



NON-TECHNICAL SUMMARY

BRČKO BYPASS PROJECT

Brčko District Government

Sarajevo, September 2011

Table of Contents

1	INTRODUCTION.....	3
2	PROJECT DESCRIPTION.....	3
3	PROJECT RATIONALE.....	4
4	ASSESSMENT OF ALTERNATIVE ALIGNMENTS.....	5
5	SUMMARY OF THE LEGAL CONTEXT.....	6
5.1	Regulatory Framework in the Brčko District and Bosnia and Herzegovina.....	6
5.2	Applicable International Regulatory Framework, Standards and Guidelines.....	7
6	POTENTIAL PROJECT IMPACTS AND MITIGATION MEASURES.....	7
7	MONITORING.....	10
8	PUBLIC CONSULTATIONS AND INFORMATION DISCLOSURE.....	13
8.1	Previous consultations and communication activities.....	13
8.2	Timetable of Main Consultation Activities within the Project.....	13
8.3	Grievance Mechanism.....	14
9	CONTACTS.....	14

1 INTRODUCTION

The Government of Brčko District is implementing the Brčko Bypass Project. The Project includes activities to improve the road traffic conditions in the Brčko area by the construction of the 18.7 km long road bypass in the southern part of Brčko District area.

This Non-Technical Summary (NTS) describes the Project and summarises the results of various technical, economic, environmental and social studies carried out for preparation of the Project. The complete documentation, including the updated ESIA Study Report, Stakeholder Engagement Plan (SEP), Resettlement Action plan (RAP) and Environmental and Social Action Plan (ESAP) can be accessed at the Government of Brčko District.

The Government of Brčko District has requested from the European Bank for Reconstruction and Development (“Bank” or “EBRD”) to assist in the preparation and financing of the Project within their investment programme. It is intended that the operations foreseen within the Project will be co-financed through the Bank’s loan to the Government of Brčko District in the amount of EUR 25.0 million.

In order to co-finance this Project, the EBRD seeks to ensure, through its environmental and social appraisal and monitoring processes, that the Project:

- § is socially and environmentally sustainable,
- § respects the rights of affected workers and communities, and
- § is designed and operated in compliance with applicable regulatory requirements and good international practice.

The Bank has adopted a comprehensive set of specific Performance Requirements (“PRs”) that the project is expected to meet, covering key areas of environmental and social impacts and issues. These PRs are part of the EBRD’s Environmental and Social Policy (2008)¹ whose purpose is to promote environmentally sound and sustainable development.

2 PROJECT DESCRIPTION

The proposed project consists of a single carriageway (2-lane) bypass selected on the basis of the Conceptual Design with a total length of 18.7 km. The Bypass corridor was determined by the Route Selection Study prepared in 2003. The construction of this Bypass has been defined as an operational goal of significance to the development of Brčko within the Development Strategy of Brčko District.

The Bypass corridor has been included in the Spatial Plan of Brčko District (adopted in June 2007) and the Urban Development Plan of Brčko District (adopted in July 2007). The BD Government has requested the EBRD to consider assisting in the financing of the Project.

The planned project implementation period is 2011 – 2015. A detailed dynamic plan of implementation will be prepared prior to commencement of works.

The Preliminary Design of the Brčko Bypass was drafted by the IPSA Institute in June 2004. The bypass is 18.684 km and consists of two 3.5 m wide lanes. The bypass can be divided into three sections as follows:

- § Section Gorice 1-Grbavica (junction with trunk road M14.1 at Gorice: km 18+684-interchange with regional road R460: km 12+325), $\ell = 6,359$ km
- § Section Grbavica-Čađavac (interchange with regional road R460: km 12+325-intersection at grade with regional road R 458: km 5+922) $\ell = 6,403$ km

¹ <http://www.ebrd.com/downloads/research/policies/2008policy.pdf>

- § Section Čađavac-Gredice 1 (intersection at grade with regional road R458: km 5+922-junction with trunk road M14.1 at Gredice: km 0 +000) $l = 5,922$ km

Alternative alignments were considered as part of the development of the project. Connections of the bypass with existing roads with intersections at grade, secured and illuminated in adequate way, except the junction with regional road R460 (Malaysian road), which is two level interchange. Local roads will be joined together in collector roads and then connected with bypass with intersections at grade.

Figure below presents the alignment in the Project area based on the aforesaid description.



Figure 3. Alignment of Brčko Bypass in the area
Source: The Study Team.

3 PROJECT RATIONALE

The current situation in Brčko District is very unfavourable for traffic flows operating in East-West direction. The existing road leads directly into the urban area of Brčko, where is the full mix of various traffic flows: local, origin-destination point Brčko and through traffic to Bijeljina and Tuzla/Orašje. The standard of the existing road contributes to higher traffic congestion and to deterioration of life quality of nearby residents. In addition, the level of road safety through Brčko District is not adequate due to the fact that all traffic flows through the urban area.

The Project benefits include:

- § Decreased traffic congestion;
- § Reduced travel time for road users,
- § Reduced vehicle operation costs for road users,
- § Improved road safety conditions;
- § Improved interconnection between eastern and western parts of the city;
- § Reduced fuel consumption of road vehicles;

- § Improved living conditions for the residents of Brčko;
- § Contribution to the sustainable development of Brčko District.

4 ASSESSMENT OF ALTERNATIVE ALIGNMENTS

The route is positioned on South-East from the town on elevated areas along the Sava River. The beginning of the bypass is road diverging from M14.1 (village of Marići) at the entrance to Brčko from Bijeljina to subsequent connection to the same road in Gorice in the length of 18.684 km.

The detailed position of the bypass was determined by the borders of the inner and outer urban areas. For drawing up of the Conceptual Design the Investor/Client provided the Terms of Reference in which the position of the route, contents of the Conceptual Design, methods of construction and presentation of results were given. The revised Conceptual Design was the basis for the work on the Feasibility Study and the Preliminary Design, both drafted in 2004.

The Study for selection of the route along with the Conceptual Design, in which potential variants based on available maps and site visits were considered, were drafted a year earlier - in 2003. At that time, three alternative alignments were proposed:

- § "red" variant L = 18.12 km
- § "blue" variant L = 18.13 km
- § "violet" variant L = 22.98 km

Upon the initial analysis of the aforesaid variants, the experts found out from the technical feasibility of the alignment situation that there was a possibility to combine two variants in addition as follows:

- § "red-blue" variant; the variant that is red from km 0+000 to km 7+500 and then continues as the blue, and
- § "blue-red" variant; the variant that is blue from km 0+000 to km 8+500 and then continues as the red.

All of these variants, as alternative alignments, were used as the base point for the multi-criteria analysis, which was carried out under the Conceptual Design level in order to identify the most favourable alignment alternative among the indicated ones. The following set of criteria was used for the multi-criteria analysis:

- § construction costs,
- § technical-operational characteristics,
- § traffic appropriateness,
- § impact on environment,
- § required time for the construction works, and
- § collisions with other land users.

The result of the multi-criteria analysis was that the most favourable alignment variant is the "red-blue" alignment. This alignment variant was chosen because it was assessed as the optimum solution among the aforesaid criteria, especially from the standpoint of construction costs, technical-operational characteristics and impact on environment.

Figure below presents the overview map of indicated alternatives.

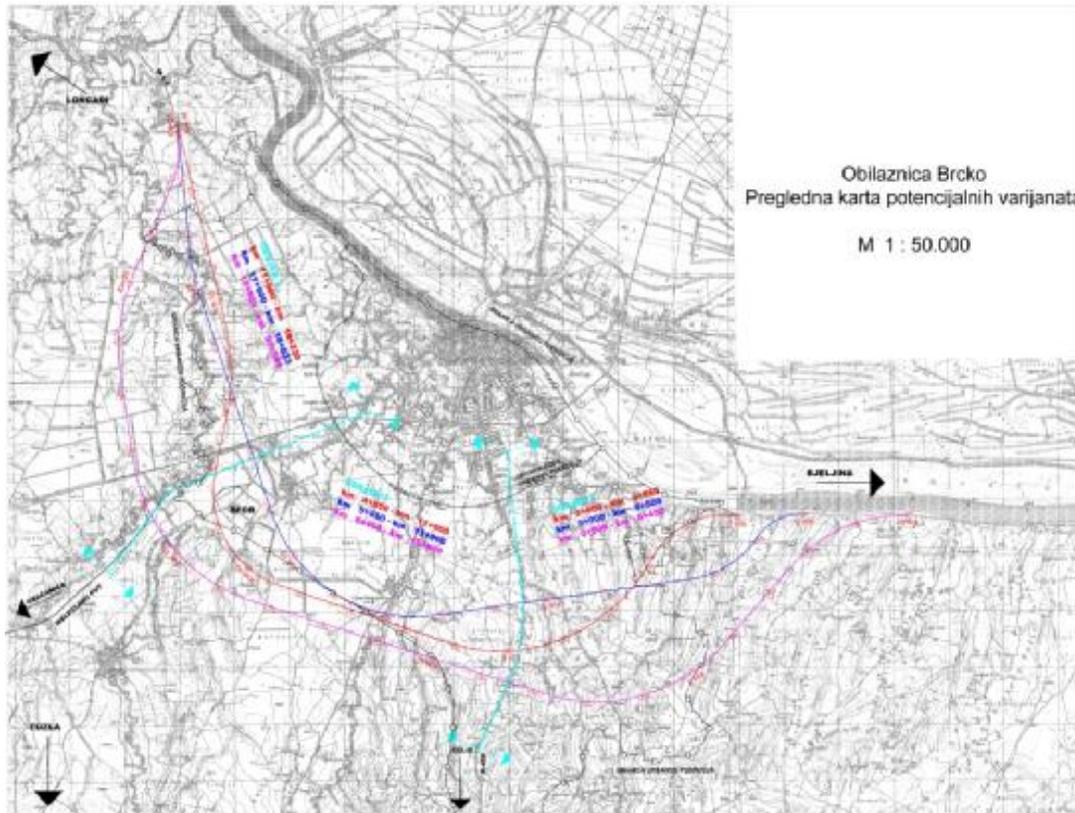


Figure 4. Alignment alternatives of Brčko Bypass

Source: Study for Route Selection of Brčko Bypass, IPSA Institute 2003

Upon completion of this documentation, there was a public discussion organised under the procedure of drafting the Spatial Plan of Brčko District. Based on the results from these consultations, the final route alignment was determined.

5 SUMMARY OF THE LEGAL CONTEXT

5.1 Regulatory Framework in the Brčko District and Bosnia and Herzegovina

The EIA process

The Environmental Impact Assessment procedure in Brčko District is regulated by the Law on the Protection of the Environment ("Official Gazette of BD", no. 24/04, 1/05, 19/07, 9/09) which regulates the conservation, protection, restoration and improvements to the environmental quality and capacities, as well as the quality of life. It prescribes measures and conditions for rational use of natural resources, and a legal, institutional and financial framework for these measures.

A public hearing for all environmental impact assessments must be organized by the competent department in the given project area. The public hearing is announced through local media and the public is encouraged to submit comments within 30 days.

Land acquisition and resettlement process

Land acquisition and resettlement in Brčko District is regulated by the BD Expropriation Law ("Official Gazette of BD", no. 26/04, 19/07, 02/08, 19/10), which stipulates the conditions, manner and procedure of expropriation of property for the purpose of carrying out construction works or construction of structures in the public interest of the Brčko District.

A summary of legislation in BD/BiH relevant to the project is provided in the Environmental and Social Impact Assessment Study.

5.2 Applicable International Regulatory Framework, Standards and Guidelines

EU Directives

Since Bosnia and Herzegovina has signed several European Union (EU) agreement protocols and needs to fulfil different environmental requirements in order to become a member of EU, it is gradually adopting all requirements listed in relevant EU directives.

EBRD's Environmental and Social Policy 2008

The Environmental and Social Policy is a key EBRD document, which details the commitments of the Bank's Funding Agreement "to promote in the full range of its activities, environmentally sound and sustainable development."

IFC's General EHS Guidelines

The Environmental, Health, and Safety (EHS) Guidelines are technical reference documents with general and industry-specific examples of Good International Industry Practice. The EHS Guidelines contain the performance levels and measures that are generally considered to be achievable in new facilities by existing technology at reasonable costs.

6 POTENTIAL PROJECT IMPACTS AND MITIGATION MEASURES

The proposed Project involves the construction of the single carriageway two-way road as the southern bypass of Brčko. The Project will be implemented in accordance with BD, BiH and EU environmental requirements. A summary of the potentially significant adverse environmental and social impacts is given below together with details of mitigation measures that will be applied.

Impacts on Air Quality

The process, which could result in adverse environmental impacts by affecting the air quality during the construction phase, is the operation of construction machinery and vehicles. The majority of air pollution is expected from the earthmoving machinery and vehicles transporting materials, equipment and construction personnel. However, emissions from diesel engines will be kept to a minimum by ensuring regular maintenance and shutting them down when not in use.

Dust will also be released into the atmosphere from excavation and earthmoving operations which include the excavation works and backfilling. The adverse impacts on air quality emerging from dust emissions are considered temporary, only occurring during the construction phase. The areas expected to be affected will be within several hundred meters of the working corridor. However, if fully implemented, the proposed mitigation measures will minimize those impacts. Such measures include the use of dust suppression techniques (e.g. the application of water etc.), and prohibiting particular operations in high wind periods.

The concentration of atmospheric pollution produced during the construction period is not expected to exceed the regulatory permissible ground-level concentrations.

In the operation phase of the Project, the adverse impacts on air quality due to emission of exhaust gasses created by traffic are expected to occur. The traffic air pollution modelling was carried out at three locations along the designed road (Gredice, "Malaysian Road" and Potočari) using MLuSO2 software. The results predict that there is no substantial impact on air pollution by the Project in its operation phase. In addition to this, the air pollution is expected to diminish over the time because of the use of newer vehicles with lower emissions of exhaust gases. The new, modern bypass will ensure the optimal traffic flow preventing higher pollutant emissions occurring in case of traffic congestion.

Noise Emission Impacts

Road traffic represents a source of noise with variable intensity and frequency. Noise levels and dispersion of sound waves from the emission source towards the mission point depend on various parameters such as: traffic composition and density/volume, longitudinal road profile, flatness, roughness and wetness of the road, vehicle speed, type of tires, as well as effects between the road and the receiver (barriers, vegetation, etc.).

During the construction of roads, there will be emissions of noise caused by the heavy equipment/machinery. Maximum permitted levels of noise that occur during the works on the construction site have been determined using the IFC EHS Guidelines for noise management. In conclusion, the road construction would potentially generate high levels of noise and ground borne vibration, which could significantly impact sensitive receptors located in the vicinity of the alignment. However, the impacts will be temporary and short-term. The proposed mitigation measures such as limiting the construction activities to normal daylight working hours, location of noise generating equipment away from residential and/or other noise sensitive areas, etc. are considered adequate to minimise their effects.

In the operation phase of the Project, there will be residual noise impacts created by road traffic. In order to determine potential impacts of noise, noise modelling was carried out. The model used for determination of noise levels for this Project was R.L.S. 90. The results indicated that there are few locations that will be impacted by noise, namely in vicinity of settlements called Greda, Bašće, Luke and Potočari. Also, there is a scattered noise impact on individual houses along the alignment, which are not organised as the settlements. Objects identified in the simulation (list of objects given in the ESIA) located in the area of noise levels above limiting values need to be protected using passive noise protection measures (installation of windows, doors, facades, etc. with better noise insulation) or acoustic protective walls at determined subsections.

Vibration Impacts

Vibrations originating from traffic are a common source of environmental pollution, especially for people living in the vicinity of main roads. Vibration interferences represent one of the subjects of residents' complaints addressed to local authorities. Vibrations caused by traffic may occur in two forms: (i) air vibrations and (ii) soil vibrations. In general, those forms of vibrations are associated with the traffic of heavy vehicles. Vibrations can be felt in buildings that are located within a few meters from the 2-lane road or when heavy vehicles pass over bumps in the road (cca 20 mm). Bearing in mind the distance of the alignment to the residential areas, the population in the vicinity of this road should not experience substantial impacts caused by high level vibrations.

Impacts on Soil Quality

The use and storage of the heavy machinery and equipment have the potential to contaminate soils at the construction sites. A number of measures have been proposed, which will avoid such impacts. These include strict fuelling and spill control procedures, regular maintenance of all heavy equipment and the designation of controlled storage areas for the machinery.

In the operation phase of the Project, it is necessary to monitor soil quality. In case of pollutant levels are above limiting values, the mitigation measures (mainly related to the rehabilitation of the contaminated land: soil enrichment by carbonates-liming (CaCO_3 and $\text{CaCO}_3 \times \text{MgCO}_3$) and planting of crops, which can accumulate large quantities of soil toxics) need to be carried out.

Impacts on Surface and Underground Waters

The Project will not significantly deplete surface water supplies or significantly disturb their recharge. Possible adverse impacts of this type can be caused by the construction works that include deep excavations (during construction of underpasses). However, careful analysis of the site is required before the excavation begins wherever ground water is known or suspected to be a problem. There is a potential for the pollution of surface waters from vehicles and construction equipment in the immediate vicinity of the watercourses. Waste and hazardous materials need to be stored away from water bodies and handled in accordance with the Waste Management Plan. Strict fuelling and spill control procedures will be adopted.

As regards the operation phase of the Project, there is a potential for impact on surface and underground waters. A closed and continuous drainage system, which will be constructed and tested before putting the Project into operation, is the basic measure to protect underground and surface waters. Sizing of drainage, especially the devices for purification and separation of sludge and grease from the water, must be sufficient to receive more precipitation than the annual average, as the drainage plan has already foreseen. The road edges,

as well as the green belt must be secured and they must have slope protection so that all waters from the road are collected in the drainage system without entering the ground. At the drainage system construction, it is important to secure and check sealing elements in order to avoid penetration of collected water into the ground. The whole system of collection of precipitation waters, including the drainage from ditches along the road, has an appropriate throughput.

During the operation phase, a regular and complete maintenance of the drainage system and all outlets must be provided. Special attention should be paid to the filters that have to be regularly emptied of sludge and oily mass solidified or taken away by specialized and authorized companies in charge of hazardous waste.

Impacts on Biological and Ecological Resources

There are no registered protected flora and/or fauna in the vicinity of the planned road. However, a certain level of assessment will be performed during the investigation works, in order to confirm the absence of protected species.

Impacts on Landscape and Visual Sensitivity

The alignment of the road is situated within the rural area of Brčko and the elements of the road are in proximity with existing roads. Therefore, the Project will not cause negative changes in the physical structure and visual perception of the landscape.

Land Acquisition and Resettlement Impacts

The Project foresees land acquisition and resettlement of households and businesses in 9 cadastre municipalities along the route of the future bypass – a total of 561 land plots, i.e. 95 hectares of land. A Census and the Socio-economic Survey has been carried out as part of the preparation of the Project. The Survey covered 75% of residential houses (25% are non-resident or abandoned structures) and 100% of businesses. The Project requires the acquisition of:

- § 20 private residential houses
- § 3 commercial/business structures,

It is expected that 14 households (a total of 59 people) and 3 businesses (with 5 employees in total), will be affected by resettlement and 12 households have been identified as vulnerable.

Land acquisition and resettlement is to be carried out in accordance with the Resettlement and Compensation Framework, and the Resettlement Action Plan prepared within the Project. Compensation for loss of assets at replacement cost will be provided, and resettlement activities will be implemented with appropriate disclosure of information, consultation and informed participation of PAPs, in line with EBRD requirements.

Identified vulnerable individuals will be assisted by social workers to represent them and their best interests.

Communication and information disclosure will be carried out in accordance with the Stakeholder Engagement Plan (SEP).

Impacts on Cultural and Historical Heritage

There are no registered cultural and historical heritage sites along the alignment of the Project, so no impact of this type is expected. However, the chance find procedures shall be required for the project.

Impacts on Community Health and Safety

No particular impacts on the health of the local population are envisaged as a result of the Project. The main impacts on population in the vicinity of the construction site are higher levels of noise and dust emissions, accident risks for pedestrians and vehicles due to higher frequency of traffic in Project area and increase in vehicle speed, and the potential of hazard risks within the construction area. Mitigation measures have been proposed to avoid such impacts and include marking and fencing construction sites.

Implementation of Traffic Organization Plan, Air Emissions Management Plan, Noise Management Plan, Spill Response Plan and Safety Awareness Program will be under the responsibility of the Supervisor and Inspection of the BD.

In addition, SOS telephone numbers will be established during construction works for calls to urgent assistance units.

Impact on Living Conditions

During the construction phase of the Project, likely impacts affecting the living conditions include construction works nuisances, nuisances due to increase in number of vehicle users during road operation, supply inconveniences, as well as visual and landscape impacts in terms of fragmentation and accessibility caused by road construction.

Prevention of the deterioration of living conditions will be ensured by the implementation of management plans as follows: Air Emissions Management Plan, Noise Management Plan, Waste Management Plan, Traffic Management Plan, Site Organization Plan, and Blasting Management Plan.

Additional information on expected power/water cuts and any inconveniences will be publicly disclosed in advance by the BD Government through local public information means.

Impacts on Land Use

Occasional land use is possible during the construction phase, concerning the use of borrow pits and disposal of materials in agreement with the owners of the land with arranged appropriate compensation. Adverse impacts on land-use to be compensated in cash, as defined by the BD Expropriation Law.

Compensation for occupation of land is determined in the amount and in the manner prescribed by the Law for established lease, i.e. determined to equal the amount of market rent.

Job Creation

Construction activities are expected to generate jobs for both skilled and unskilled labour in the communities. The Project is expected to generate direct employment opportunities (circa 200-250 labourers hired for a period of 2-3 years), tax revenues and more broadly stimulate economic development resulting in a better quality of life within the communities.

Connectivity and Developed Road Infrastructure

A developed road infrastructure implies the improved use of roads in Brčko District area. Over 80.000 people will directly benefit from improved connectivity and increased level of traffic safety. In the long term, the Project will indirectly provide a regional economic stimulus, as well as enhance the quality of life of the community in general (better access to key facilities: health care, education, employment etc.).

Improved traffic connections and capacity delivered by the road are predicted to provide great benefits to vehicle travellers and users of public transportation means.

The industrial sector will benefit from the improved connections with the international road network, and the cost savings and reliability associated with a decrease in traffic congestion. Development of the construction industry activities has been identified as one of the important potential benefits arising from the provision of the new road.

More travellers will use the shorter, faster road with reduced fuel consumption and CO₂ emission.

The positive impacts of the Project will be enhanced through the construction of new water supply infrastructure for rural areas, i.e. a distribution pipeline for water for the population in Project area.

In addition, a green area cultivation plan is planned in the Project area.

7 MONITORING

An Environmental and Social Action Plan has been developed for the project defining the mitigation measures to be implemented by the Project. This Plan will be monitored by Brčko District, the Supervising Engineer and the EBRD.

During the construction and operation of the Project, environmental monitoring will be carried out in order to comply with the necessary laws and regulations governing the emission of pollutants into the environment. The laws and regulations stipulate allowable standards, which are incorporated in the monitoring program, to

ensure that emissions from construction and operational activities do not exceed the allowable standards. The tables below present details about the monitoring.

Table 1. General Monitoring Plan in Construction Phase

Project phase	Parameter to be monitored	Location	Method of monitoring	Period of monitoring	Responsibility/ Competence
Material supply	Valid Construction Permit	Asphalt plant, quarry, excavation sites of resource materials	Inspection	Prior to construction	Works Contractor/ Inspection
	Valid Environmental Permit	Asphalt plant, quarry, excavation sites of resource materials	Inspection	Prior to construction	Works Contractor/ Inspection
Transport of material	Truck coverage	Construction site	Supervision	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection
Construction works	Working time	Construction site	Supervision	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection
	Noise emissions	On site, near sensitive receptors	Sensory inspection, noise level measuring	Once a month and after complaint	Works Contractor and Site Supervisor/ Inspection
	Dust emissions	On site, near sensitive receptors	Visual inspection, Particulate matter measuring	Once a month and after complaint or due to replacement of construction equipment	Works Contractor and Site Supervisor/ Inspection
	Air quality	On site	Measuring of CO _x , NO _x	Once a month and after complaint or due to replacement of construction equipment	Works Contractor and Site Supervisor/ Inspection
	Vibration	Construction site	Supervision (FFT Analyser)	Unannounced inspection during construction works; After complaint	Works Contractor and Site Supervisor/ Inspection
	Soil quality	Construction site exit, on-site storage location	Mobile laboratory	During construction as appropriate; After rainfall (rain, snow, etc.)	Works Contractor and Site Supervisor/ Inspection
	Water quality	Construction site	Mobile laboratory	During construction as appropriate	Works Contractor and Site Supervisor/ Inspection
	Cultural and historical heritage	Construction site	Inspection	During construction as appropriate	Works Contractor and Site Supervisor/ Inspection
	Difficult access to activities along the route	Construction site; Surrounding area	Supervision	Regularly during construction	Works Contractor and Site Supervisor/ Inspection
	Biological and ecological system	Construction site	Inspection, recording	During construction,	Inspection

Project phase	Parameter to be monitored	Location	Method of monitoring	Period of monitoring	Responsibility/ Competence
				when needed	
	Implementation of Traffic Management Plan	Construction site; Surrounding area	Inspection	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection
	Implementation of Waste Management Plan	Construction site; Surrounding area	Supervision	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection
	Implementation of ERP	Construction site; Surrounding area	Supervision	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection
Safety of all participants in traffic during non working time	Visibility and compliance	Construction site; Surrounding area	Supervision	One a week, after working time; Unannounced inspection	Works Contractor and Site Supervisor/ Inspection
OHS monitoring	Personal protective equipment and OHS noise monitoring	Construction site	Inspection	Unannounced inspection during construction works	Works Contractor and Site Supervisor/ Inspection

Table 2. Monitoring Plan in Operation Phase

Phase	Parameter to be monitored	Location	Method of monitoring	Period of monitoring	Responsibility/ Competence
Operation	Noise emissions	At a distance of 10 and 30 m from the road	Sensory inspection, noise level measuring	Annually	Road Authority/ Inspection
	Dust emissions	At a distance of 10 and 30 m from the road	Visual inspection, Particulate matter measuring	During first year of operation – every six months; Later – annually	Road Authority/ Inspection
	Air quality	At a distance of 10 and 30 m from the road	Measuring of CO _x , NO _x	During first year of operation – every six months; Later – annually	Road Authority/ Inspection
	Water quality	Along the alignment	Visual inspection of the drainage; Sensory inspection of surface and underground waters	Annually	Road Authority/ Inspection
	Soil quality	At a distance of 10 and 30 m from the road	Measuring of soil quality (acidity, contamination, etc.)	Annually	Road Authority/ Inspection
Safety of all participants in traffic	Adequate road signalisation	Along the alignment	Inspection	As appropriate	Road Authority/ Inspection

Table 3. Specific monitoring requirements in Construction Phase

Air quality			
Location	Parameter to be monitored	Averaging period	Limit values*
Gredice, "Malaysian Road" and Potočari	PM ₁₀	One day	50 µg/m ³ , not to be exceeded more than 7 times a calendar year
	NO ₂	One hour	200 µg/m ³ NO ₂ , not to be exceeded more than 18 times a calendar year
	NO _x	Calendar year	40 µg/m ³ NO _x

- According to Directive 1999/30/EC and Directive 2008/50/EC

BD Government and its contractors will produce annual environment and safety reports, which will include a summary of the Project's performance on management of health, safety, environment and social issues, including a summary if grievances rose and the corrective measures undertaken to address them. These reports will be posted on the BD Government website.

Throughout the Project, BD Government and its Contractors will communicate with relevant stakeholders and inform them on any significant issues, for example, changes in the construction deadlines. BD and Contractors will provide Project updates on the BD Government web site.

8 PUBLIC CONSULTATIONS AND INFORMATION DISCLOSURE

Public consultations and information disclosure shall be carried out in accordance with the Stakeholder Engagement Plan prepared for the purpose of this Project, in accordance with the BD legislation and EBRD policies and requirements.

8.1 Previous consultations and communication activities

During the preparation of two major spatial planning documents of Brčko District (Spatial and Urban Development Plan) in 2006 and 2007, the authorities of BD had organized two types of consultations: public hearings and presentations at Local Community Offices (LCOs). The public hearing for the Draft Spatial Plan was held on February 23rd 2007, while the public hearing for the Urban Development Plan was held on June 14th 2007. Presentation of this Plan was organized at the LCOs offices in the period from April 25th to May 25th 2006. The main comments/remarks on the draft Plans with regards to the Brčko Bypass were related to potential micro realignments of the road in order to avoid the resettlement.

In the period from April 21st to May 20th 2011, the Department of Spatial Planning and Property Relations organized a public presentation of the Brčko Bypass route at the Assembly Hall. During the given period, all interested parties were able to obtain more information about the road route, affected land plots and structures and other relevant information. The presentation was administered by two public officers, present during the presentation, to address raised concerns and provide information.

8.2 Timetable of Main Consultation Activities within the Project

Activity	Expected Dates	Responsible Party
First Project public meeting	October 2011	Department for Public Affairs of BD Government Department for Urban Planning, Property Relations and Economic Development Public Information Sector within the Mayor's Office

Project information/documents made available to the public	October 2011 (prior to the first meeting)	Department for Public Affairs of BD Government
Individual consultations with Project Affected People	December 2011 (upon adoption of proposal for expropriation)	Department for Urban Planning, Property Relations and Economic Development Sub-Department for Social Protection
Second Project public meeting	Prior to commencement of construction activities	Department for Public Affairs of BD Government
Placement of the project information sheet on govt website and LCOs' bulletin boards	Prior to the start of the Project	Department for Public Affairs of BD Government Sub-department for Support to LCOs and NGOs
Regular neighbourhood and LCO meetings	Every 4 months, and on a need basis	Department for Public Affairs of BD Government Sub-department for Support to LCOs and NGOs

8.3 Grievance Mechanism

A Project-specific grievance mechanism has been established and elaborated in the Stakeholder Engagement Plan. The information about it is available at www.bdcentral.net

Any comments or concerns can be sent to the contact person assigned for managing of grievances, as follows:

Mr. Began Adzikic

Department for Public Affairs

Bulevar Mira 1, 76100 Brčko Distrikt BiH

Tel: +387(0)49/216-699

9 CONTACTS

Further information about the Project is available at:

The Government of Brčko District	
Address:	Bulevar mira br. 1 76100 Brčko Bosnia and Herzegovina
Phone:	++387 49 240 813
Web:	www.bdcentral.net
E-mail:	rifetmujanovic@bdcentral.net