osnov za navode tuženog (član 71. stav 2. ZPP-a). Tuženi može u odgovoru na tužbu, a najkasnije na pripremnom ročištu podnijeti protivtužbu (član 74. stav 1. ZPP-a). Kad tuženi, kome je uredno dostavljena tužba u kojoj je tužilac predložio donošenje presude zbog propustanja, ne dostavi pismeni odgovor na tužbu u zakonskom roku, Sud će donijeti presudu kojom se usvaja tužbeni zahtjev (presuda zbog propustanja), osim ako je tužbeni zahtjev očigledno neosnovan (član 182. stav 1. ZPP-a).

Ako stranka ili njen zastupnik u roku postupka ili prije isteka roka od šest mjeseci nakon pravomoćnog okončanja postupka promijeni adresu na koju se dostava obavlja, dužni su o tome odmah obavijestiti sud, u suprotnom, sud će odrediti da se dalje dostave u parnici obavljaju objavljivanjem pismena na oglasnoj ploči suda, sve dok stranka ili njen zastupnik ne obavijesti sud o svojoj novoj adresi (član 352. ZPP-a). Odgovor na tužbu sa priložima se predaje Sudu u dovoljnom broju primjeraka za sud i protivnu stranku, pozivom na broj predmeta.

Obavještava se tuženi da se dostava pismena smatra objavljenom protekom roka od 15 dana, od dana objavljivanja ovog pismena u dnevnim novinama F BiH i na oglasnoj tabli suda.

SUDIJA  
Pavle Crnogorac  
87121-11

**JP CESTE  
FEDERACIJE BIH**

JP Ceste Federacije BiH d.o.o. Sarajevo poziva sve zainteresirane subjekte, nevladine organizacije i stanovnike općine Olovo i naselja koja gravitiraju području namjeravane rekonstrukcije crne tačke na raskršću „Nula“ u Olovu

**JAVNOJ RASPRAVI**

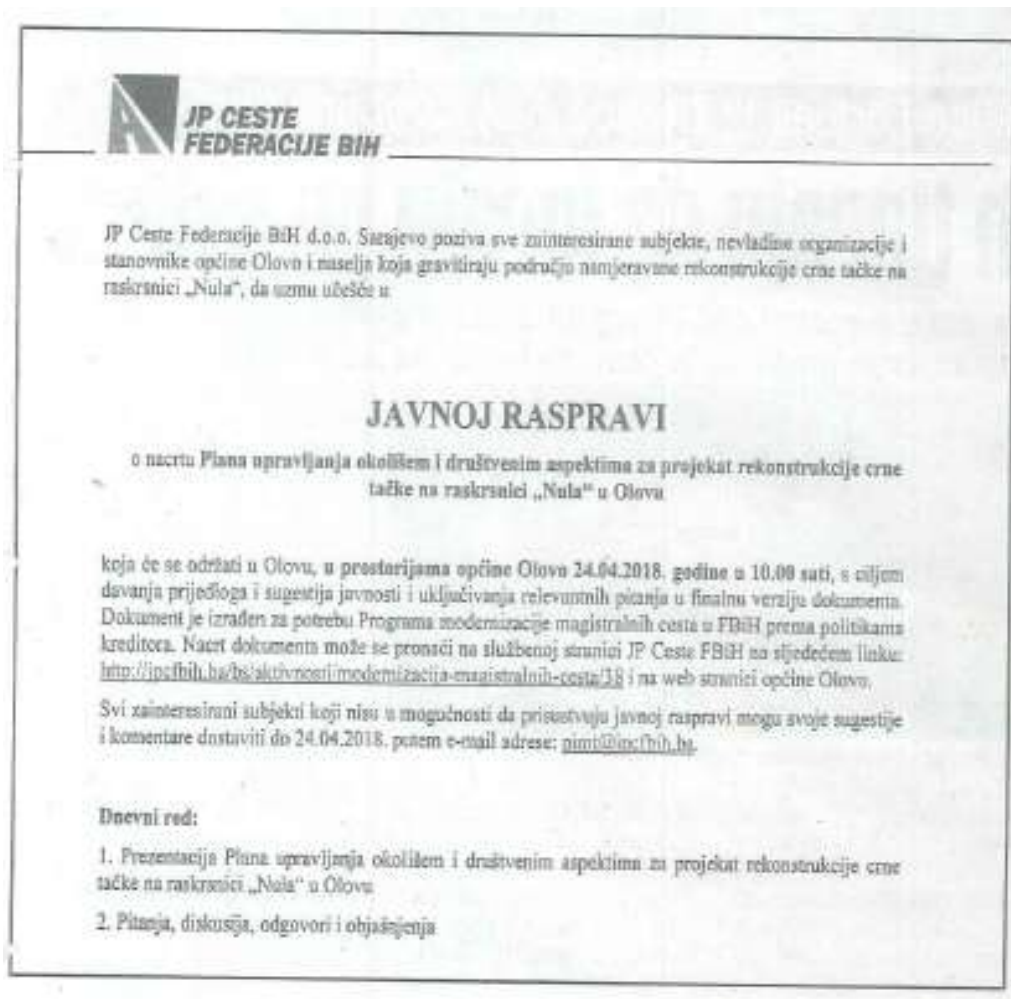
o nacrtu Plana upravljanja okolišem i društvenim aspektima za projekat rekonstrukcije crne tačke na raskršću „Nula“ u Olovu

koja će se održati u Olovu, u prostorijama općine Olovo 24.04.2018. godine u 10.00 sati, u cilju davanja prijedloga i sugestija javnosti i uključivanja relevantnih pitanja u finalnu verziju dokumenta. Dokument je izrađen za potrebu Programa modernizacije magistralnih cesta u FBiH prema političkim kreditima. Načrt dokumenta može se pronaći na službenoj stranici JP Ceste FBiH na sljedećem linku: <http://jpcfbh.ba/ba/aktivnosti/modernizacija-magistralnih-cesta/28> i na web stranici općine Olovo.

Svi zainteresirani subjekti koji nisu u mogućnosti da prisustvuju javnoj raspravi mogu svoje sugestije i komentare dostaviti do 24.04.2018. putem e-mail adrese: [jpcfbh@jpcfbh.ba](mailto:jpcfbh@jpcfbh.ba)

Dnevni red:

1. Prezentacija Plana upravljanja okolišem i društvenim aspektima za projekat rekonstrukcije crne tačke na raskršću „Nula“ u Olovu
2. Pitanja, diskusija, odgovori i objašnjenja



Web addresses containing the document and the Announcement of Public discussion with screenshots of the websites:

#### 1. PC Roads of FBH website (published on April 5, 2018)

<https://jpcfbih.ba/bs/novosti/javna-rasprava-o-nacrtu-plana-upravljanja-okolisem-i-drustvenim-aspektima-za-projekat-rekonstrukcije-crne-tacke-na-raskrsnici-nula-u-olovu/41> -

Announcement of the Public discussion (B/H/S language)

<http://jpcfbih.ba/bs/aktivnosti/modernizacija-magistralnih-cesta/38> - Document (B/H/S language)

<https://jpcfbih.ba/en/news/public-consultations-on-draft-environmental-and-social-management-plan-for-the-project-of-reconstruction-of-the-black-spot-crossroad-nula-in-olovo/41> - Announcement of the Public discussion (English language)

<http://jpcfbih.ba/en/activities/modernization-of-main-roads/38> - Document (English language)





## 2. Municipality of Olovo website (published on April 5, 2018)

<http://olovo.gov.ba/poziv-na-javnu-raspravu-o-nacrtu-plana-upravljanja-okolisem-i-drustvenim-aspektima-za-projekat-rekonstrukcije-crne-tacke-na-raskrsnici-nula-u-olovu/>

<http://olovo.gov.ba/file/2018/04/Javna-rasprava-Nula.pdf>

[http://olovo.gov.ba/file/2018/04/ESMP\\_25\\_Vitalij-Olovo-Nula-km-20600-Crna\\_Tacka.pdf](http://olovo.gov.ba/file/2018/04/ESMP_25_Vitalij-Olovo-Nula-km-20600-Crna_Tacka.pdf)



**MINUTES of Public Consultation Meeting on the draft Environmental and Social Management Plan for the Project of Reconstruction of the Black Spot Intersection "Nula" in Olovo**

Public consultation meeting on the draft Environmental and Social Management Plan for the Project of Reconstruction of the Black Spot Intersection "Nula" in Olovo was held on April 24, 2018 at 10 am in the business premises of Municipality of Olovo.

On behalf of the PC Roads of the Federation of Bosnia and Herzegovina, public consultation meeting was attended by:

- **Senad Smajlović** - Project Manager,
- **Selma Ljubijankić** – PIT Member in charge of social aspects of the Roads Modernization Program,
- **Haris Zejnić** – PIT Assistant for EIA Monitoring under the Roads Modernization Program.

A list of all attendees is enclosed to these minutes.

**Selma Ljubijankić** welcomed the attendees, presented the representatives of the PC Roads of the FBiH and provided an overview of the Roads Modernization Program. She introduced the attendees to the draft Environmental and Social Management Plan for the Project of Reconstruction of the Black Spot Intersection "Nula" in Olovo, including goals of its provision, mitigation measures of all potential identified environmental and social impacts, monitoring plan, information disclosure, grievance mechanism, requirements regarding work commencement and other relevant information.

It was pointed out that this is a draft document and that all relevant comments from this public consultation meeting will be incorporated into its final version. It was further clarified that the document was revised by the World Bank's team, and upon its approval, it will become a binding document for the contracting parties in the project implementation itself.

Project manager, **Senad Smajlović**, presented an overview of the Project of Reconstruction of the Black Spot Intersection "Nula" in Olovo. He explained the characteristic features of the newly designed intersection, stressing out the provision of left turns to commercial premises nearby and the regional road. It was further clarified that there shall be no complete traffic suspension and that the swept path of all traffic directions shall be met.

**Osman K.** inquired about the expected time for completion.

**Senad S.** replied that the expected time for completion is 60 days.

**Mustafa Jamaković** inquired about the expected work commencement date and whether the works shall commence this year.

**Senad S.** replied that the expected work commencement date is this year and that the bidding procedure has already commenced.

**Velida Rizvić** emphasized the need to convert agricultural land into building land that needs to be done prior to application for building permit.

**Senad S.** stressed out that this project has been declared of interest for the Federation of BiH and that it addresses one key issue in this area. One of the conditions for application for a building permit is the settlement of legal property relations. With regards to the conversion of agricultural land, it was emphasized that a comment has been recorded, and the matter will be addressed to the responsible colleagues.

**Mustafa J.** added that he has reviewed all relevant documents available on PC Roads of the FBiH site and confirmed being familiar with everything. He drew attention to the splitting issue of the plot into two parts, and the line of expropriation. He pointed out that he is ready for cooperation.

The public consultation meeting ended at 10.40 am.

*Photographs of participants in the Public Consultations in Olovo (business premises of Olovo Municipality)*





## List of Participants in the Public Consultations

**JP CESTE  
FEDERACIJE BIH**

Javna rasprava o Planu upravljanja okolišem i društvenim aspektima za projekat rekonstrukcije crne tačke na raskrsnici "Nula" u Olovu, 24. april 2018.g.

## LISTA SUDIONIKA / LIST OF PARTICIPANTS

R.b. No.	Ime i prezime / Name and surname	Institucija / Institution	Tel.	E-mail	Potpis / Signature
1	Uroš Kopić	Općina Olovo	061 796 184	zete.bv@olovo.gov.ba	[Signature]
2	Meleha Urošević	Općina Olovo	061 180-552	meleha@olovo.gov.ba	[Signature]
3	SENADA DŽAKMIRIĆ	OPĆINA OLOVO	062/011-582	senadzer.centra@olovo.gov.ba	[Signature]
4	MUSTAFA JAMAKOVIĆ	OPĆINA OLOVO	061 769 028		[Signature]
5	VELIDA RIZVIĆ	OPĆINA OLOVO	061 505 788	velida.rizvic@olovo.gov.ba	[Signature]
6	HARIR BJELOVIĆ	OPĆINA OLOVO	061 433 644	harir.bjelovic@olovo.gov.ba	[Signature]
7	SEMA SUKUMIĆ	JR CESTE FBiH	061 483 110	sema@jrcfbi.ba	[Signature]
8	HALIS ZEJNIC	- " -	033-250-382	halis.zejnic@jrcfbi.ba	[Signature]
9	SEHA HUBMANOVIĆ	- " -	033 565 573	seha.hubmanovic@jrcfbi.ba	[Signature]
10					
11					
12					