



Morava Corridor Motorway Project, Serbia

Informed Consultation and Participation Report for Operational Noise Impacts

March 2021

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Narrative
00	Jan 21	BO	IK	TC	Draft for issue
01	Feb 21	BO	IK	TC	Draft for issue
02	Mar 21	BO	IK	TC	Final for issue

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1 Introduction

As part of the Supplementary Lenders' Information Package (SLIP) for the Morava Corridor Motorway Project, 2U1K Engineering and Consultancy Inc. (2U1K) undertook a process of Informed Consultation and Participation (ICP) with affected communities for potentially significant impacts relating to operational noise to be caused by the Project and produced this consultation report detailing the ICP activities conducted. This report presents:

- RINA Consulting S.p.A.'s (RINA) desk review of the Environmental and Social Impact Assessments (ESIAs), Gap Analysis Report including an environmental and social due diligence (ESDD) assessment, Stakeholder Engagement Plan (SEP) and SEP Records of Morava Corridor Motorway Project, and
- Outcomes of the Informed Consultation and Participation (ICP) activities and consultation meetings conducted by 2U1K¹ between 23-28 December 2020 for the Affected Communities that are located in areas that would impact from the noise of the Morava Corridor Motorway during operations.

The meetings were started on the 23rd of December and completed on the 29th of December 2020. Two respective meetings were held at the same time. In this way, a total of 13 settlements (seven for noise impacts and six for River Regulation impacts) were covered within six days. In addition to the face to face meetings in the villages, virtual meetings were conducted on January 28-29, 2021 with Non-Governmental Organizations (NGOs), local and national authorities and Project parties who are interested in terms of the river regulation and the operational noise impacts caused by the Project purposes. All consultation materials were prepared by 2U1K and approved by RINA.

Due to the Serbian Government's Covid-19 measures and restrictions made on December 4, 2020, public gatherings with the presence of more than five people indoors are prohibited (no matter what the volume of the venue is). Therefore, each ICP meeting was limited to five people, including the 2U1K staff (1 local presenter and 4 attendees). BEJV's Community Relations Officer (CRO) also participated in the meetings, introduced himself to the villagers directly and took notes from the villagers' statement.

Documents Reviewed:

- Environmental and Social Impact Assessment Report (2U1K, November 2020)
- Stakeholder Engagement Plan (2U1K, October 2020)
- Gap Analysis Report (Ramboll, May 2020)

¹ 2U1K's ICP team for the face to face meetings includes Günel Özenirler, Env. Eng., M.Sc., International E&S Safeguard Expert, Yasemin Çelikel, International Affairs, Social Impact Assessment Expert, Dragan Kovacevic, Environmental Eng., Local ESIA Consultant, Vladimir Djordjevic Local ESIA technical support and Lola Milojevic Local ESIA technical support and for the virtual meetings includes Günel Özenirler, ESIA consultant lead, Yasemin Çelikel, ESIA consultant, Dragan Kovacevic and Lola Milojevic, ESIA technical supports.

2 Methodology

The announcements for the ICP activities for operational noise impacts were made on December 16, 2020. Meeting dates, time and locations are listed in the below table for the affected villages.

Table 1: Arrangements of the ICP Meetings

Date	Time	Name of the Village	Meeting Venue
23.12.2020	3:00 P.M.	Grabovac	Village Room / Entertainment Center
24.12.2020	10:00 A.M.	Štulac	Primary School in Štulac
24.12.2020	3:00 P.M.	Rudjinci	Building „Bivša mofaza“, located in the centre of Rudjinci
25.12.2020	3:00 P.M.	Šumarice	Local office in Šumarice (near railway station)
28.12.2020	10:00 A.M.	Obrva	Dom kulture in Obrva (House of Culture)
28.12.2020	3:00 P.M.	Vrnjci	Restaurant AS LUKS (next to the bus station)
29.12.2020	10:00 A.M.	Vrba	Local office in Vrba
28.01.2021	1:30 P.M.	Local and national authorities	Virtual Zoom Meeting
29.01.2021	3:00 P.M.	NGOs	Virtual Zoom Meeting

The announcements were made by 2U1K through contacting head villages seven days in advance to notify, inform and arrange the meeting in line with the agreed strategy in the approved Stakeholder Engagement Plan (SEP) of the Project. The village heads were provided information on:

- Date and time of the meeting
- Number of attendees allowed for each meeting according to the national restrictions on Covid-19 (4 locals per meeting)
- Duration of the meeting (30 minutes per 4 locals) and number of the meetings (two respective meetings at the same time (4 local attendees and 1 presenter in each meeting), additional meetings for the ones who were waiting for previous meetings to be over)
- Requesting head of villages to inform locals who have specific concerns regarding the noise impacts of the Project and the representatives of the households that would be most directly affected by noise impacts
- Requesting head of villages to encourage local women to attend to the arranged meetings as 2U1K will arrange women only meetings for each village

Figure below presents a sample of a written invitation to the head of villages for the ICP meeting.

Figure 1: Invitation Letter Sent to Head of Villages for the Stulac Village



PROJEKAT AUTOPUTA POJATE-PRELUINA (MORAVSKI KORIDOR)

JAVNI POZIV

Poštovani stanovnici Štulca,

kompanija 2U1K iz Turske i njen konsultantski tim za zaštitu životne sredine i društva, angažovan od strane kompanije RINA iz Velike Britanije, poziva stanovnike Štulca na javne konsultacije vezane za uticaj buke autoputa Moravski koridor.

Javne konsultacije i prezentacija vezane za uticaj buke biće održane u Osnovnoj školi u Štulcu, **24. decembra u 10:00** časova.

Zbog važećih epidemioloških mera, prezentacija i konsultacije će biti ograničeni na 5 osoba ukupno, s mogućnošću da se prezentacija ponovi 2 puta (maksimalno 10 osoba) kao i konsultacije, a kako bi zainteresovani stanovnici Štulca koji su pogođeni projektom mogli da upute pitanja i dobiju adekvatne odgovore na predmetnu temu. Predsednik mesne zajednice će moći dalje da informiše stanovnike Štulca uz brošure, postere i mape koje će biti ostavljene u naselju.

100 Project Leaflets as well as 100 Project schedules were printed for each meeting and meetings tools were provided to all attendees individually. Remaining tools were given to head of villages to distribute to other local residents as well. Also, specific noise impact banners as well as detailed maps were printed out to present the locals during the meeting. Sample project banners and leaflets prepared for the ICP purposes are presented in Appendix A. All banners, leaflets and brochures prepared for all villages in the scope of the ICP in both English and Serbian languages were provided to the BEJV in a separate package.

The meetings were started on the December 23 and were completed on December 29, 2020. Each meeting was presented through a local facilitator/presenter who is capable of translating from Serbian to English to obtain additional information from the 2U1K experts when necessary. Due to the countrywide Covid-19 restrictions, each meeting included maximum number of four locals (plus one local presenter) and health provisions were in place for all attendees (including mask requirement and social distance).

In addition to the face to face meetings in the villages, two virtual meetings were conducted on January 28 and 29, 2021 with NGOs, local and national authorities and Project parties who are interested in terms of the operational noise impacts caused by the Project purposes. The meetings were arranged to be presented through online meeting site "Zoom" with the help of a local facilitators who are capable of translate from Serbian to English to obtain additional information from the 2U1K experts when necessary. All of NGOs and authorities were invited by 2U1K via invitation letter. Sample of a written invitation to NGOs and authorities for the virtual meetings are presented in Appendix B and C. The details of virtual meetings are presented in Section 3.2 and 5.2.

3 Stakeholders Identification and Analysis

In order to engage stakeholders (individuals and groups affected by the project, especially those that are located in areas that would experience impact from the noise from the motorway during the operations), a stakeholder mapping exercise was conducted, and a list of interested and affected parties was generated based on the documentation provided (ESIA, ESDD and Gap Analysis).

3.1 Identification of Localities Affected by Operational Noise

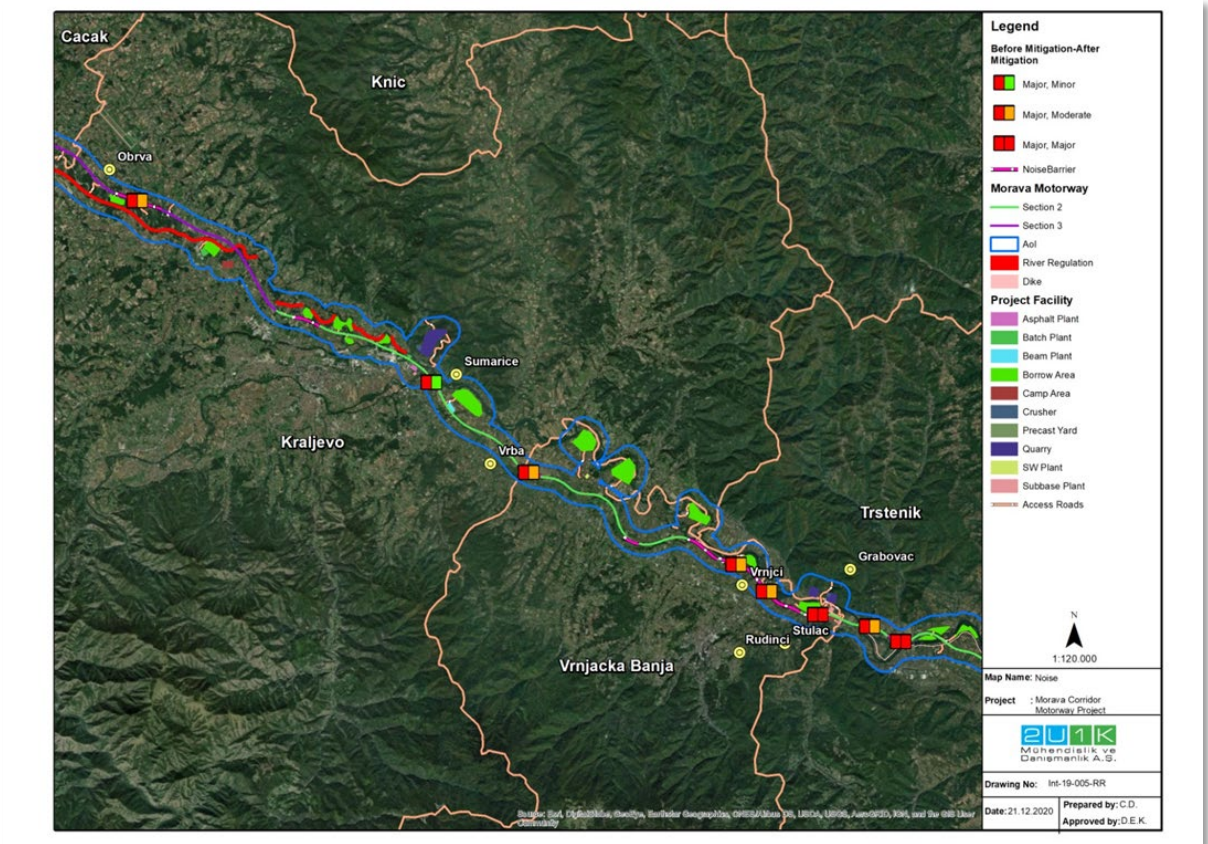
There are seven settlements where ICP meetings regarding noise impacts were arranged, based on the impact assessment results of the ESIA.

The names of these villages where the residual noise impacts were identified as being moderate to major after implementation of mitigation measures are presented in the following table and figure below.

Table 2: Settlements within the Scope of ICP for Operational Noise Impacts

Receivers	Comments	Distance to road axis (m)	Settlement		Section Number
1.	Residential buildings	20	Grabovac		2
2.	Residential buildings	40	Grabovac		2
3.	Residential buildings	40	Stulac		2
4.	Residential buildings	10	Stulac		2
5.	Residential buildings	25	Rudjinci		2
6.	Residential buildings	30	Vrnji		2
7.	Residential buildings	100	Sumarice		2
8.	Residential buildings	40	Obrva		3
9.	Residential buildings	100	Vrba		2

Figure 2: Settlements within the scope of ICP for noise impacts



The following table shows the significance of noise impacts at these receptors before and after implementation of mitigation measures, as identified within the ESIA.

Table 3: Noise impacts significance at receptors before/after mitigation²

Before Mitigation		After Mitigation		Settlement	Section Number
Construction	Operation	Construction	Operation		
Major	Major	NRI*	Major	Grabovac	2
Major	Major	NRI	Moderate	Grabovac	2
Major	Moderate	NRI	NRI	Stulac	2
Major	Major	NRI	Major	Stulac	2
Major	Major	NRI	Moderate	Rudjinci	2
Major	Major	NRI	Moderate	Vrnji	2
Major	Major	NRI	Moderate	Sumarice	2
Major	Major	NRI	Moderate	Vrba	2
Major	Major	NRI	Moderate	Obrva	3

3.2 Identification of Stakeholder Groups

Stakeholder groups along with the localities were also identified in light of the provided documentation. Virtual meetings were conducted on January 28 and 29, 2021 with NGOs, local

² *NRI: No Residual Impacts

and national authorities and Project parties who are interested in terms of the operational noise impacts caused by the Project purposes. The following table presents the targeted stakeholders for the Authority Meeting conducted on January 28, 2021.

Table 4: Targeted local and national authorities for virtual meetings

No.	Stakeholder	Position	Stakeholder Type
1.	BEJV	Environmental Lead	Contractor
2.	BEJV	Environmental Lead	Contractor
3.	BEJV	Field Engineering	Contractor
4.	Corridors of Serbia	Lawyer, Morava Corridor Motorway Project	Project Investor
5.	Corridors of Serbia	Environmental Department, Morava Corridor Motorway Project	Project Investor
6.	Corridors of Serbia	Environmental Consultant	Advisory
7.	Highways Institute	Department of Environmental Protection	Designer
8.	Hidroprojekat Saobraćaj	Civil Engineer	Designer
9.	Ministry of Environmental Protection	Head of Department, Department of Environmental Impact Assessment, Environmental Management Division	Government
10.	Ministry of Environmental Protection	Senior Advisor, Head of Department for Biodiversity	Government
11.	Ministry of Environmental Protection	Senior Adviser for Nature Conservation	Government
12.	Ministry of Agriculture, Forestry and Water Management	-	Government
13.	Serbia Water	-	Government
14.	Serbia Water	-	Government
15.	Environmental Protection Agency	Advisor for biodiversity, forestry, hunting and fishing	Government
16.	Cicevac Municipality	TBD	Municipality
17.	Varvarin Municipality	Environmental Health Inspector	Municipality
18.	Krusevac Municipality		Municipality
19.	Trstenik Department	PR Department	Municipality
20.	Vrnjacka Banja Municipality	Head of Municipality Administration	Municipality

No.	Stakeholder	Position	Stakeholder Type
21.	Kraljevo Municipality	TBD	Municipality
22.	Cacak Municipality	Head of PR Department	Municipality
23.	Institute for Nature Conservation of Serbia	Head of Section for Biodiversity	Institute
24.	Jaroslav Černi, Water Institute	Executive Director	River Designer Regulation
25.	Jaroslav Černi, Water Institute	Environmental Engineer	River Designer Regulation

The following table presents the targeted stakeholders for the NGO Meeting conducted on January 29, 2021.

Table 5: Targeted NGOs for virtual meetings

No.	Stakeholder	Municipality
1	Treehouse	Kruševac
2	Kruševački ekološki centar	Kruševac
3	Biologist association	Kruševac
4	Rasina plus d.o.o., responsible for fishing area Rasina – monitored fish translocation in December	Kruševac
5	Društvo pčelara Dr. Bogoljub Konstantinović – Beekeepers association	Kruševac
6	Pčelarska organizacija / Beekeepers association „Temnić“	Varvarin
7	Beekeepers association „Sreten Adžić“	Trstenik
8	Beekeepers association „Pomoravlje“	Trstenik
9	West Morava Water Sports Association and Ecology Society	Trstenik
10	Ecological movement ORAŠKE	Trstenik
11	EKO IBAR	Kraljevo
12	Ambassadors of Sustainable Development	Belgrade
13	WWF Adria Serbia	Belgrade

3.3 Vulnerable Groups

According to the SEP, the sources of main impacts on the vulnerable people in the area are identified as traffic intensity, infectious disease, employment opportunities and land acquisition. Potential vulnerable groups are also identified within nine categories, including elderly (aged over 65), PAPs with size of a land less than three (3) ha, people with disabilities, people with low income, women headed households, informal structures, single parents households, homeless and seasonal workers.

During the ICP Process, four of the 43 attendees in total were women and the age of attendees varied from 35 to 75. In the ICP process, the following actions were taken to reach groups who may face difficulties in participating due to their vulnerabilities:

- During the notification process where heads of villages were contacted, they were requested to encourage local women to attend to the arranged meetings as 2U1K offered to arrange women- only meetings for each village
- Including a request for any feedback to be provided by email, letter or phone call in the leaflet, to ensure views and concerns of those who were unable to attend were taken into account
- Sharing 2U1K's local team contact information with the villagers in case the attendees or other interested residents had further questions to be covered within the scope of work

3.4 Selection of Sample to be Engaged in ICP Process

Based on the analysis of settlements affected by operational noise impacts, we were able to involve all the settlements within the ICP process. As a result, selection of representative samples was not required.

4 Previous Stakeholder Engagement Activities

The Project ESIA was prepared by 2U1K (November 2020) and the following activities were undertaken in the 'ESIA Consultation' phase from August to October 2019:

- Community Level Surveys with a total of 46 village representatives,
- Household surveys of 1,458 households,
- Seven Focus Group Discussions with a total of 66 participants,
- Nine meetings with NGOs and seven in Municipalities,
- A business survey of 110 companies. These activities have been used to elicit information for the baseline (particularly for social elements) and will have fulfilled a consultation function to an extent.

Operational noise impact was defined as a topic of operation phase stakeholder engagement activities in the Stakeholder Engagement Plan.

In addition, stakeholder engagement for the Project has been also undertaken through the disclosure and engagement on the Project Spatial Plans and the national Environmental Impact Assessment (EIA) Studies of the Project according to the Serbian Regulations.

The original Project Spatial Plans were publicly disclosed in 2012 and further disclosure took place in 2017 and 2019, following revisions made after the 2014 floods. Public disclosure has included making the draft plans available at local authorities and on websites, and engagement was based on public participation sessions. Public disclosure activities for the national EIAs at the time of this report were as follows:

- The EIA Study for Section 1 was made available for review at the Municipality of Kruševac, Čičevac and Varvarin or Ministry website and a public meeting was held in August 2019 at the Municipality of Kruševac
- The EIA Studies for Section 3 were made available for review in January 2020, and a public meeting was held in February 2020 in Kraljevo
- The EIA Study for Section 2 is currently in preparation process, so disclosure has not occurred

5 Stakeholder Engagement Program – Phase 1

For the seven settlements where ICP meetings were arranged on operational noise impacts, Grabovac, Štulac, Rudjinci, Šumarice, Obrva, Vrnjci and Vrba, ICP meetings were held by 2U1K between December 23 and December 29, 2020.

In addition to the face to face meetings in the villages, virtual meetings were conducted on January 28 and 29, 2021 with Non-Governmental Organizations (NGOs), local and national authorities and Project parties who are interested in terms of the operational noise impacts caused by the Project purposes.

5.1 Consultations Conducted with Local Communities

5.1.1 Grabovac Village for Operational Noise Impacts ICP

On December 23, 2020 ICP for noise impacts was conducted at the village common area located in the Grabovac Village at 3:00 P.M. The meeting was conducted as an open-air venue due to good weather conditions and availability of free space.

In total there were eight (8) participants (all men), including the head of village. The age range of the attendees was 41-63.

The remaining ICP leaflets/timetable were provided to the head of village in order to spread the locals for further information.

Questions and Feedbacks of the Participants

- All of the attendees inquired further information on the expropriation activities of the Project;
 - Especially on expropriation of agricultural lands
 - Consequences since the Project will split the village into two and how this will affect their accessibility
 - Detailed route design of the Motorway and expropriation areas
- Considering Resettlement Action Plan (RAP) studies for Section 2 have not yet finalized at this stage of the Project, brief information on the previous meetings conducted in the scope of Project directly related to the expropriation activities were explained by 2U1K experts. Further steps to be taken in subsequent stages were briefly introduced to the locals as well.
- Availability of the Project documents (soft copies) were also explained to the locals as requested.

Photos taken during the meetings are presented in the following figure.

Figure 3: ICP Meetings in Grabovac Village (23.12.2020)



5.1.2 Stulac Village for Operational Noise Impacts ICP

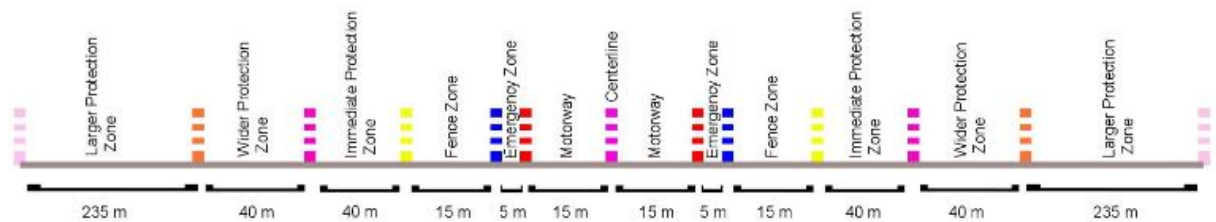
On December 24, 2020 ICP for noise impacts were conducted at the village elementary school located in the Stulac Village at 10:00 P.M. Two respective meetings were conducted at the same time to obey national Covid-19 restrictions.

In total there were seven (7) participants: two (2) women and five (5) men. The local newspaper reporter also attended to the ICP and a private interview with the 2U1K representative was conducted to explain noise related impacts of the Project in detail. The age range of the attendees was 35-63. It is important to note that majority of the locals were in quarantine due to Covid-19 and thus unable to attend.

The remaining ICP leaflets/timetable were left with the School's employee as she stated that she will distribute to the villagers.

Questions and Feedbacks of the Participants

- At the end of the meeting attendees were inquiring further information of the expropriation activities and what to expect in the future.
 - Considering that RAP studies for Section 2 have not yet been finalized at this stage of the Project, 2U1K representatives provided brief information on the previous meetings conducted in the scope of Project directly related to the expropriation activities, as well as further steps to be taken in subsequent phases.
 - The width of the Motorway was also inquired by the locals and 2U1K presented following figure for further information.



- An attendee stated that his house is quite close to the motorway route and in case his house will not be expropriated how he will manage to continue his life with the construction/operation noise.
 - Construction/operation noise mitigation measures were specifically explained to the attendee and in terms of expropriation further steps waiting for Sector 2 is also explained.
- The locals in general wanted detailed route map to be presented for expropriation³.
- Noise limits (national / international) were also explained to the locals and it was highlighted that the stringent limits will be followed for the Project's lifespan

Photos taken during the meetings are as the following figure.

³ The information regarding the right of the boundaries was presented in both disclosure periods of Spatial Plan in 2019 and Resettlement and of Livelihood Restoration Framework (RLRF) in February 2020. It is also planned in the scope of the disclosure of the Resettlement Action Plan (RAP)

Figure 4: ICP Meetings in Stulac Village (24.12.2020)





5.1.3 Rudinji Village for Operational Noise Impacts ICP

On December 24, 2020 ICP for noise impacts were conducted at the village building located in the center of Rudinji village at 3 P.M.

In total there were five (5) participants (all men), aged between 38-48.

The remaining ICP leaflets/timetable were left to a volunteer attendee who was responsible for distributing them to other local residents.

Questions and Feedbacks of the Participants

- At the end of the meeting attendees were inquiring further information of the expropriation activities and what to expect in future.
 - Considering that RAP studies for Section 2 have not finalized at this stage of the Project, brief information on the previous meetings conducted in the scope of Project directly related to the expropriation activities were explained by 2U1K experts and further steps were briefly introduced.
 - The locals were wondering about the expropriation process to be followed according to national law and international standards. 2U1K expert, Yasemin Celikel, gave brief information on the expropriation process and eligibility criteria according to Resettlement and Livelihood Restoration Framework.
 - Access to soft copies of the Project documents were also explained in detail to the attendees.
- The locals stated that although they are curious about the environmental impacts of the Project, especially noise, their priority of concern is expropriation at this stage.
 - For further stages of the Project, potential measures for the noise impacts were explained again and attendees were reminded about the grievance mechanism in place that is available for them to use.

Photo taken during the meeting is presented in the following figure.

Figure 5: ICP Meetings in Rudinji Village (24.12.2020)



5.1.4 Sumarice Village for Operational Noise Impacts ICP

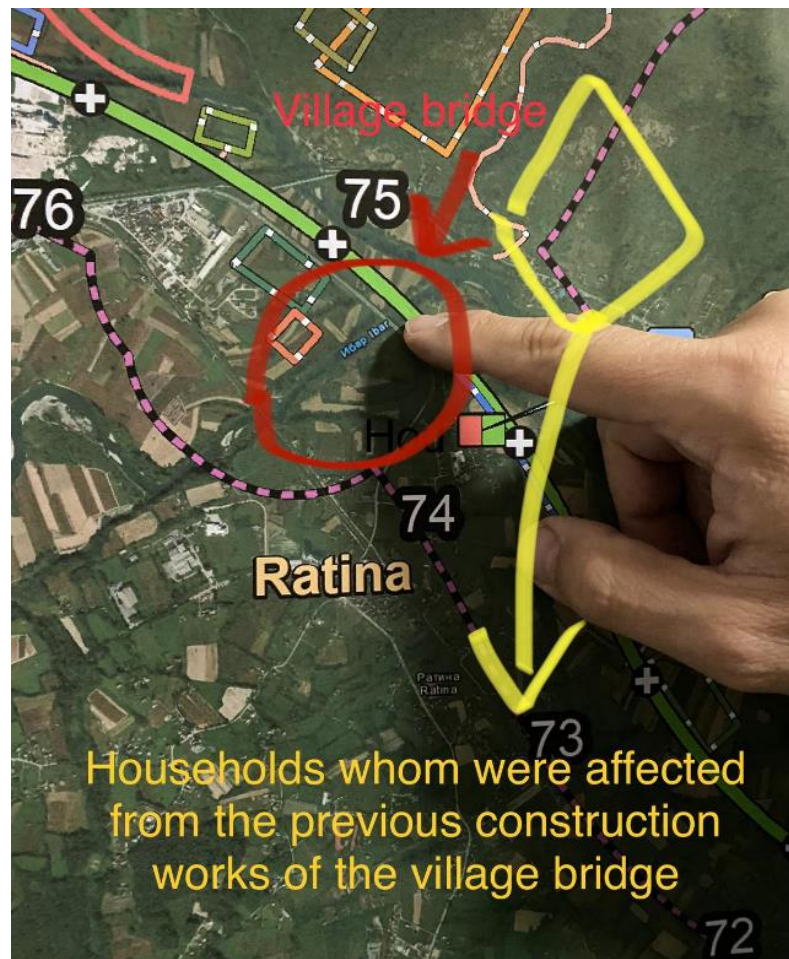
On December 25, 2020 ICP for noise impacts were conducted at the local office nearby the village train station of Sumarice at 3 P.M.

In total there were seven (7) participants (all men), aged between 40-75.

The remaining ICP leaflets/timetable were left to the head of village who was responsible for distributing these materials to other local residents, in addition to a hard copy of the map and banner.

Questions and Feedbacks of the Participants

- At the end of the meeting attendees wanted further information on the construction and operation noise impacts for the Sumarice village, specific to the pinpoints through the map, in which was explained by Günal Özenirler.
- Attendees stated that previously there was a bridge construction in the village which had major noise pollution throughout the construction. Considering the settlements who were affected by the noise settled in the higher elevation area, the locals were worried about this situation reoccurring during the construction of this Project. The approximate location of the bridge and affected settlements were shown during the meeting as below.



- Villagers were also informed by BEJV team that additional consultations will be conducted regarding the construction noise impacts.

Photos taken during the meetings are as the following figure.

Figure 6: ICP Meetings in Sumarice Village (25.12.2020)



5.1.5 Obvra Village for Operational Noise Impacts ICP

On December 28, 2020, ICP for noise impacts was conducted at the House of Culture in Obvra village at 10:00 A.M. In addition, the attendees requested brief information on the river regulation works and measures taken into consideration. Therefore, the purpose of the river regulation and mitigation measures taken accordingly were also explained to the attendees. Leaflets for river regulation were also shown and given to the interested locals for further reference.

There were total of seven (7) attendees (6 men and 1 woman). The average age range of the attendees was 60-70.

ICP leaflets for both river regulation and noise impacts were left to the volunteer attendee who stated to be responsible for spreading the ICP tools. Also, hard copy of Project map, ICP banner for noise impacts and ICP banner that presents general information on river regulation were left at the House of Culture for locals' information as requested.

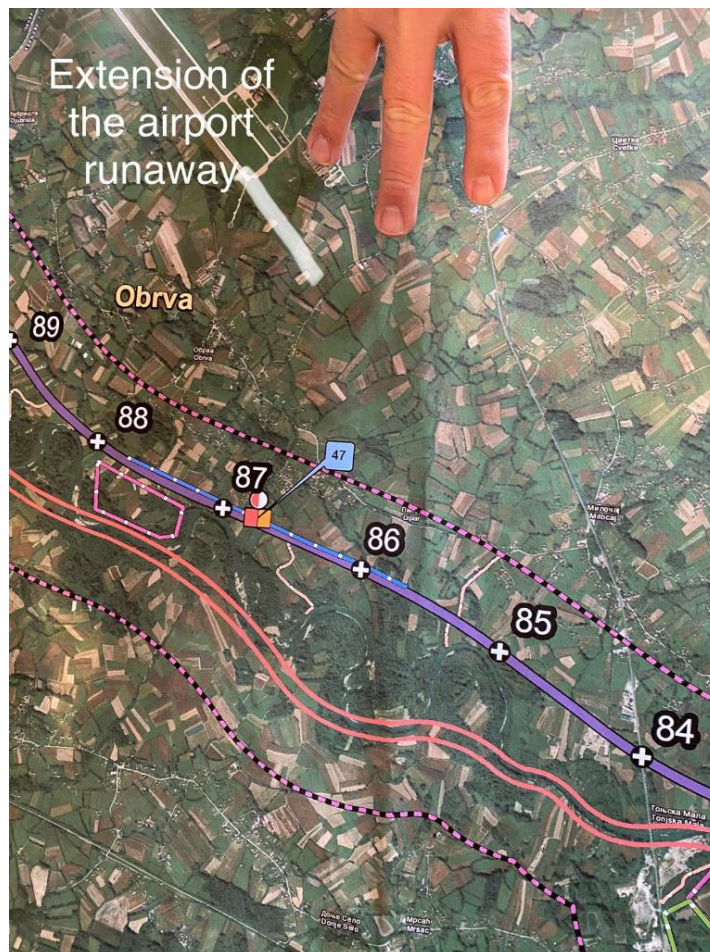
It was observed that among the other villages visited throughout the ICP process, Obvra village has insufficient connection to the internet.

Questions and Feedbacks of the Participants

- There is an airport close to the Obvra village and airplane take-off are already creating high levels of noise. which the locals believe impact the quality of life and increase the risk of heart attack. Among the attendees, an otorhinolaryngology doctor expressed concern that with the implementation of this Project, noise pollution will increase and create negative cumulative consequences. The location of the airport shown by the locals can be found in below.



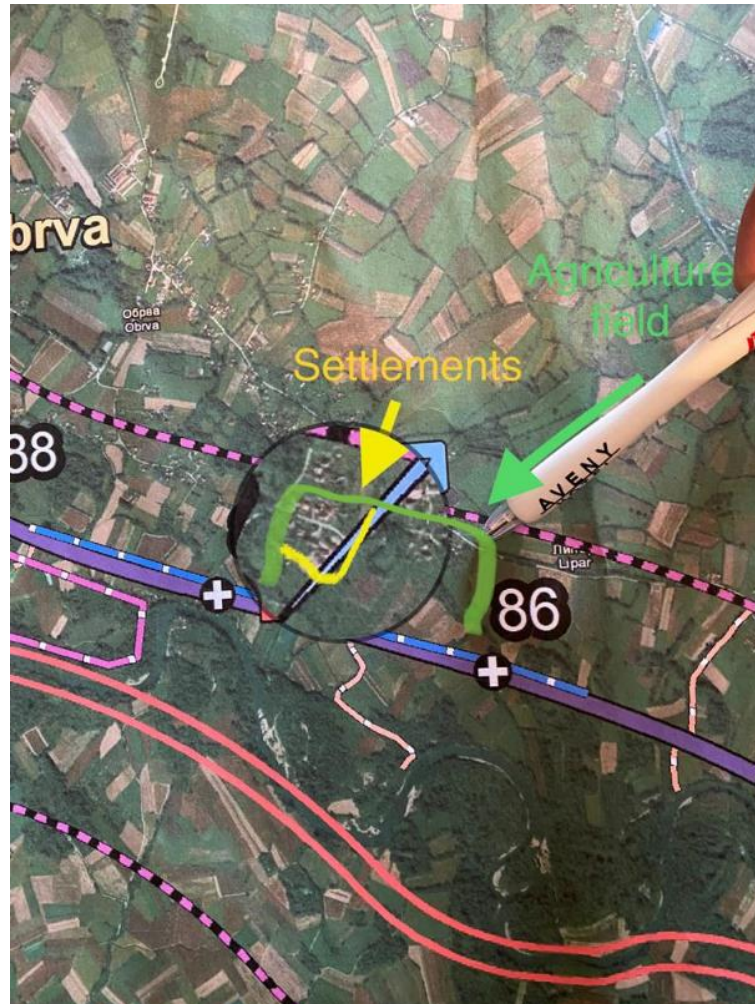
- In addition, the locals stated that there will be an extension runway for the airport stated to be for cargo airplanes. The locals are worried about the cumulative impacts⁴ for extension construction works and the Project’s construction activities. They requested for authorities to work together to decrease any cumulative impacts. The approximate location of the extension works was shown by the locals during the meeting as in below.



- In terms of river regulation, the locals stated that during the design phase Revenica and Zutaja Rivers should also be considered for the design. Also, there are three major spring water courses that directly flows to the village (see image below – approximate location of the spring water is shown by the attendees). The locals noted that these water courses should also be considered for the flood prevention.

⁴ Regarding the cumulative impacts of extension runway for the airport and the Project in Obvra Village, BEJV gave the following feedbacks after the meeting: According to the national EIA study, the airport at Obvra is a military airport and 2 km away from the future motorway. There is a limited air traffic in this airport. The airport is not in the Area of Influence. No specific noise modelling conducted for this destination yet. Zero measurement of this area should be done prior to assess cumulative noise of airport and Project. However, ESIA Appendix-5 Maps for measurement locations show that around KM:87+000 zero measurement for noise was taken which is close to the settlement, intended borrow pit, alignment and also airport.

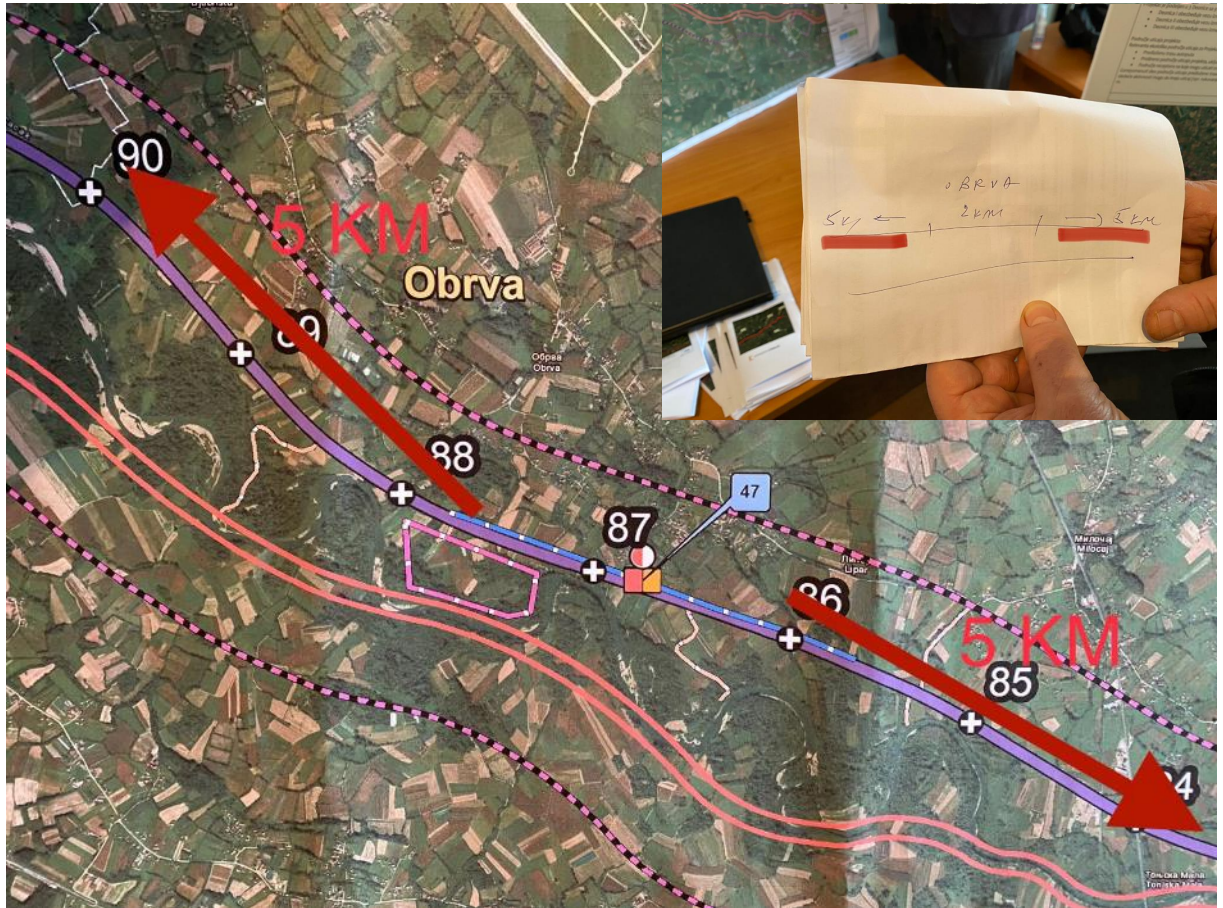
- The locals stated that the marked area shown in below is an important agricultural land and according to their statement, the excavation materials will be stored in the shown location and the main concern is how nearby settlements will be affected by the storage areas.



- The locals stated that the main source of income for the villagers is agriculture and they would like to maintain agricultural activities even after the expropriation of agricultural lands. Therefore, the locals are requesting livelihood restoration activities to be provided to continue agricultural production in different lands⁵.
- From the observations of the village 2U1K asked whether hunting or timbering activities are generating income for some households. It was stated that both activities are used for domestic or recreational purposes, rather than as a source of income.
 - In addition, replanting natural habitats were explained in detail by 2U1K.

⁵ This will be foreseen and implemented through the RAP.

- Given the current design, the location of the noise barriers was stated to be insufficient by 2U1K considering the baseline noise of the village. The locals suggested to expand the noise barriers as shown in figure below.



Photos taken during the meetings are presented in the following figure.

Figure 7: ICP Meetings in Obvra Village (28.12.2020)



5.1.6 Vrnji Village for Operational Noise Impacts ICP

On December 28, 2020, ICP for noise impacts was conducted at the AS LUKS restaurant at 3:00 P.M.

There were total of six (6) attendees (5 men and 1 woman). The average age range of the attendees was 36-62.

ICP leaflets for noise impacts were left to the volunteer attendee responsible for distributing the materials to other local residents. Also, hard copy of Project map, ICP banner for noise impacts were left to the interested attendees

Questions and Feedbacks of the Participants

- The locals noted that noise barriers should be implemented efficiently for the sensitive receptors of the Vrnji village.
- According to the attendees, during November there is a high risk in traffic accidents due to fog and wanted this to be taken into consideration for the design to minimize risks for the local populations.
- An attendee pointed out that the location of his residence is quite sensitive in terms of flood and wondered why there is no river regulation works in the pointed location as he stated there are two creeks flowing towards his residential area.⁶

⁶ This topic is included in the ICP Report for River Regulation Works, but it has been added to this report for reference since the issue was raised during an operational noise ICP meeting.



Photo taken during the meetings is presented in the following figure.

Figure 8: ICP Meetings in Vrnji Village (28.12.2020)



5.1.7 Vrba Village for Operational Noise Impacts ICP

On December 29, 2020, ICP for noise impacts was conducted at the local office in Vrba village at 10:00 A.M. The night before this meeting on December 28, there was a storm in the village which caused the majority of the rooftops within the settlement to be damaged. The head of village informed the ICP presenters prior to the arrival that the attendance rate may be lower as the majority of the households would be busy repairing damages caused by the storm.

The ICP team arrived at the arranged meeting venue and delivered a presentation about the noise impacts and left all the hard copy materials to the head of village to distribute information following completion of the repair works caused by the storm. The contact information of 2U1K's local consultant was also given to the head of village in case of further questions and inquiries by the locals. In total there was three (3) attendees (all men) aged 50-63.

Questions and Feedbacks of the Participants

- The village head expressed concern that there are a few houses located near the route of the Motorway, while there seemed to be no noise barriers at this stage of the design to the sensitive receptors. It was explained that the additional noise modelling study⁷ is currently ongoing and

⁷ After the meeting, BEJV informed that the design of the motorway is currently on-going. Due to this on-going process, in any needs of design, BEJV locally procures additional noise modelling studies. As an example, additional noise modelling study for Sector 3 Makresane-Kosevi from Km:24+380 to Km:27+000 has been conducted. Similar to conducted study, for Vrba region, there is also another additional modelling study by designer, HPS. The study of HPS is expected to end around the beginning of March.

the possibility of adding additional noise barriers will be dependent on the final modelling results. The head of village did not have any further concerns after the response.

Photos taken during the meetings are as the following figure.

Figure 9: ICP Meetings in Vrba Village (29.12.2020)



5.2 Consultations Conducted with Authorities and NGOs

5.2.1 Virtual Meeting with Authorities

The ICP meeting for the Project parties, local authorities and institutions was conducted on January 28, 2021 as arranged through Zoom Meeting. At the beginning of the meeting, all the participants were kindly requested to type their name and institutions, authority and company in the chat box for data recording purposes. In addition, it is important to note that the whole meeting was recorded

by Günal Özenirler for recordkeeping and this was informed to all attendees at the beginning of the meeting. In total, there were 27 participants in the Zoom meeting and the list of the parties are:

- BEJV (6)
- Corridors of Serbia (4)
- Highways Institute (2)
- Jaroslav Černi, Water Institute (1)
- Institute for Nature Conservation of Serbia (1)
- Serbia Water (1)
- Varvarin Municipality (1)
- Krusevac Municipality (1)
- Kraljevo Municipality (1)
- Cicevac Municipality (1)
- Cacak Municipality (1)
- 2U1K (7)

Questions and Feedbacks of the Participants

Regarding the operational noise impact of the project, the following questions and feedbacks were received from the participating authorities.

Highway Institute

1. The representatives stated that these kinds of meetings are crucial to avoid misunderstandings and provide up to date information on project phases.
2. Institute noted that they conducted the local EIA and hence noise assessment for Sectors 8 and 9.
 - Information regarding the noise modeling study was explained and noted that detailed information is available in the ESIA study.
 - Also, it was noted by 2U1K that with the availability of terrain digital model at this stage of the Project, detailed design information with the cooperation of Highway Institute for noise barriers is currently ongoing.

Corridors of Serbia

1. Final round of meeting with the authorities and Project experts could be beneficial after finalization all Project related documents, including SLIP in order for all parties to be on same page at the end.
2. At this stage Corridors of Serbia has two approved and one almost approved EIA reports according to national legislation. All studies between EIA and ESIA should be harmonized.
 - 2U1K stated that the available EIA Reports for Section 1 and 3 have already been reflected in the ESIA Report and other related documents for the Project, including mitigation measures stated in both EIAs. In case there is new information (especially for Section 2), 2U1K and BEJV, Corridors of Serbia (CoS) can discuss internally to see if there is a need for further actions.
 - Ongoing supplementary studies will also be reflected in the ESIA Report

BEJV

1. There will be an addendum to the ESIA studies according to results derived from the SLIP studies, accordingly. (In terms of biodiversity, river regulation, etc.).

2. All additional studies (including Traffic Management Study) will be harmonized with ESIA and IFC standards and will be disclosed

5.2.2 Virtual Meeting with NGOs

The ICP meeting for the Project parties and NGOs was conducted on January 29, 2021 as arranged through Zoom Meeting. At the beginning of the meeting all the participants were kindly requested to type their name and institutions, authority and company in the chat box for data recording purposes. In addition, it is important to note that the whole meeting was recorded by Günel Özenirler for recordkeeping and this was informed to all attendees at the beginning of the meeting. In total there were 22 participants in the Zoom meeting, as follows

- BEJV (6)
- Corridors of Serbia (3)
- Biologist association Krusevac (1)
- CSO Treehouse Kruševac (1)
- West Morava Water Sports Association and Ecology Society (1)
- Ecological movement ORAŠKE (1)
- Kruševački ekološki centar (1)
- 2U1K (7)

Questions and Feedbacks of the Participants

Regarding the operational noise impact of the project the following questions and feedbacks were received from the NGOs.

West Morava Water Sports Association and Ecology Society

1. Concern about whether downtown Trstenik will experience negative impact in terms of noise.
 - Noise modelling was again explained and new modeling study with terrain model was also detailed, and that necessary measures, especially noise barriers, will be placed accordingly based on the updated modeling studies.
2. Concern regarding the air quality, as the settlements will be close to the Motorway.
 - Air quality modeling study was briefly explained and as a result of the modelling studies, there were no settlement/location that were concluded as critical. Details of the existing studies can be found in the ESIA Report.

Kruševački Ekološki Centar

1. Construction noise will create negative impacts for local communities.
 - ESIA Report was introduced again with relevant chapters to obtain detailed information on the noise impact assessment.
2. Suggested to not use noise barriers but use flora, especially trees, instead. These barriers could be shown in green rather than plain concrete materials for visual impacts.
 - There will be approximately 50 m green zone to catch the expected noise pollution, which is not feasible for this Project. However, the suggested material to be used will be forwarded to all Project parties for further discussion.
 - Green barriers were already previously suggested in the ESIA studies within the scope of minimizing visual impacts.

6 Findings from the ICP Process

6.1 Concerns Raised by Stakeholders

Throughout the ICP process, the following priority concerns were raised by local stakeholders:

Expropriation

- Particularly concerning expropriation of agricultural lands
- Consequences since the Project will split the village into two and how this will affect their accessibility (Grabovac Village)
- Detailed route design of the Motorway and route map to be presented for expropriation
- The width of the Motorway (Stulac Village)
- Collaboration of authorities to decrease any cumulative impacts of extension runaway for the airport and the Project (Obvra Village)

Noise impact and mitigation measures

- Cumulative impacts of extension runaway for the airport and the Project (Obvra Village)
- Negative noise impact for Trstenik Village
- Construction noise
- Using of green barriers and green zones rather than noise barriers and concrete materials which probably have visual impacts

Livelihood impact

- Livelihood restoration activities to be provided to continue agricultural production in different lands (Obvra Village)
- The status of the agricultural lands, the main source of villagers' income, after the expropriation and by the storage areas (Obvra Village)

Safety

- Extension of noise barriers in the design phase of the Project (Obvra Village) and imply the noise barriers efficiently for the sensitive receptors (in Vrnji Village and in Vrba Village) and for the house near the route of Motorway (Vrba Village)
- Taking into account impacts of fog in winter period in the design phase of the Project (Vrnji Village)

Continuous consultation meetings

- Need for more consultation meetings to avoid misunderstanding and inform stakeholders regarding the results of new measurements and modelling studies as well as mitigation measures.

Distribution of all EIA and ESIA documentation

- Distribution of the results of not only the conducted but also the ongoing studies during EIA and ESIA processes to the related authorities and project experts to make them to have at the same level of information regarding the project and improvements.

Although the central aim of these meetings was to discuss potential noise impacts, they revealed that expropriation and livelihood impacts are some of the most significant concerns for local

residents. Thus, additional ICP activities will be essential as part of the development and implementation of the Project's Resettlement Action Plan.

Potential cumulative noise impacts will also need to be considered as part of Project designs, to mitigate adverse impacts for local residents to the extent possible.

BEJV stated that all concerns raised by any member of the community are recorded to the databases and tracked. In addition, all documents for all work streams are shared with all sub-consultants which ensures that all data are provided to different consultants.

6.2 Comments on the Level of Community Support

During the ICP meetings, some of the attendees asked for 2U1K's contact information (phone number/ email). 2U1K's local consultant also gave his contact information in case the attendees or other interested locals had further questions to be covered within the scope of work. All contact information was also provided to the head of villagers, to enable them to submit any queries, grievances and concerns as needed. Information regarding the Grievance Redness Mechanism (GRM) and channels were also presented in the brochure and announcement.

At this stage, no one has reached out to 2U1K nor the local consultant following the consultations. In addition, no negative feedbacks from local communities, local and national authorities and NGOs have been received regarding the Project. All parties have a generally positive approach to the Project and some local communities also have the opinion that their villages will be benefited from direct and indirect outcomes of the Project to develop. On the other hand, it was understood from the questions and feedbacks of all participating stakeholders that the stakeholders need to be informed and updated on an ongoing basis about not only the ongoing studies or the mitigation measures to be decided as a result of these studies against operational noise impact of the project, but also other concerns of the stakeholders raised during the meetings, such as safety, livelihood impact and expropriation.

BEJV has indicated that all concerns raised during the consultation as recorded in this report are shared with the Employer who is in charge of doing expropriation. Additionally, such issues are shared with BEJV's design team for addressing them. We recommend that BEJV ensure adequate follow up and closeout of the comments raised and address them in the Stakeholder Engagement Plan (SEP) and other documents as part of its ESMS, as applicable.

7 Stakeholder Engagement Program – Phase 2

For the subsequent stages of the Project, it is suggested that the following additional consultation activities be considered, partly taking into account stakeholder concerns raised during Phase 1's ICP process.

Table 6: Stakeholder Engagement Program for Phase 2

Stakeholders	Timeframe	Communication methods	Issues to be consulted
Community members			
Villagers of all affected villages, including vulnerable and disadvantaged groups (elderly, disabled, young, etc.)	Ongoing	Face to face meetings, Project's website, leaflets, banners and brochures, community grievance mechanism, telephone engagement	<ul style="list-style-type: none"> • Changes in noise barrier design and project design • Result of additional studies (such as modelling, measurement etc.), related impacts and mitigation measures • Infrastructural maintenances • Status of specific requests • Cumulative impacts • Expropriation • Taken additional measures against operational noise impact
Governmental agencies			
Ministry of Construction, Transport and Infrastructure Ministry of Environmental Protection Roads of Serbia Highway Institute Corridors of Serbia Security forces and traffic police Municipalities Local and National Associations	Ongoing	Private meetings and workshops, Project's website, direct communications if requested, community grievance mechanism, telephone engagement	<ul style="list-style-type: none"> • Changes in project design • Villagers' Request on information from authorities • Infrastructural maintenances • Taken additional measures against operational noise impact
Non-governmental, civil society, and business organizations			
NGOs – local, national or international	Ongoing	Private meetings and workshops, Project's website, direct communications if requested, community grievance mechanism, telephone engagement	<ul style="list-style-type: none"> • Changes in noise barrier design and project design • Infrastructural maintenances • Taken additional measures against operational noise impact

Role of Community Relations Officer

As a part of the Community Relations and Sustainability Department (CRSD), a Community Relations Officer (CRO) will be appointed to manage the implementation of stakeholder engagement program in Phase 2. This management will include arranging communications with stakeholders via the mentioned methods in the above table, attending and recording stakeholder engagement activities and maintaining regular lines of communication with key stakeholders.

The CRO to be appointed will ideally possess experience conducting community liaison and/or public relations for a project of similar nature and scale, speak the local language and have a good understanding of the project sites' local areas, such as the economic, social and cultural dynamics (including gender differences and sensitivities) that exist within the local communities.

Appendices

A. Sample Consultation Materials - Brochure and Announcement

PROJECT INTRODUCTION

The Morava Corridor Motorway Project is a 112 km dual-carriageway motorway and c. 32 km will be the total length of river regulation along the entire route of the Motorway.

- Project Borrower → Government of Serbia is planned to fund the Project with support from various International Financial Institutions
- Project Employer → Corridors of Serbia (CoS) is the implementing entity responsible, among other things, for the access to the Project site, land acquisition and expropriation.
- Project Operator → Roads of Serbia (RoS)
- Contractor → Bechtel Corporation-ENKA İnşaat ve Sanayi A.Ş. (BEJV)
- Responsible for the Design of The River Regulation → Jaroslav Černi Water Institute (JCI)
- Soft copies of the Environmental Impact Assessment (EIA) Report, Stakeholder Engagement Plan and Resettlement and Livelihood Framework can be reached from the following link: <http://koridorisrbije.rs/en/pojate-preljina>

GRIEVANCE MECHANISM

A grievance is a complaint about the activities of the Morava Corridor Motorway Project. It might be related to an incident, the environment, or the behavior of people working on the Project. The Project established a Grievance Procedure to ensure that these matters are addressed through a transparent and impartial process.

Complaints may be filed by:

- sending letters or e-mails to the provided addresses,
- calling on the provided phone number,
- visit to municipality,
- visit to Project site by using the Grievance Form.
- Address: KORIDORI SRBIJE d.o.o. Beograd, Kralja Petra 21.
- Telephone: +381 11 3344174,
- E-mail: office@koridorisrbije.rs (subject field: To the attention of the Grievance Committee).

It should be noted that all individuals are free to raise their grievances anonymously when requested. It is however important to specify an address that can be used by the Community Relations and Sustainability Department to send a reply

PROJECT LOCATION

The Project has been divided into 3 Sections with 9 Sectors distributed differently along each Section, to allow construction planning efficiently.

Project Sections		Length (km)
Section 1: Pojate - Kruševac (Koševi)		27.83
Sector 1	Pojate – bridge across South Morava	9.06
Sector 2	bridge across South Morava – Makrešane	7.89
Sector 3	Makrešane – Koševi	10.88
Section 2: Kruševac (Koševi) - Adrani		53.90
Sector 4	Kruševac (Koševi) - Lopoška river	14.95
Sector 5	Lopoška river - Trstenik	13.64
Sector 6	Trstenik - Tovarnica river	11.5
Sector 7	Tovarnica river - Adrani	13.81
Section 3: Adrani - Preljina		30.66
Sector 8	Adrani interchange – Mrčajevci interchange	9
Sector 9a	Mrčajevci interchange – Preljina interchange	9
Sector 9b	Preljina interchange - Preljina interchange (E-763)	12.66

Section I provides a connection between Čičevac and Varvarin municipalities and the city of Kruševac.

Section II provides a connection between Trstenik and Vrnjačka Banja municipalities and the city of Kraljevo.

Section III provides a connection between the cities of Kraljevo and Čačak.

AREA OF INFLUENCE (AOI) OF THE PROJECT:

The relevant environmental Aoi for the Project can be divided into two main parts. The first part covers:

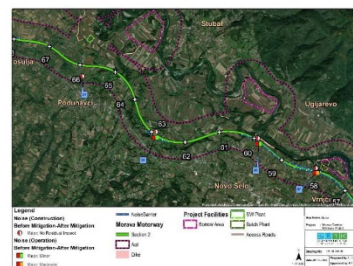
- The Proposed Motorway Route;
- The extended Aoi of the Project, including access roads, quarries, asphalt and batch plants, maintenance areas, and construction camps to be realized due to the Project.
- Area of receptors that may be impacted from supply and waste management operations.

For the first part mentioned above the Aoi of the Proposed Motorway Route to be a corridor of 1,000 m width (500 m on each side of the motorway) along the Proposed Motorway Route. The following areas compose the second part of the Environmental Aoi due to the fact that there can be impacts (e.g., handling of wastes and transportation of the supply materials to the site from a long distance) associated with the activities in relation to the Project outside the corridor of 1,000 m width.

MORAVA CORRIDOR MOTORWAY PROJECT

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT

Informed Consultation and Participation Meeting on Management of Impacts related to Noise



ANNOUNCEMENT FOR INFORMED CONSULTATION AND PARTICIPATION MEETING ON MANAGEMENT OF IMPACTS RELATED TO NOISE FOR MORAVA MOTORWAY PROJECT

About the Project

The Morava Corridor Motorway Project is a 112 km dual-carriageway motorway and approximately 32 km will be the total length of river regulation along the entire route of the Motorway. The Project is developed by the Ministry of Construction, Transport and Infrastructure and consists of motorway construction together with associated facilities, river regulation and utility relocation. The Project is divided into 3 Sections and 9 Sectors to plan construction efficiently. **Government of Serbia** is the owner of the Project and the **Corridors of Serbia** is the implementing entity responsible among other things, for the access to the Project site, land acquisition and resettlement. Public Enterprise **Roads of Serbia** is responsible entity for operation of the Motorway which includes, maintenance and preservation, exploitation, construction, reconstruction, organization and control of toll collection, development and management of I and II category state roads in the Republic of Serbia. The Contractor is responsible for the detailed design and construction of the motorway. **Jaroslav Ceri Water Institute** is responsible for the design of the river regulation, and the Contractor is responsible for the construction.

The design, procurement and construction of the Project will be conducted by the **Joint Venture of Bechtel ENKA UK Limited** as the Contractor. The Project has been divided into 3 Sections with 9 Sectors distributed differently along each Section, to allow construction planning efficiently.

- Section I provides a connection between Čičevac and Varvarin municipalities and the city of Kruševac.
- Section II provides a connection between Trstenik and Vrnjačka Banja municipalities and the city of Kraljevo.
- Section III provides a connection between the cities of Kraljevo and Čačak.

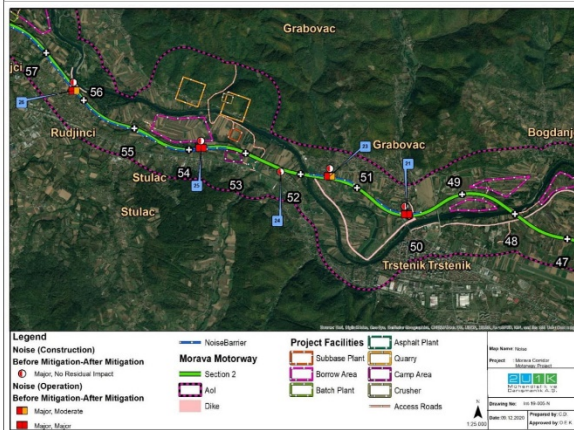
Area of Influence (AoI) of the Project: The relevant environmental AoI for the Project can be divided into two main parts. The first part covers;

- The Proposed Motorway Route;
- The extended AoI of the Project, including access roads, quarries, asphalt and batch plants, maintenance areas, and construction camps to be realized due to the Project,
- Area of receptors that may be impacted from supply and waste management operations.

For the first part mentioned above the AoI of the Proposed Motorway Route to be a corridor of 1,000 m width (500 m on each side of the motorway) along the Proposed Motorway Route. The following areas compose the second part of the Environmental AoI due to the fact that there can be impacts (e.g., handling of wastes and transportation of the supply materials to the site from a long distance) associated with the activities in relation to the Project outside the corridor of 1,000 m width.

Project Sections	Length (km)
Section 1 Pojate - Kruševac (Koševi)	27.83
Sector 1 Pojate – bridge across South Morava	9.06
Sector 2 bridge across South Morava – Makreljane	7.89
Sector 3 Makreljane – Koševi	10.88
Section 2: Kruševac (Koševi)-Adrani	53.90
Sector 4 Kruševac (Koševi)-Loposka river	14.95
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Sector 6 Trstenik – Tovarnica river	11.5
Sector 7 Tovarnica river - Adrani	13.81
Section 3: Adrani-Prejina	30.66
Sector 8 Adrani interchange – Mičajevci interchange	9
Sector 9a Mičajevci interchange – Prejina interchange	9
Sector 9b Prejina interchange - Prejina interchange (E-763)	12.66

Environmental and Social Impact Assessment



Noise levels around the Area of Influence of the Project will increase during the construction temporarily and operation phase of the Project. The difference between the baseline noise levels and the noise levels during Project implementation was determined the impact and its significance during the Environmental and Social Impact Assessment (ESIA) Studies. Although the construction noise is temporary, the noise levels will increase significantly during the construction phase of the Project compared to the baseline condition. Potential source of noise impacts may be caused by but not limited to:

- noise emitted by machinery, equipment and vehicles used during construction,
- demolition,
- production of gravel and concrete,
- construction works (i.e., earthworks, bridge construction, on-site and off-site transport of materials, etc.)

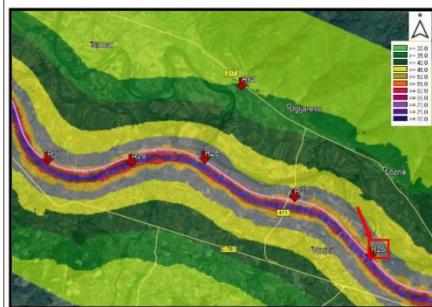
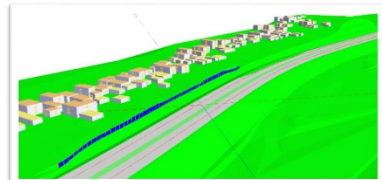
Therefore, emission of noise will affect sensitive receptors, within the scope of the ESIA, Noise Modelling Study was performed for construction and operation phase.

Noise sources during operation phase of the Motorway is mainly due to road traffic which will be cumulated throughout the road axis. This perspective was incorporated during the noise modeling study and magnitude of the impact as well as impact significance was given wide coverage in Impact Assessment Chapter (Chapter 6) of the ESIA Report with all Chapters can be accessed from the link : <http://koridorisrbije.rs/en/pojate-prejina>

With the terrain model data which could not be delivered in the scope of ESIA Reporting, design for noise barrier as seen in the figure is being performed for each of the noise related locations. The ESIA prepared by the 2U1K Engineering and Consultancy Inc. covered potential noise impacts to the people, wildlife, archeological sites and environment thoroughly in the Impact Assessment (Chapter 6) Chapter.

Mitigation measures were determined by taking the most stringent limit value by comparing national and international legislation in ESIA Report. Following list summarizes key impact assessment topics and key measures taken for noise pollution in the ESIA Report as:

Noise pollution due to construction works and vehicle operation: If Project limits for noise are exceeded, the appropriate mitigation measures stated in the ESIA (See Chapter 4 for Legal Framework and Chapter 6 for Impact Assessment) will be applied. In case of noise exceedance, silencers or acoustic enclosures on machines as well as portable sound barriers around stationary equipment, should be installed where applicable. Some of the mitigations may include; Night-time operation and transport should be minimized as much as possible, near to villages or where a transport road passes; Distance between construction site and sensitive receptors (e.g. hospitals, nursing homes, schools) should be maximized. If this is not possible, then temporary noise barriers should be installed between the construction site and sensitive receptors. Sensitive receptors (e.g. hospitals, nursing homes, schools) will be provided with advanced notification of noisy works and project specific additional mitigation measures



(See Stakeholder Engagement Plan for Informed Consultation and Participation prepared for the Project).

Increasing noise level due to road traffic on the Motorway: (i) Stone Mastic Asphalt (SMA) surfacing that cause's low noise will be used by the Contractor for the Motorway. (ii) Natural topography will be used for noise protection. (iii) Additional noise barriers will be considered for the sensitive receptors, as necessary. (iv) The landscape screening will be done either by lowering the Motorway or adding soil embankment. (v) The noise barriers adjacent to the motorway will be used. (vi) The building insulations will be improved (for example, sound insulation of windows and walls), where necessary. (vii) In cases where insulation is not possible, compensation will be considered. (viii) Maintenance of the road surface will be done. (ix) Speed limits will be applied.

According to modelling study, Noise impact significance at receptors and before/after mitigation impact is given in the Table and the Figure.

Receivers	Before Mitigation		After Mitigation		Settlement	Section Number
	Construction	Operation	Construction	Operation		
R26	Major	Major	NRI*	Moderate	Rudjinci	2

*No Residual Impact

During ESIA studies, terrain data were not available and hence they were not consider in the modeling study. However, as present those data is available and that data has been considered by the Highway Institute for the new and detailed noise modeling studies. The first model study was prepared for the worst case scenario, but since the new study will be detailed, major effects can turn into moderate. In other words, the residual operational impact is expected to be lower after detailed modelling study.

Grievance Mechanism

A grievance is a complaint about the activities of the Morava Corridor Motorway Project. It might be related to an incident, the environment, or the behavior of people working on the Project. The Project established a Grievance Procedure to ensure that these matters are addressed through a transparent and impartial process.

Complaints may be filed by;

- o sending letters or e-mails to the provided addresses,
- o calling on the provided phone number,
- o visit to municipality,
- o visit to Project site by using the Grievance Form.
- o Address: KORIDORI SRBIJE d.o.o. Beograd, Kralja Petra 21,
- o Telephone: +381 11 3344174,
- o E-mail: office@koridorisrbije.rs (subject field: To the attention of the Grievance Committee).

It should be noted that all individuals are free to raise their grievances anonymously when requested. It is however important to specify an address that can be used by the Community Relations and Sustainability Department to send a reply.

B. Invitation Letter for the Authorities

Date: 22.01.2021

Dear Mr/Ms. ,

As a representative of **2U1K Engineering and Consultancy Company**, who is responsible for preparation of *Environmental and Social Impact Assessment Study (ESIA)* for the **Morava Corridor Motorway Project**, we are pleased to invite you to the online Informed Consultation and Participation (ICP) in regard to impacts related to operational noise and river regulation for the Project.

The Project, developed by the **Ministry of Construction, Transport and Infrastructure**, consists of motorway construction together with the associated facilities, river regulation and utility relocation. **Government of Serbia** is the owner of the Project and the **Corridors of Serbia** is the implementing entity responsible for the access to the Project site, land acquisition and resettlement. **Roads of Serbia** is responsible entity for operation of the Motorway. The design, procurement and construction of the Project will be conducted by the Joint Venture of **Bechtel ENKA UK Limited** as the Contractor. **Jaroslav Cerni Water Institute** is responsible for the design of the river regulation.

Since February 2019, 2U1K Engineering and Consultancy Inc. has been engaged in cooperation with group of different international and local experts in preparing the ESIA studies to meet International Finance Institution standards.

This ICP Process is designed to increase information level on the Project's operational noise impacts and the purpose of the river regulation along with the measures taken for the Morava River. In the meeting, the presentation to be delivered will cover mainly these two topics and the summary of all ESIA studies as well as the supplementary studies to support the ESIA. For the purpose of the meeting, we would like to invite you to discuss aforementioned topics along with the aim to receive your feedbacks and suggestions in that regard. Therefore, we would like to include following Project related documents published digitally for your information prior to the meeting date.

Project's Non-Technical Summary:
http://www.koridorisrbije.rs/site/content/files/5f74fb3eb054c_Morava%20NTS%20Serbian.pdf

Project's full ESIA Report and Appendices:

<http://koridorisrbije.rs/en/highway-from-pojate-to-preljina-the-morava-corridor>

As the contribution/engagement of the **Authority** on this topic is very relevant, it would be important to gain deeper insight and ask for your active participation through the exchange of opinions, possible questions or concerns.

Due to the well-known epidemiological measures and all the New Year's holidays that are behind us and, on the other hand, very limited deadlines, please take the time for and **online meeting on the Zoom platform lasting about 1.5 hours. The proposed date is Thursday, January 28th, at 1:30 p.m. (CET)**. The meeting link is

<https://zoom.us/j/98805199507?pwd=ZGZpUHRtTkxjNFBBMmxkNStBcEtVUT09>

Meeting ID: 988 0519 9507; Passcode: 426928

In case your party cannot attend to the arranged online meeting, you are more than welcome to contact us back with your feedback via e-mail, as your contribution is quite essential to this process.

Thank you in advance for your attention,

Best regards,

A handwritten signature in blue ink, appearing to read 'Gnal', with a long horizontal stroke extending to the right.

Gnal zenirler

Deputy Chairman of Board

C. Invitation Letter for the NGOs

Date: 22.01.2021

Dear Mr/Ms.....,

As a representative of **2U1K Engineering and Consultancy Company**, who is responsible for preparation of *Environmental and Social Impact Assessment Study (ESIA) for the **Morava Corridor Motorway Project***, we are pleased to invite you to the online Informed Consultation and Participation (ICP) in regard to impacts related to operational noise and river regulation for the Project.

The Project, developed by the **Ministry of Construction, Transport and Infrastructure**, consists of motorway construction together with the associated facilities, river regulation and utility relocation. **Government of Serbia** is the owner of the Project and the **Corridors of Serbia** is the implementing entity responsible for the access to the Project site, land acquisition and resettlement. **Roads of Serbia** is responsible entity for operation of the Motorway. The design, procurement and construction of the Project will be conducted by the Joint Venture of **Bechtel ENKA UK Limited** as the Contractor. **Jaroslav Cerni Water Institute** is responsible for the design of the river regulation.

Since February 2019, 2U1K Engineering and Consultancy Company has been engaged in cooperation with group of different international and local experts in preparing the ESIA studies to meet International Finance Institution standards.

This ICP Process is designed to increase information level on Project's operational noise impacts and the purpose of the river regulation along with the measures taken for the Morava River. In the meeting, the presentation to be delivered will cover mainly these two topics and the summary of all ESIA studies as well as the supplementary studies to support the ESIA. For the purpose of the meeting, we would like to invite you to discuss aforementioned topics along with the aim to receive your feedbacks and suggestions in that regards. Therefore, we would like to include following Project related documents published digitally for your information prior to the meeting date.

Project's Non-Technical Summary:
http://www.koridorisrbije.rs/site/content/files/5f74fb3eb054c_Morava%20NTS%20Serbian.pdf

Project's full ESIA Report and Appendices:

<http://koridorisrbije.rs/en/highway-from-pojate-to-preljina-the-morava-corridor>

As the contribution/engagement of the **NGO** on this topic is very relevant, it would be important to gain deeper insight and ask for your active participation through the exchange of opinions, possible questions or concerns.

Due to the well-known epidemiological measures and all the New Year's holidays that are behind us and, on the other hand, very limited deadlines, please take the time for and **online meeting on the Zoom platform lasting about 1.5 hours. The proposed date is Friday, January 29th, at 3 p.m. (CET)**. The meeting link is

<https://zoom.us/j/96899400482?pwd=NURQMjV6WTNKVkpCREFjR3hqUVg2UT09>

Meeting ID: 968 9940 0482; Passcode: 579054

In case your party cannot attend to the arranged online meeting, you are more than welcome to contact us back with your feedback via e-mail, as your contribution is quite essential to this process.

Thank you in advance for your attention,

Best regards,

A handwritten signature in blue ink, appearing to read 'Gunal', with a long horizontal stroke extending to the right.

Günal Özenirler

Deputy Chairman of Board

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