

Environmental and Social Data Sheet

Overview

Project Name: Road Rehabilitation and Safety
 Project Number: 2012-0367
 Country: Serbia
 Project Description: Rehabilitation and safety improvements of part of the national road network in Serbia

EIA required: no

Project included in Carbon Footprint Exercise¹: no

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project will support the rehabilitation and safety improvements of approximately 1,100 km of trunk roads (I and II class, except motorways) throughout Serbia. It will comprise two components: (i) the rehabilitation and improvement of safety elements of about 1,100 km of national highways over the next 5-6 years; and (ii) technical assistance for institutional strengthening with respect to the road safety management, network maintenance and environmental/ social management. The project will contribute to promote Road Safety good practice at both project level and institutional level.

If situated in the EU, the schemes would likely fall under Annex II of EIA Directive 2011/92/EU and therefore be subject to screening of environmental impacts. Given the nature of the proposed works, it is unlikely that any of the individual investments will be deemed to require an EIA.

The project is expected to have overall positive residual environmental and social impacts. It will improve driving conditions and safety, access to markets, nearby towns and social services; and also provide opportunities for temporary employment for local communities through civil works contractors. Given that the project involves multiple investments expected to be performed largely within existing rights of way, potential negative environmental and social impacts are likely to be minor and temporary.

The Promoter has developed an Environmental Management Framework (EMF) and a Resettlement Policy Framework (RPF) defining general procedures for evaluation and mitigation of each section's impacts and, in case of necessity of using the land beyond the right of way, addressing any potential physical or economic displacement, which is expected to be minimal. The EMF and the RPF are in compliance with the relevant standards and policies of all three IFIs that support the project (EIB, World Bank and EBRD).

Before first disbursement for each section, the Promoter shall have submitted to the satisfaction of the Bank: (i) the environmental permit and the environmental screening decision by the competent authority, and if an EIA is required the EIA and the NTS, (ii) written

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

confirmation from the competent authority concerning the impacts on nature conservation (Form A/B or equivalent); (iii) in accordance with the approved RPF, the final social screening findings and evidence of consultations with the local community, and (iv) if a Resettlement Action Plan (RAP) is required, the RAP, and evidence of its proper implementation.

The project's overall residual impacts are positive and it is deemed to be environmentally and socially acceptable for Bank financing, with above-mentioned proposed contractual conditions.

Environmental and Social Assessment

Environmental Assessment

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An Environmental Management Framework (EMF) was prepared. The EMF outlines the environmental policy, legal, and administrative framework for undertaking the project, presents environmental baseline information and potential environmental impacts and includes the range of available mitigation measures that may be adopted, based on each particular situation. The EMF also contains a description of the environmental management system and institutional arrangements to be applied as well as recommendations for capacity building measures of the Promoter during project implementation in order to ensure environmental sustainability. The EMF includes a generic sample environmental mitigation and environmental monitoring plans.

On the basis of the EMF, three pilot site-specific Environmental Management Plans (EMP) were prepared. Further EMPs will be prepared for each project component as the design process advances.

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Social Assessment, where applicable

A detailed overview of impact of the works on users and local community could not be provided at this stage as there are no main designs for all the proposed sections, so an RPF has been prepared to define procedures and principles for different scenarios within the expropriation/resettlement. Consequently, no specific vulnerable groups have been identified at this stage. If, during a later phase, it becomes necessary to have the expropriation/resettlement for any particular section, a particular RAP² shall be prepared, based on the RPF and in compliance with the IFIs policies.

The RPF comprises the process of expropriation and management of social impacts - including the legal framework for expropriation and resettlement and restitution assistance, institutional arrangements, the social screening process, the social impacts monitoring

² An Abbreviated Resettlement Action Plan (ARAP) will be prepared in case of minor impacts on the entire population or when fewer than 200 people are affected. A RAP will be prepared in case of physical displacement or loss of livelihoods affecting more than 200 people.

process and the procedures for preparation of section-specific (A)RAPs and their implementation.

Initial screening is underway for a total of 22 roads segments covering about 308 km that have been identified for implementation in the first eighteen months. This initial social screening is being undertaken by the Promoter to determine likely social impacts next to the road sections, due to close-by bus stops, schools, small shops or residential buildings, sidewalks, etc. In-depth social screening will be carried out by design consultants under the guidance of the Promoter's Project Implementation Team (including a complete assessment of the availability of land in the right of way, potential need for land acquisition, etc.). Based on the screening, (A)RAPs will be prepared if necessary to mitigate any adverse impacts.

Public Consultation and Stakeholder Engagement, where required

The draft EMF was disclosed on PERS's website and in the local newspaper on January 24, 2013. The draft EMF was discussed in a stakeholders' consultation workshop on January 31, 2013, and suggestions from the workshop were incorporated in the final EMF. The draft pilot EMPs were discussed in stakeholders' consultation workshops on November 6, 2012, December 12, 2013 and December 20, 2013.

The draft RPF was disclosed on the Promoter's web site (<http://www.putevi-srbije.rs/>) on November 5, 2012, and in the local newspapers on November 7, 2012. The draft RPF was discussed in a stakeholder's consultation workshop on December 18, 2012, and suggestions from the workshop were incorporated in the final RPF. The final version of the RPF was disclosed on the PERS web site in January 2013.

In case of identified expropriation in later stages, every specific (A)RAP shall be also disclosed in the same manner to receive comments and suggestions. Public consultation with all project affected persons and the municipality representatives will be held by the Promoter's legal department. The detailed information of public consultation shall be incorporated in the (A)RAP.

Other Environmental and Social Aspects

The organizations and parties involved in the process of expropriation and resettlement are Public Enterprise Roads of Serbia (PERS), the Beneficiary of Expropriation and the implementing entity; the Ministries of Finance, Agriculture, Taxation Administration; municipalities; expert assessors; project affected persons; the independent grievance commission; and the court. All potential issues of expropriation will be managed by the Promoter's legal department with the relevant experience, while the social specialist within the PIT will be the person responsible for coordination of implementation of all activities related to social issues.

Contracted supervision services for the works will include the contractual duties and obligations for monitoring of social requirements implementation during the construction phase, such as supervision of the contractors in performance of their obligations and (A)RAP implementation, and preparation and submission to the Promoter of regular reports on implementation of measures for social monitoring. The Promoter will measure, inter alia, reduction in road traffic accidents with fatalities on the improved roads.