



# Morava Corridor Motorway Project, Serbia

## *Informed Consultation and Participation Report for River Regulation Works*

March 2021



## Issue and Revision Record

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## 1 Introduction

As part of the Supplementary Lenders' Information Package (SLIP) for the Morava Corridor Motorway Project, we undertook a process of Informed Consultation and Participation (ICP) with affected communities for potentially significant impacts relating to river regulations 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 2U1K Engineering and Consultancy Inc. (2U1K)<sup>1</sup> between 23-28 December 2020 for the Affected Communities that are closest to river regulation works of the Morava Corridor Motorway Project.

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, two 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 local attendees).

### **Documents Reviewed:**

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

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<sup>1</sup> 2U1K's ICP team 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 virtual meetings were conducted on December 23-29, 2020 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.

## 2 Methodology

The announcements for the ICP activities for river regulation works 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	10:00 A.M.	<b>Mrzenicaka</b>	Mrzenika Primary School
25.12.2020	10:00 A.M.	<b>Stančići</b>	Primary School in Stancici
26.12.2020	10:00 A.M.	<b>Sirča</b>	Primary school in Sirča
26.12.2020	3:00 P.M.	<b>Sirča</b>	Primary school in Grdica
27.12.2020	10:00 A.M.	<b>Popovići</b>	Local office in Popovići
27.12.2020	3:00 P.M.	<b>Miločaj</b>	Local office (Gornji dom) in Miločaj
28.01.2021	1:30 P.M.	<b>Local and national authorities</b>	Virtual Zoom Meeting
29.01.2021	3:00 P.M.	<b>NGOs</b>	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 use the river for fishing activities, community members who make the most use of the river and adjacent land, and/or those with the best awareness of the uses of the river and adjacent land regarding the meeting 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-PRELIJINA (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.

Project Leaflets as well as 100 Project schedules were printed for each meeting and meetings tools were provided to all attendees individually. Remaining materials were given to village heads to distribute to other local residents as well. For the settlements that are within a distance more than 1 km (a total of 10-11) in the vicinity of river regulation works, leaflets will be distributed to the heads of villages. Specific river regulation works 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.

The meetings were started on the December 23 and were completed on December 27, 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 4 locals (plus 1 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 meeting 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 meeting was 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 Project’s river regulation works), 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 River Regulations Work

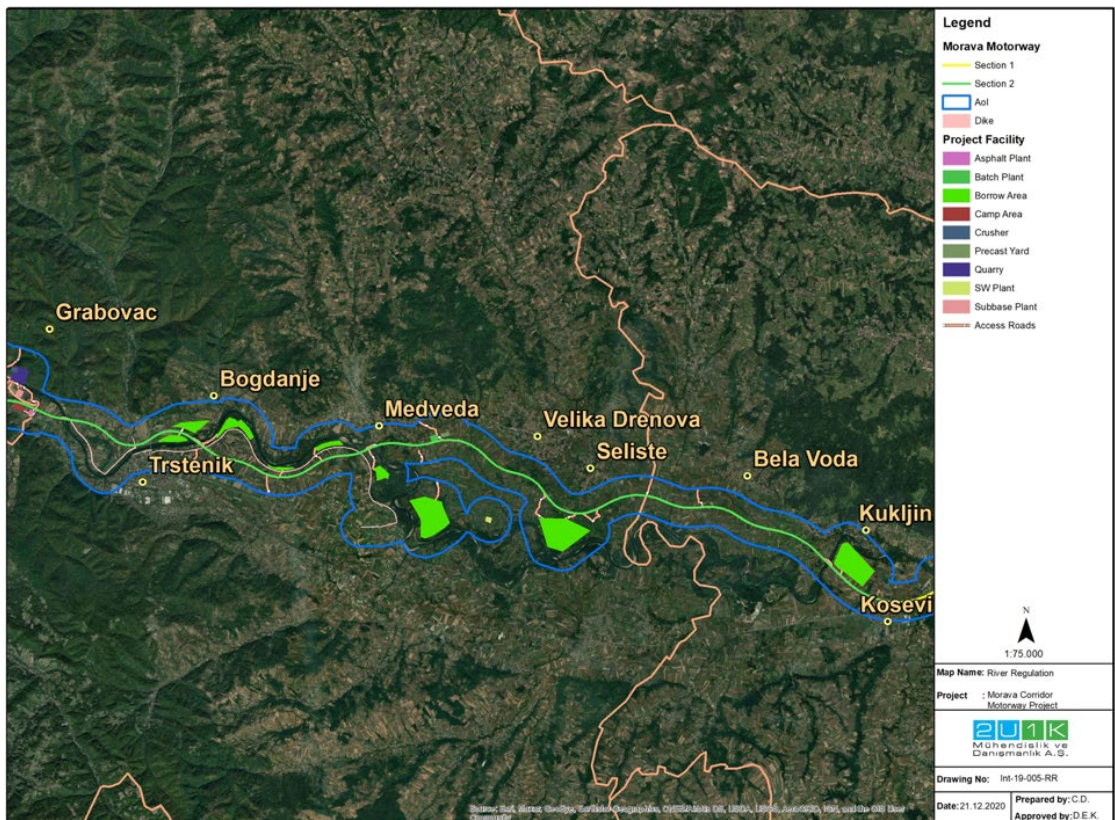
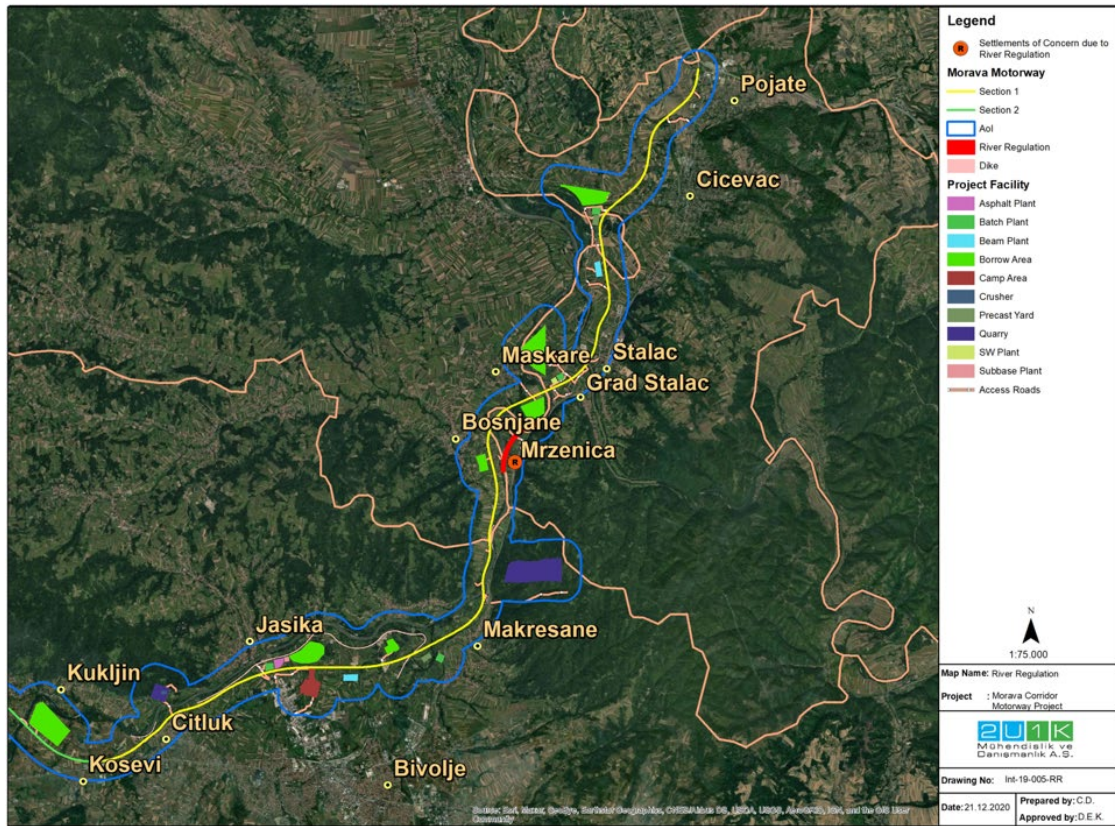
ICP on River Regulation was arranged for the closest six settlements, which are in the vicinity of locations where river regulation will be carried out (within a distance (0 – 1 km) to the regulation works). Given that no communities that would experience potential downstream impacts of river regulation works were identified, no consultations were conducted with downstream communities. The table below lists the six closest settlements according to Project sections, while the subsequent figures present the areas of the river regulation works (as indicated by red line on the maps).

**Table 2: Settlements within the Scope of ICP River Regulation Works**

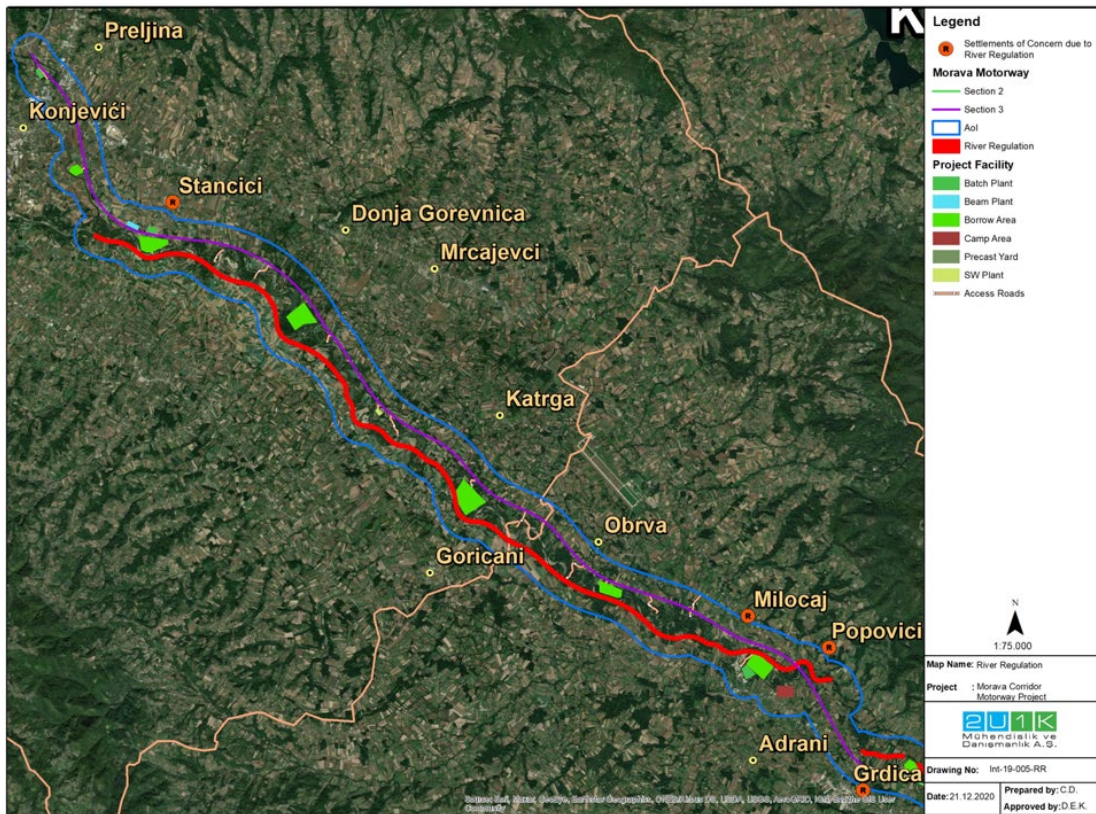
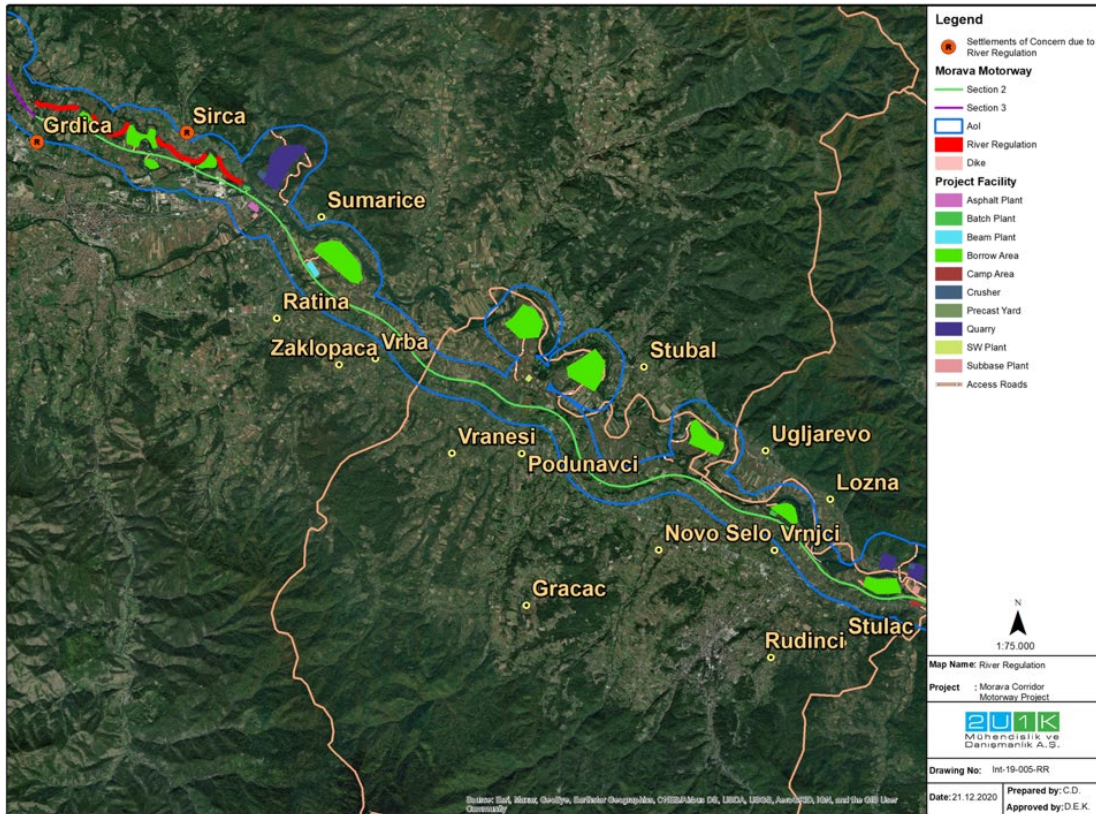
Section Number	Settlement	Distance Between the River Regulation and the Village Center (km)
1	Mrzenica	0,247
2	Sirca	0,527
3	Grdica	0,966
	Popovici	0,649
	Milocaj	0,883
	Stancici	1,336



Figure 2: River Regulation Areas Along with These Six Closest Settlements







## 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 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 3: 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

No.	Stakeholder	Position	Stakeholder Type
19.	Trstenik Department	PR Department	Municipality
20.	Vrnjacka Banja Municipality	Head of Municipality Administration	Municipality
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 Regulation Designer
25.	Jaroslav Černi, Water Institute	Environmental Engineer	River Regulation Designer

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

**Table 4: 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.	Ecologocial 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 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, six (6) of the 52 attendees in total were women and the age range of the attendees varied between 17 to 70. In the ICP process, 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 river regulation works 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 has been prepared by 2U1K (November 2020) and following activities as having been undertaken in the 'ESIA Consultation' phase from August to October 2019. River regulation subject was also covered in these consultations:

- 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.

River Regulation has already mentioned as a topic of public participation meetings presentations during the ESIA disclosure activities.

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 six closest settlements to the river regulation works, Mrzenica, Sirca, Grdica, Popovici, Milocaj and Stancici, ICP meetings were held by 2U1K between December 23 and 27, 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 river regulation impacts caused by the Project purposes.

### 5.1 Consultations Conducted with Local Communities

#### 5.1.1 Mrzenika Village for River Regulation ICP

On December 23, 2020 ICP for river regulation impacts was conducted at the Primary School of Mrzenica village at 10:00 A.M. In total there were 13 participants<sup>2</sup>. There were three (3) respective meetings in order to obey national restrictions for Covid-19.

There were five (5) women participants (aged from 40 to 55) and eight (8) men participants (aged 50 to 65).

The remaining ICP leaflets/timetable were provided to the son of head of village for further distribution to the local residents.

#### Questions and Feedbacks of the Participants

- The locals suggesting constructing bridges after the regulation works to access the other side of the river during the operation phase.
  - This comment was noted by 2U1K and forwarded to BEJV team as well.
- It was noted that there are no cultural heritage sites within the borders of the village in which may be impacted during the construction/operation phases of the Project.
- The locals were informed about the flood prevention measures taken for the river regulation activities as requested.
- Women participants were particularly interested in the printed maps and banners and took photos for further reference.

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

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<sup>2</sup> Among whom 11 signed the attendance sheet.

Figure 3: ICP Meetings in Mrzenica Village (23.12.2020)



## 5.1.2 Stancici Village for River Regulation ICP

On December 25, 2020 ICP for river regulation impacts were conducted at the primary school of Stancici at 10 A.M. In total there were 5 participants (all men), aged between 46-65.

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

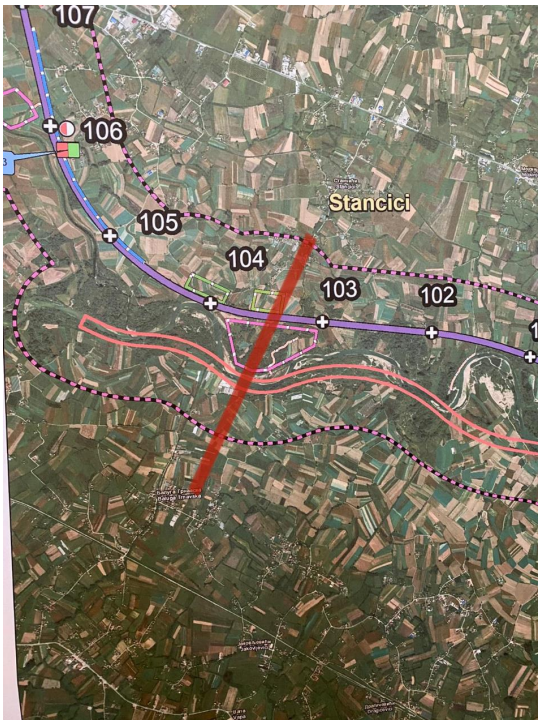
### Questions and Feedbacks of the Participants

- At the end of the meeting attendees were inquiring further information on the prospective expropriation activities including:
  - When will the Project Affected People will be notified in case of expropriation?
  - What types of lands are allowed for agricultural purposes within the 900m zone of the Motorway<sup>3</sup>?
- An attendee stated that there used to be a water source for villages that was transferred through the local pipeline prior to the flood in 2014. Now, some of the pipes that were accessible for the village are damaged, therefore, the pipeline is not in the operation, although these pipes may be re-constructed in the future. Therefore, the attendee requested the river regulation and motorway construction activities to not block the pipeline route or damage the existing pipelines that are reusable. This comment was forwarded to the BEJV team immediately. Approximate location of the pipeline was shown during the meeting in below.

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<sup>3</sup> There is no restriction in land use for each land parcels/surfaces areas located outside the boundaries of the right of way (RoW). The right of way consists of the area that delineates the motorway and that is limited to the following: "This width is divided into 4 zones; i) 2 x 15m motorway, ii) 5m emergency zone on each side, iii) 15m Fence Zone, iv) Immediate Protection Zone of 40m on each side" (extracted from the ESIA Chapter 3 Project Description). Thus, the width of the motorway RoW is 150m on each side. 900m is environmental area of influence, including i) wide protection of 40m on each side, ii) large protection zone of 235m on each side, and iii) Parking/Service additional widening 100m on both side of motorway.





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

Figure 4: ICP Meetings in Stancici Village (25.12.2020)



### 5.1.3 Sirca Village for River Regulation ICP

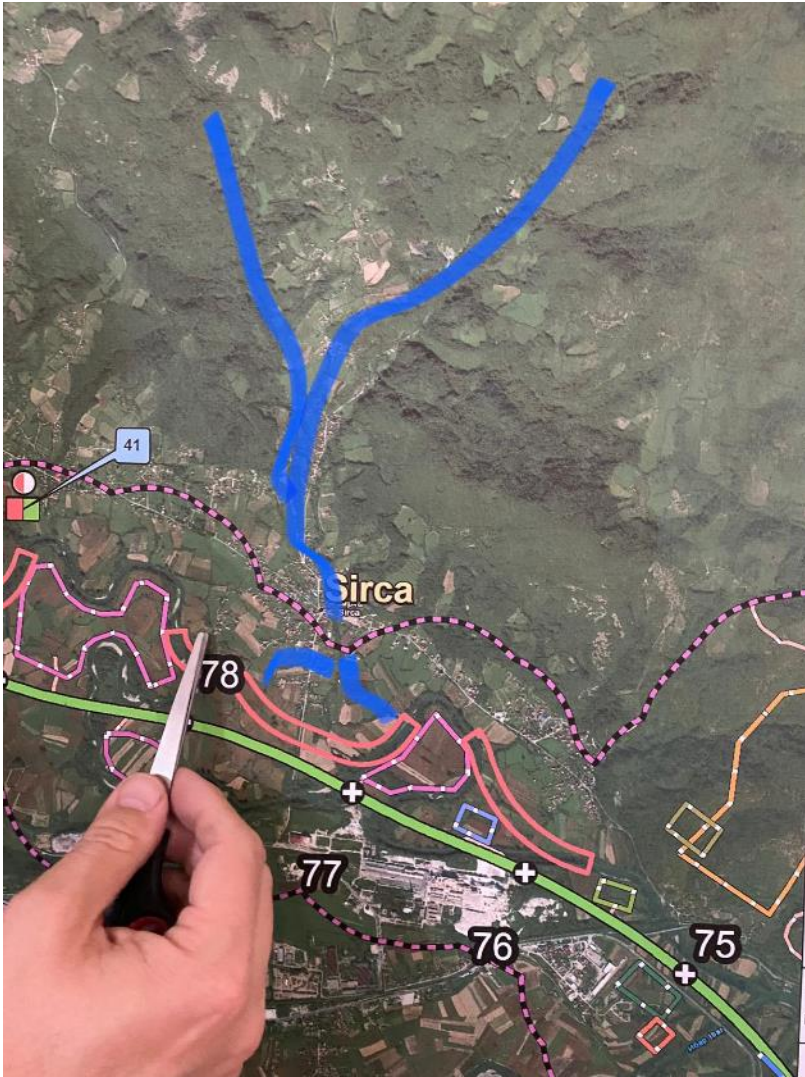
On December 26, 2020 ICP for river regulation were conducted at the village office in Sirca at 10:00 A.M. In total there were six (6) participants (5 men and 1 woman), aged between 50-70.

The remaining ICP leaflets/timetable were left to the head of village, as well as a hard copy of the banner and Project map was given to the head of village.

#### Questions and Feedbacks of the Participants

- There is a concern by the locals that this river regulation works will increase the chance of a flood in the village. This concerns is mainly due to previous experiences, especially during the flood in 2014 in which the majority of the village land was submerged under the flood water.
- The locals were asking whether two wells near the river regulation works will be affected during the river regulation works and if the groundwater quality will be impacted negatively.
  - Measures for groundwater protection was explained by 2U1K as stated in the ESIA Report to the attendees.
  - BEJV team also explained there will be monitoring studies for the sensitive receptors in terms of groundwater levels during the construction works.
- The locals were asking in detail of the purpose of the river regulation.
  - 2U1K detailed the purpose of the river regulation as given in ESIA, especially in terms of flood prevention.
  - The source of the river regulation design derived through Jaroslav Cerni Institute for Development of Water Resources (JCERNI) was also explained, especially consideration of the worst-case scenarios was taken into consideration according to Hydro technical Study Report prepared by JCERNI.
    - As a response, the locals requested officials from JCERNI to pay a visit directly to the village to introduce their hydro technical study for stakeholders who are interested.
    - The locals noted that Ibar River comes with a strong flow and wondered whether this condition was also taken into consideration for the Morava river regulation. Therefore, the locals wanted to contact JCERNI directly to discuss whether during the design of the river regulation this issue was taken into a consideration.
- The locals showed through maps how upspring water will be impacted by the regulation works. (Approximate location of the river flow was shown during the meeting in below in blue lines)
  - 2U1K and BEJV team explained in detailed that design of the regulation is to straighten the existing river meander to reduce pressure of the water flow and decrease the overflow of river water to prevent flood.
- BEJV Public Relations officer introduced himself to all attendees and gave his contact information for further inquiries.





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



Figure 5: ICP Meetings in Sirca Village (26.12.2020)





#### 5.1.4 Grdica Village for River Regulation ICP

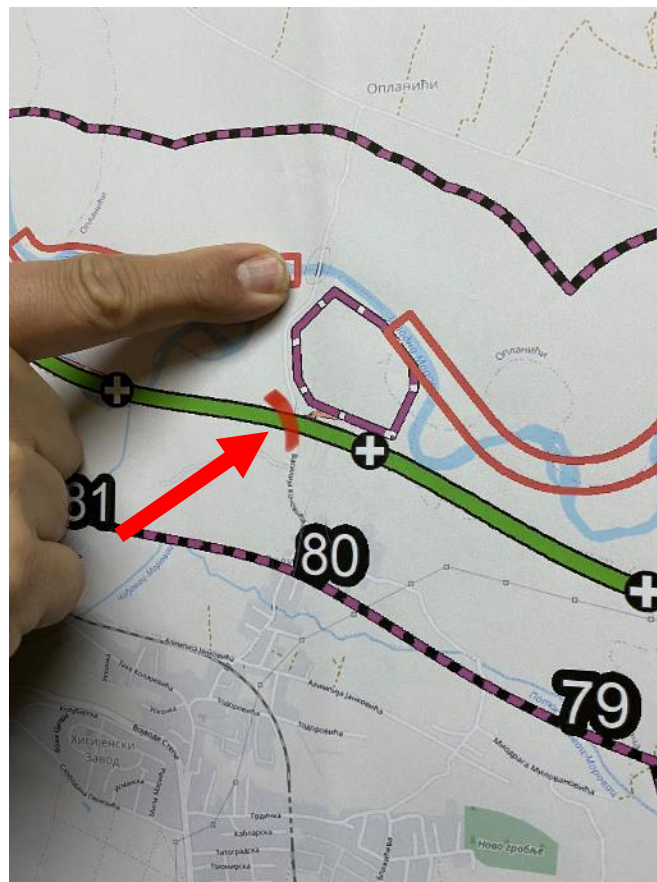
On December 26, 2020 ICP for river regulation were conducted at the primary school in Grdica at 3:00 P.M.

There were total of 13 attendees (all men) which were divided into two respective meetings at the same time. The age ratio of the attendees varied between 35-70.

The remaining ICP leaflets/timetable were left to the head of village, while a hard copy of the map and banner were given to the interested attendee.

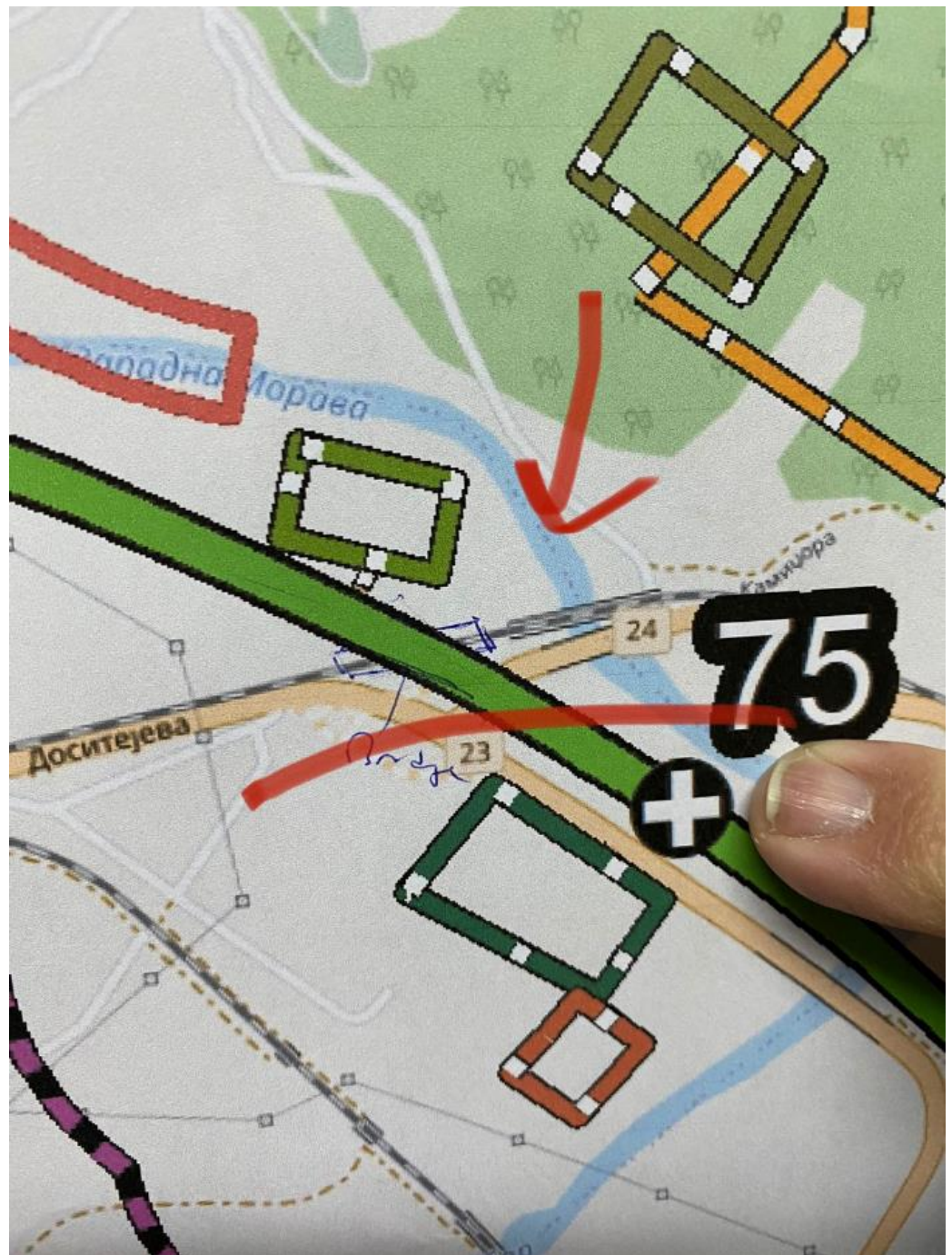
##### Questions and Feedbacks of the Participants

- An attendee wanted further information on the drainage system for the Motorway during the operation phase.
  - BEJV team explained to the interested attendee with the detail regarding the drainage system and prevention measures taken during the design phase.
- The locals were explained that one of the purposes of the river regulation is to straighten the meanders in order to reduce flood risk.
- An attendee shown through the map that there is an existing underpass used by the locals and wondered whether this road will be blocked due to regulation works.



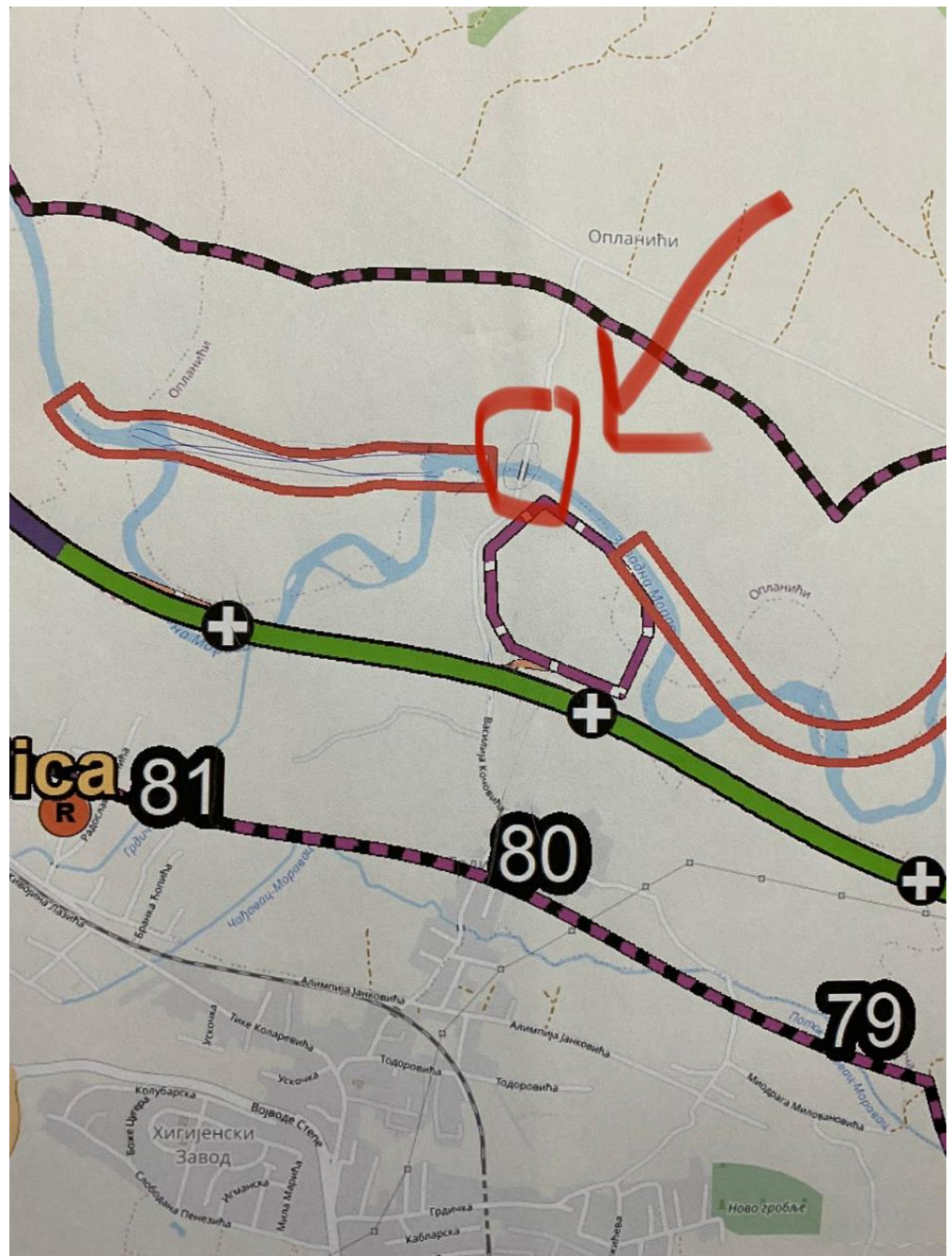
- BEJV team responded that the access road will be maintained for the locals.
- An attendee requested further information of what will happen to the old riverbeds after the regulation works.
  - This question was answered by BEJV and 2U1K that according to the Project design, some of the riverbeds will be filled, whereas, some of them will be maintained according to design.
- There is a railway passing the village (Please see the following figure) and an attendee wondered what will happen after the implementation of the Motorway.
  - According to the design of the Project, the railway will maintain its operation as the Motorway will be constructed over the railway.





- The locals stated that there is an existing bridge in the village (in the following figure) however, entrance of the bridge is blocked cause the bridge has been damaged during the flood in 2014, and they suggested that the bridge should be repaired to be available for the locals to cross over. Villagers are also concerned about whether the Morava River in between two river regulation sections in this area will be sufficient for high flow rates as it is too narrow at the location of the bridge.
  - This information was conveyed to BEJV team. Underpass has been confirmed. Locals have been informed that the design of river regulation has been done by Jaroslav Cerni and it is being revised with 2 D modelling.





Photos taken during the meetings are as the following figure.

Figure 6: ICP Meetings in Grdica Village (26.12.2020)



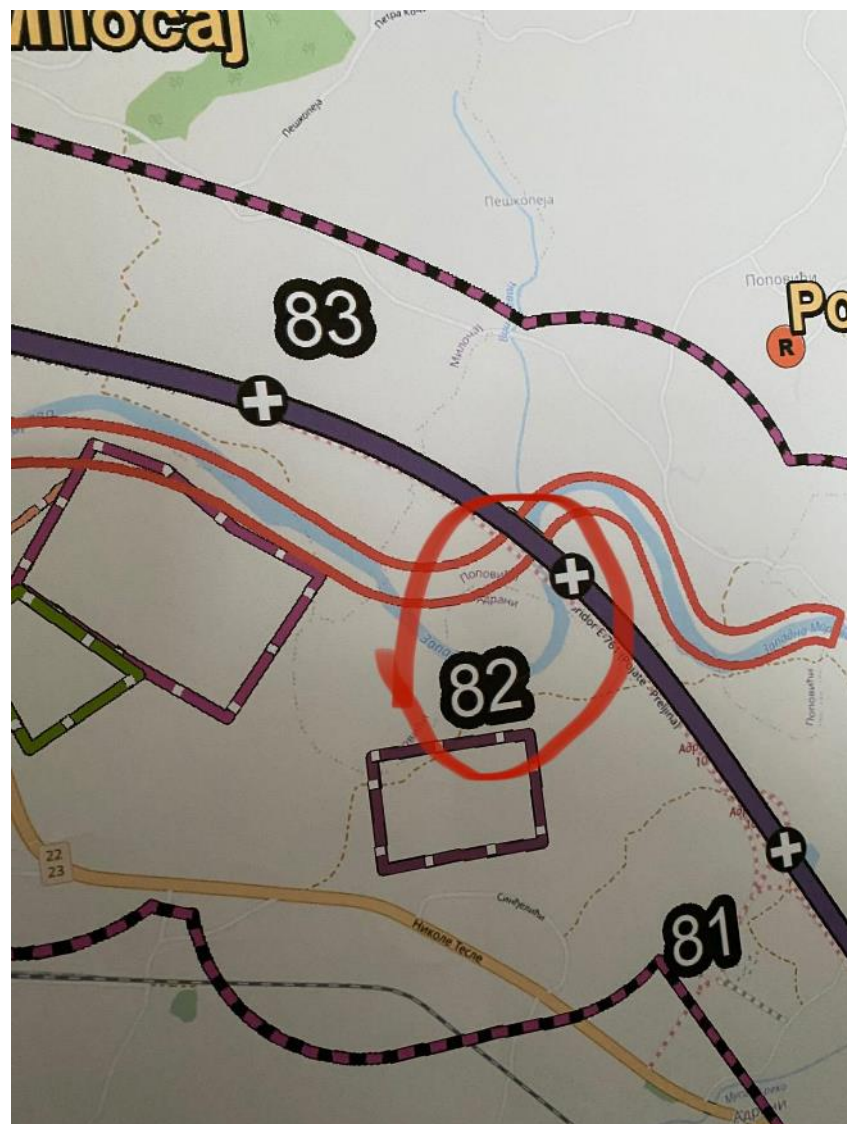


### 5.1.5 Popovici Village for River Regulation ICP

On December 27, 2020 ICP for river regulation were conducted at the village local in Popovici village at 10 A.M. A total of 7 attendees attended (all men), aged between 36 to 66. The remaining ICP leaflets/timetable were left to the volunteer attendee responsible for local distribution.

#### Questions and Feedbacks of the Participants

- An attendee stated that his land will be between the old and new riverbed after the regulation works. At this stage he does not have access to his land and stated that he wanted to access to his land after the regulation works as well. The approximate location of his land can be found in below.



- In Spring, excessive amount of water from Simovica River (tributary of Morava) and Morava River causes flood due to lack of adequate water flow in the meander location shown below. This location stated to be sensitive by the villagers. They are pleased to see that regulation activities are made in that location to prevent future flood events. The sensitive location for flood marked as red in the figure below.



- The locals wondered on how the access to the agricultural lands will happen after the regulation works and it was stated that bridges and access road will be established for the locals to access their land after regulation accordingly.
- The locals were requesting to have notice prior to start of regulation works directly to the villagers.<sup>4</sup>

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

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<sup>4</sup> BEJV indicated that BEJV is in constant communication with local authorities and share in due time all information regarding schedules and work execution. Such requests are also taken into consideration, recorded and tracked through the Project's Grievance Redress Mechanism (GRM).



**Figure 7: ICP Meetings in Popovici Village (27.12.2020)**



### 5.1.6 Milocaj Village for River Regulation ICP

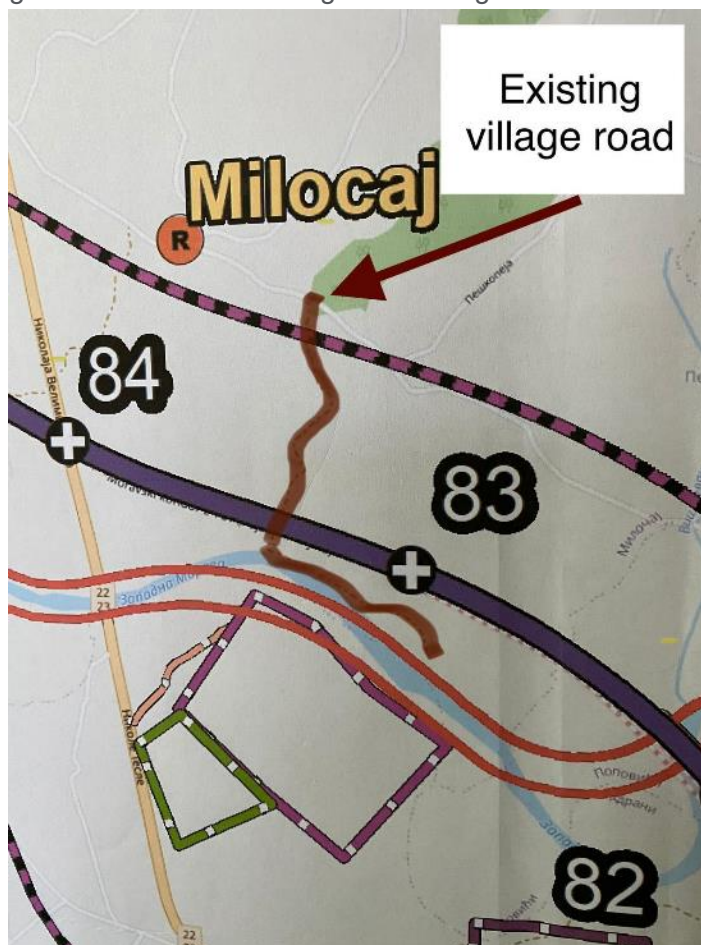
On December 27, 2020, ICP for river regulation was conducted at the village office in Milocaj village at 3 P.M.

There were total of 8 attendees (all men). The first group aged 17-21 was particularly eager to obtain further information about the motorway, as they believed it will help the development of their village. The second group was aged 35-60.

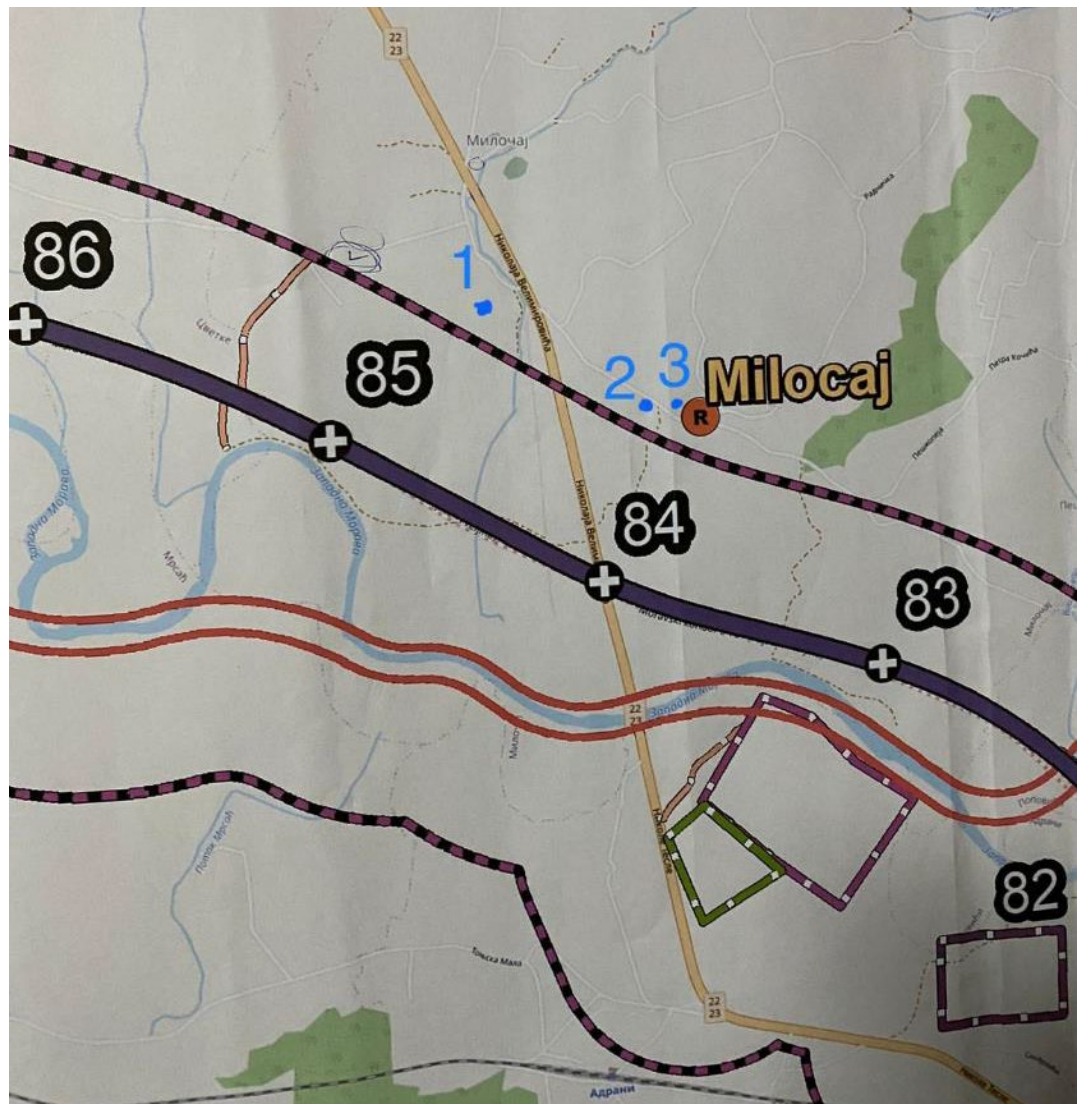
The remaining ICP leaflets/timetable were left to the volunteer attendee and a hard copy of the map was also left to a local resident as requested.

### Questions and Feedbacks of the Participants

- The villagers are concerned on how they will use the existing village road after the regulation works. Currently, the existing road is damaged due to previous floods and erosion. They requested this existing road to be maintained even after the establishment of the Motorway. The route of the village road was shown during the meeting as in below.



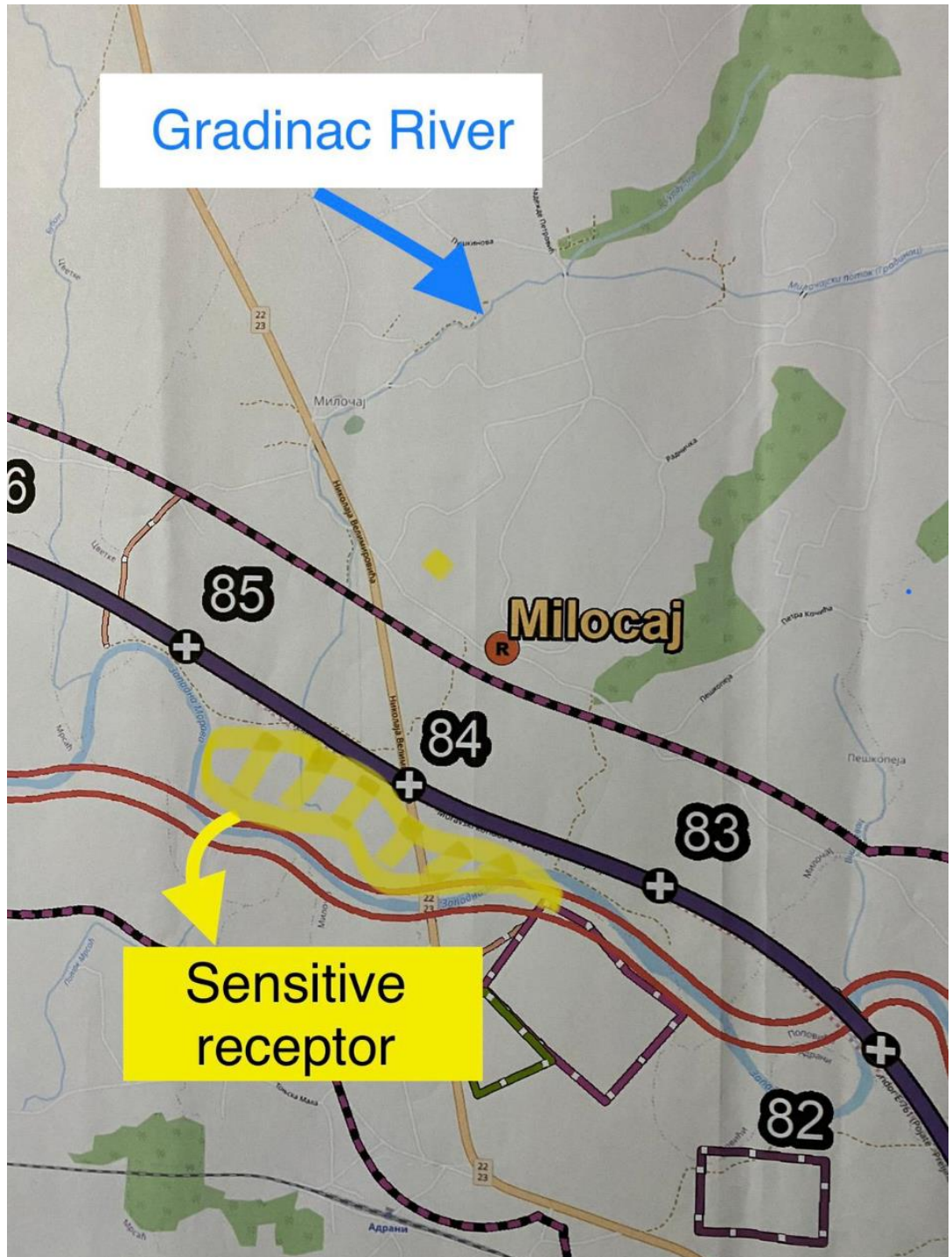
- The villagers stated that water supply is a critical issue in the village already. Morava River is used as a water resource for agricultural and animal husbandry purposes and approximately between 500 and 600 water tanks being taken from the River annually. They wanted to note that, they would like to maintain obtaining water from the River even after the regulation works.
- Groundwater is another important source of water resource for the villagers and they noted that in case the groundwater level decreases, the villagers do not have the technology to access deeper water levels with their existing equipment. The location of the three important village wells were shown during the meeting.



- During the meeting with the younger local generation, they stated that the motorway will be beneficial for the village development and due to that reason, they would like to maintain their living in Milocaj village. One of the attendees stated that, he would like to create digital marketing space to sell village products and the Motorway will ease the transportation of the goods. Another attendee stated that he would like to establish an ethno-museum within the village as the Motorway will increase accessibility to their village. They are also willing to cooperate with any opportunities to establish digital communication platform for the village.
- The locals stated that water flow from the Gradinac River causes flood in the shown location in the village and wanted the construction team to consider this issue during the design of the river regulation works. The locals stated that water flow from the Gradinac River causes flooding in the shown location in the village (marked as the 'Sensitive receptor' in the following picture) and wanted the construction team to consider this issue during the design of the river regulation works.



- BEJV CRO introduced himself to the villagers directly and took notes from the villager's statement.



Photos taken during the meetings are as the following figures.



Figure 8: ICP Meetings in Milocaj Village (27.12.2020)





### 5.1.7 Additional Comments Regarding Operational River Regulations Received

ICP on operational noise impacts were also conducted for the seven settlements Grabovac, Štulac, Rudjinci, Šumarice, Obrva, Vrnjci and Vrba, ICP meetings by 2U1K between December 23 and 29, 2020. While these meetings focus on noise impacts, the following relevant concerns regarding river regulation works were noted:

- In the ICP for operational noise impacts meetings in Obvra Village on 28th of December, 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 also to be considered for the flood prevention.
- In the ICP for operational noise impacts meetings in Vrnji Village on 28th of December, 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 (see photo below).



## 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 as follows:

- 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 river regulation impact of the project, the following questions and feedbacks were received from the participating authorities.

#### Jaroslav Cerni

1. The main purpose of river regulations is not flood protection, it is actually for the protection of Motorway itself and impacts of Motorway causes flood risk, this will be mitigated through Project's design phase. The terms of reference for the regulation is not solely based on the flood protection context.
  - The statement was noted. It was also noted that, with the river regulation works, the water flow will be faster, in which expected to cause prevention for possible flood risk.
2. The ESIA study does not use historical water quality, the study is based on 20+ stations around the Morava River.
  - A baseline study was completed for water quality analysis during one season. If there was sufficient time for conducting measurements for four seasons in the scope of baseline studies, this would have been done, however, considering the deadline for the ESIA Report, 4 season measurement studies were not possible.
  - The stations mentioned by Jaroslav Cerni was also noted by BEJV team for further considerations.
3. All the Project documents, including continuing studies within the context of SLIP, should be written in the same perspective and language.
4. Terminology used in all Project related documents should be consistent to eliminate misunderstanding

#### Institute for Nature Conservation

1. The expropriation process for Vrnjacka Banja was asked.
  - Current expropriation status explained (Section 1-3 RAP studies and upcoming RAP studies for Section 3). Also available documentation in regard to land acquisition and expropriation in CoS's website was informed again to the participant.
2. SLIP studies were explained and the participants were informed that these studies may be disclosed a standalone document separate from the ESIA studies shortly or can be disclosed as an update in the ESIA Report.
3. The representative was satisfied with the existing river regulation design, as the design provides for sustainability of the aquatic lives after the change of meanders.
  - BEJV noted that, additional biodiversity studies have been done after the ESIA. The Critical Habitat Assessment is available on the CoS website now.

#### 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.

#### 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 the same page at the end.



## 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 river regulation impact of the project the following questions and feedbacks were received from the NGOs.

#### West Morava Water Sports Association and Ecology Society

1. There are wells close to the Motorway in Trstenik used for one or two settlements in the area. Concern about whether water supply will cause high impact for the locals.
  - During the survey studies for the ESIA, similar concerns were raised by the locals about this issue and it was checked during the baseline studies. This revealed that the Project does not cause threats nor risk to the concerned wells.

#### Kruševački Ekološki Centar

1. Concern about potential negative impacts after the river regulation as the stream flow is expected to be faster since some meanders will be straightened. Also, safety of the existing bridges was pointed out by the attendee.
  - The new riverbeds caused by river regulation will be constructed in a way as to not cause negative impacts with the fast river flow. The design includes geometry of the river and material selection to be used for the river regulation to be sufficient with the new speed of river flow. The materials will be in line with the natural condition of the river to not cause negative impacts on the aquatic life.
2. In terms of flood risk, 200 years of flood calculation should be made and consider the climate change factor.
  - In the scope of ESIA studies as well as SLIP, climate change risk assessment is taken into consideration in terms of design.

3. Concerns regarding the rehabilitation of borrow pits - what is the rehabilitation plan for the borrow pits?
  - After the use of borrow pits for the project purposes, the location of the borrow pits will be rehabilitated for the land to be used again. Specific measures will be taken into consideration to not cause threats to Community Health and Safety.
  - Special rehabilitations will be made for the borrow pits which may become a habitat for the wildlife.
4. Concerns about impacts on flora and fauna due to Project activities were overpass/underpass for the animals considered for the wildlife.
  - Eco-pass is not needed for this Project as the Project's design already have reasonable number of underpasses for the animals to pass through the Motorway in a safe manner.
  - Also, there will be passes along the Motorway for the animals to not pass through the Motorway itself.
  - Prior to the construction, there will be pre-construction studies to observe critical habitats and apply proper measures to not cause any harm for them.

## 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

- When the Project Affected People will be notified in case of an expropriation,
- What types of lands are allowed to be used for agricultural purposes within the 900 m zone of the Motorway (Stancici Village)

#### Flood risk & design of river regulation

- to pay a visit directly to the village by related authorities
- to introduce their Hydro technical study for stakeholders whom are interested
- to discuss whether during the design of the river regulation Ibar River was taken into a consideration (Sirca Village)
- to discuss whether during the design of the river regulation Revenica and Zutaja Rivers were taken into a consideration (Obvra Village)
- to take into account potential negative impacts after the river regulation as the stream flow will increase (Kruševački Ekološki Centar)
- to allow sustainability of aquatic lives in river regulation design, especially design of meander (Institute for Nature Conservation)
- to take into consideration 200 years of flood calculation and climate change factor in river regulation design

#### Accessibility and safety

- How the access to the agricultural lands will happen after the regulation works
- Whether the regulation activities are made in sensitive location where have flood risk
- Prior notification before the regulation works start in Popovici Village and the villager
- Why there is no river regulation works for the residence of villagers in Vrnjini Village although his residence is quite sensitive in terms of flood
- Constructing bridges after the regulation works to increase the accessibility of villagers to the other side of the river for the operation phase (Mrzenika Village)
- the river regulation and motorway construction activities to not block the local pipeline route or damage the existing pipelines that are reusable (Stancici Village)
- Not to affect two wells near the river regulation works (Sirca Village)
- Not to block existing underpass used by the locals due to regulation works and repairing the bridge for the accessibility of the villagers (Grdica Village)
- Providing access to the villager who has land between the old and new riverbed after the regulation works in Popovici Village
- Maintaining of existing road and obtaining water from the River even after the regulation works in Milocaj Village
- Young villager in Milocaj village also would like to cooperate with any opportunities to establish digital communication platform for the village.



### **Current water supply**

- To protect current water supply (wells) against possible impact of the project (for Trstenik Village)

### **Borrow Pits**

- To rehabilitate borrow pits after the use for the project purposes for community health and safety and protection of wildlife

### **Flora, Fauna and wildlife**

- To verify whether additional overpass/underpass passages are needed for the animals and protection of flora and fauna

### **Disclosure of updated information**

- To disclosed updated information on a regular basis regarding the results of the studies conducted to date, as well as the ongoing studies during EIA, ESIA and SLIP processes to the related authorities. This will be key to ensure that all parties have the same level and type of information regarding the project.

Given many of the villages' previous experience with flooding in the area, local residents expressed particular concern about the impact of river regulation works on flood risks, as well as the continued accessibility of local infrastructure such as underpasses and water wells. The sensitivity of such receptors will need to be taken into consideration as part of the Project works, to mitigate risks of flooding for local residents to the extent possible.

Although the central aim of these meetings was to discuss potential impacts of river regulation works, they revealed that expropriation and livelihood impacts are also key, 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.

## **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 Redress 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 not only about the ongoing studies or the mitigation measures to be decided as a result of these studies against river regulation works but also about other concerns of the stakeholders raised during the meetings (such as flood risk, accessibility and safety, protection of wildlife and expropriation etc.). It was also noted that there were some

feedback regarding the location of water wells in terms of ecosystem services and no concern has been received regarding cultural heritage.

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 5 Stakeholder Engagement Program for Phase 2**

Stakeholders	Timeframe	Communication methods	Issues to be consulted
<b>Community members</b>			
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"> <li>• Changes in river regulation works design and project design and planned measures</li> <li>• Result of additional studies (such as 2D modelling, measurement etc.), related impacts and mitigation measures</li> <li>• Infrastructural maintenances</li> <li>• Status of specific requests</li> <li>• Expropriation</li> <li>• Taken additional measures against flood</li> </ul>
<b>Governmental agencies</b>			
Ministry of Environmental Protection Serbian Environmental Protection Agency Jaroslav Černi Institute for the Development of Water Resources Institute for Nature Protection of Serbia Ministry of Construction Transport and Infrastructure 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"> <li>• Changes in project design</li> <li>• Villagers' Request on information from authorities</li> <li>• Infrastructural maintenances</li> <li>• Taken additional measures against flood</li> </ul>
<b>Non-governmental, civil society, and business organizations</b>			
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"> <li>• Changes in river regulation and project design</li> <li>• Infrastructural maintenances</li> </ul>

### 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

- 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.
- 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)
- Jaroslav Cerni Water Institute (JCI) → responsible for the design of the river regulation
- Soft copies of the Environmental Impact Assessment (ESIA) 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:

- 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](mailto: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)
<b>Section 1 Pojate - Kruševac (Koševi)</b>		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
<b>Section 2: Kruševac (Koševi)-Adrani</b>		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
<b>Section 3: Adrani-Preljina</b>		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

The areas of the river regulation along with the closest settlements according to Project sections can be found below.

Section	Settlement	Distance to the River Regulation and the Village Center (km)
1	Grad Stalac	1,339
	Maskare	1,597
	Mrzenica	0,247
	Bosnjane	1,308
2	Sirca	0,527
	Gročica	0,966
3	Adrani	2,504
	Popovici	0,649
	Milocaj	0,883
	Orva	1,409
	Goricani	1,643
	Katrga	2,072
	Mrcajevci	3,744
	Donja Gorevnica	2,484
	Stancici	1,336

### MORAVA CORRIDOR MOTORWAY PROJECT

### ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT

### Informed Consultation and Participation Meeting on Management of Impacts related to River Regulation



## RIVER REGULATION DESIGN

The length of the Motorway from Pojate to Preljina is approximately 112 km, while the length of the Western Morava River on this part is about 139 km and approximately 32 km will be the total length of river regulation along the entire route of the Motorway. It is important to note that, regulation activities on Morava River will be made in order to transfer water flow to prevent flood without disrupting groundwater levels and Springwater. The proposed regulation designs are to protect against flooding and eliminate more consecutive sharp bends and bank erosion. The design phase of the Project took consideration and avoided to interact with spring and well water sources. The purpose of Informed Consultation and Participation is to give in-depth information on the impacts of the river regulation activities to the affected settlements within the borders of the Area of Influence (AoI) of the Project.

The AoI for River Regulation is an important element in assessing environmental and social impacts since it informs about the physical and/or social extent onto which the assessment should be performed. For the intense and direct impacts associated with the river regulation activities in construction and operational phases, the immediate vicinity of the Motorway Route covering the corridor of 1,000 m width (500 m on each side of the motorway) for all sections.

After the flood event along West Morava River in 2014, the Jaroslav Černi Water Institute (JCI) conducted a Hydro-technical Study for River Regulation to re-determine the 100 years flood zone line. The study also proposed river regulation on the West Morava River to protect the Project as well as settlements located in the West Morava River Plain. As the outcome of this study, the alignment of the Project including over passes on the West Morava River have been changed by considering the new 100 years flood zone line. River diversion project will cause a significant change in the river flow. In order to reduce the impact of flow in the new riverbed due to river regulation, natural material (such as rocks) will be used for the protection of scouring and riverbank erosion. Continuity of the flow will be maintained

in the new channel and the flow of the river will not be impacted.

The Morava River is used by the villagers for various purposes including fishing, irrigation and transportation. The main impact on the river use is expected to be from the regulation of the river. River regulation activities will not create additional worker accommodation sites within the scope of Project activities. Also, existing roads will be used within the scope of regulation works.

The Environmental and Impact Assessment Report (ESIA) prepared by the 2UIK Engineering and Consultancy Inc. covered potential river regulation impacts to the people, wildlife, archeological sites and environment thoroughly in the Impact Assessment (Chapter 6) Chapter. Following list summarizes key impact assessment topics and key measures taken for river regulation works in the ESIA Report as:

**River regulation works during construction phase can impact to surface water quality:** (i) The timing of the work will be constrained by the months of high-water level and Environmental requirements if the works directly related with the existing River flow. (ii) Water flow in the river (or any stream) will not be fully blocked, and continuity of the flow will be maintained as much as possible. (iii) Water turbidity at up-stream and down-stream of the working area will be monitored during construction activity in the riverbed. If the turbidity level exceeds the standards, level of construction works will be decreased (or stopped) at corresponding location until the turbidity is decreased to regulated levels.

**River regulation may impact groundwater levels:** (i) The regulation activities within the scope of this Project is to protect against flooding and eliminate more consecutive sharp bends and bank erosion. (ii) During the design phase, river regulation activities will prioritize to protect and minimize negative impacts on watercourses and stability of the riverbed. (ii) Groundwater level will be regularly monitored from existing groundwater wells located near the construction site. Groundwater use shall not exceed the permitted level.

**Construction activities can directly cause damage and loss of habitats:** (i) Gallery vegetation will be created along West Morava's new riverbed, as it existed before the regulation, to restore the natural habitat condition. This gallery will also be retention for possible high waters. (ii) After the river regulation, 17 m of revegetated area with native species will be created on both sides of the new riverbed. (iii) Riparian vegetation along the West Morava River will be restored.

**Spawning and sheltering behavior of fish species will be directly affected by river regulation construction activities:** (i) The new riverbed should be designed with the ground material that characterizes the riverbeds in the region as much as possible (rocks, gravels). There should be sufficient areas on the riverbanks where aquatic plants can hold, and as a result, plant development can be achieved. This will create suitable spawning and sheltering areas for fish species. (ii) Stream mouths will be arranged to allow fish passage in places where existing streams will be connected to the new riverbed. (iii) During river regulation or diversion works, fish species stranded in the natural small ponds (puddle) will be transported to the riverbed by a competent biologist.

**Archaeological and cultural resources will be affected by the river regulation works:** Motorway route and area of the river regulation works will not coincide with any archaeological area and immovable cultural assets and will not impact these areas.

**Impact on the river usage by the locals:** (i) In forming the new riverbed and banks, preserve as much as possible, their original and authentic look and purpose. In the case of cutting riverbed, it is necessary to ensure some culverts for the smooth flow of water and the movement/migration of aquatic organisms, including fish. (ii) Wastes and any other product containing hazardous chemical substances (i.e., fuel) will not be stored in the proximity of freshwater features. Avoidance of any spill affecting to the freshwater ecosystems. (iii) Construction activities will be carried out carefully and impacts caused by human activities will be minimized especially between 30th April to 15th June in order not to harm the species that is exist in the West Morava River.



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

### About the Project

Project Sections	Length (km)	
<b>Section 1: Pojate - Kruševac (Koševi)</b>	27.83	
Sector 1	Pojate – bridge across South Morava	9.06
Sector 2	bridge across South Morava – Makrešane	7.89
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Sector 5	Lopoška river - Trštenik	13.64
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<b>Section 3: Adrani-Prejina</b>	30.66	
Sector 8	Adrani interchange – Mrcajevci interchange	9
Sector 9a	Mrcajevci interchange – Prejina interchange	9
Sector 9b	Prejina interchange - Prejina interchange (E-763)	12.66

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 three Sections and nine Sectors to facilitate construction planning efficiently.

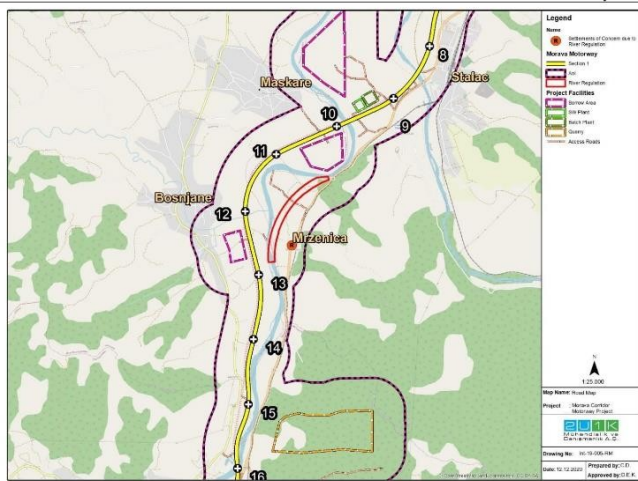
**Government of Serbia** is the owner of the Project and the **Corridors of Serbia** is the implementing entity responsible among other things, for the access to the Project site, land acquisition and resettlement. Public Enterprise **Roads of Serbia** is responsible entity for operation of the Motorway 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 design, procurement and construction of the Project will be conducted by the **Joint Venture of Bechtel ENKA UK Limited** as the Contractor.

The Contractor is responsible for the detailed design and construction of the motorway. **Jaroslav Černi Water Institute** is responsible for the design of the river regulation, and the Contractor is responsible for the construction.

Section	Settlement	Distance to the River Regulation from the Village Center (km)
1	Grad Stalac	1,339
	Maskare	1,597
	Mrzenica	0,247
2	Bosnjane	1,308
	Sirca	0,527
	Grdica	0,966
3	Adrani	2,504
	Popovici	0,649
	Milocaj	0,883
	Obrva	1,409
	Gorican	1,643
	Katrga	2,072
	Mrcajevci	3,744
Donja Gorevnica	2,484	
Stancici	1,336	

### Environmental and Social Impact Assessment



The length of the Motorway from Pojate to Prejina is approximately 112 km, while the length of the Western Morava River on this part is about 139 km and approximately 32 km will be the total length of river regulation along the entire route of the Motorway. It is important to note that, regulation activities on Morava River will be made in order to transfer water flow to prevent flood without disrupting groundwater levels and Springwater. The proposed regulation designs are to protect against flooding and eliminate more consecutive sharp bends and bank erosion. The design phase of the Project took consideration and avoided to interact with spring and well water sources. The purpose of Informed Consultation and Participation is to give in-depth information on the impacts of the river regulation activities to the affected settlements within the borders of the Area of Influence (AoI) of the Project.

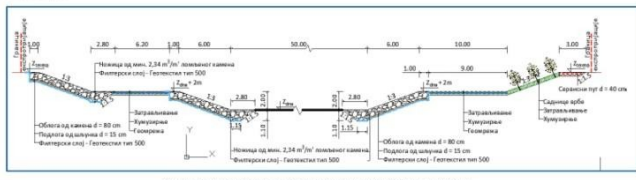
The AoI for River Regulation is an important element in assessing environmental and social impacts since it informs about the physical and/or social extent onto which the assessment should be performed. For the intense and direct impacts associated with the river regulation activities in construction and operational phases, the immediate vicinity of the Motorway Route covering the corridor of 1,000 m width (500 m on each side of the motorway) for all sections.

After the flood event along West Morava River in 2014, the Jaroslav Černi Water Institute (JCI) conducted a Hydro-technical Study for River Regulation to re-determine the 100 years flood zone line. The study also proposed river regulation on the West Morava River to protect the Project as well as settlements located in the West Morava River Plain. As the outcome of this study, the alignment of the Project including over passes on the West Morava River have been changed by considering the new 100 years flood zone line. River diversion project will cause a

significant change in the river flow. In order to reduce the impact of flow in the new riverbed due to river regulation, natural material (such as rocks) will be used for the protection of scouring and riverbank erosion. Continuity of the flow will be maintained in the new channel and the flow of the river will not be impacted. The Morava River is used by the villagers for various purposes including fishing, irrigation and transportation. The main impact on the river use is expected to be from the regulation of the river. River regulation activities will not create additional worker accommodation sites within the scope of Project activities. Also, existing roads will be used within the scope of regulation works.

The Environmental and Impact Assessment Report (ESIA) prepared by the 2UHK Engineering and Consultancy Inc. covered potential river regulation impacts to the people, wildlife, archeological sites and environment thoroughly in the Impact Assessment (Chapter 6) Chapter. Following list summarizes key impact assessment topics and key measures taken for river regulation works in the ESIA Report as:

- **River regulation works during construction phase can impact to surface water quality:** (i) The timing of the work will be constrained by the months of high-water level and Environmental requirements if the works directly related with the existing River flow. (ii) Water flow in the river (or any stream) will not be fully blocked, and continuity of the flow will be maintained as much as possible. (iii) Water turbidity at up-stream and down-stream of the working area will be monitored during construction activity in the riverbed. If the turbidity level exceeds the standards, level of construction works will be decreased (or stopped) at corresponding location until the turbidity is decreased to regulated levels.
- **River regulation may impact groundwater levels:** (i) The regulation activities within the scope of this Project is to protect against flooding and eliminate more consecutive sharp bends and bank erosion. (ii) During the design phase, river regulation activities will prioritize to protect and minimize negative impacts on watercourses and stability of the riverbed. (iii) Groundwater level will be regularly monitored from existing groundwater wells located near the construction site. Groundwater use shall not exceed the permitted level.
- **Construction activities can directly cause damage and loss of habitats:** (i) Gallery vegetation will be created along West Morava's new riverbed, as it existed before the regulation, to restore the natural habitat condition. This gallery will also be retention for possible high waters. (ii) After the river regulation, 17 m of revegetated area with native species will be created on both sides of the new riverbed. (iii) Riparian vegetation along the West Morava River will be restored.
- **Spawning and sheltering behavior of fish species will be directly affected by river regulation construction activities:** (i) The new riverbed should be designed with the ground material that characterizes the riverbeds in the region as much as possible (rocks, gravels). There should be sufficient areas on the riverbanks where aquatic plants can hold, and as a result, plant development can be achieved. This will create suitable spawning and sheltering areas for fish species. (ii) Stream mouths will be arranged to allow fish passage in places where existing streams will be connected to the new riverbed. (iii) During river regulation or diversion works, fish species stranded in the natural small ponds (puddle) will be transported to the riverbed by a competent biologist.
- **Archaeological and cultural resources will be affected by the river regulation works:** Motorway route and area of the river regulation works will not coincide with any archaeological area and immovable cultural assets and will not impact these areas.
- **Impact on the river usage by the locals:** (i) In forming the new riverbed and banks, preserve as much as possible, their original and authentic look and purpose. In the case of cutting riverbed, it is necessary to ensure some culverts for the smooth flow of water and the movement/migration of aquatic organisms, including fish. (ii) Wastes and any other product containing hazardous chemical substances (i.e., fuel) will not be stored in the proximity of freshwater features. Avoidance of any spill affecting to the freshwater ecosystems. (iii) Construction activities will be carried out carefully and impacts caused by human activities will be minimized especially between 30th April to 15th June in order not to harm the species that is exist in the West Morava River.



### 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.*

## 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](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 28<sup>th</sup>, at 1:30 p.m. (CET)**. The meeting link is

<https://zoom.us/j/98805199507?pwd=ZGZpUHRtTkxjNFBBMmxkNSBcEUVU09>

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,



Günal Özenirler

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](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 29<sup>th</sup>, 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,



Günal Özenirler

Deputy Chairman of Board

**RINA Consulting Ltd.**

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