

Contractor:

Montenegrin Transport Administration

Date:

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Represented by:

Savo Paraca

Project ID:

C40860/8566/52658

List of authors:

Vladan Kekovic

Checked by:

Irem Silajdzic

MAIN ROAD RECONSTRUCTION PROJECT IN MONTENEGRO, REHABILITATION AND UPGRADE OF THE ROŽAJE – ŠPIJANI ROAD SECTION STAKEHOLDER ENGAGEMENT PLAN

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1. INTRODUCTION

The Ministry of Capital Investments of Montenegro (MCI), through its Montenegrin Transport Administration (MTA) implements the reconstruction of the section of the Ibar highway M-2 between Rožaje and Špiljani (the Project). The European Bank for Reconstruction and Development (EBRD) provided finance of a sovereign-guaranteed loan in the amount EUR 10 million to the Government of Montenegro for the Project. The Project is part of a wider programme to rehabilitate twelve main road sections, with a total length of approximately 216.3 km, of Montenegro's main roads network, which will be parallel- financed with the European Investment Bank (EIB). The Project area is situated in the north-east part of Montenegro and is part of the Ibar highway.

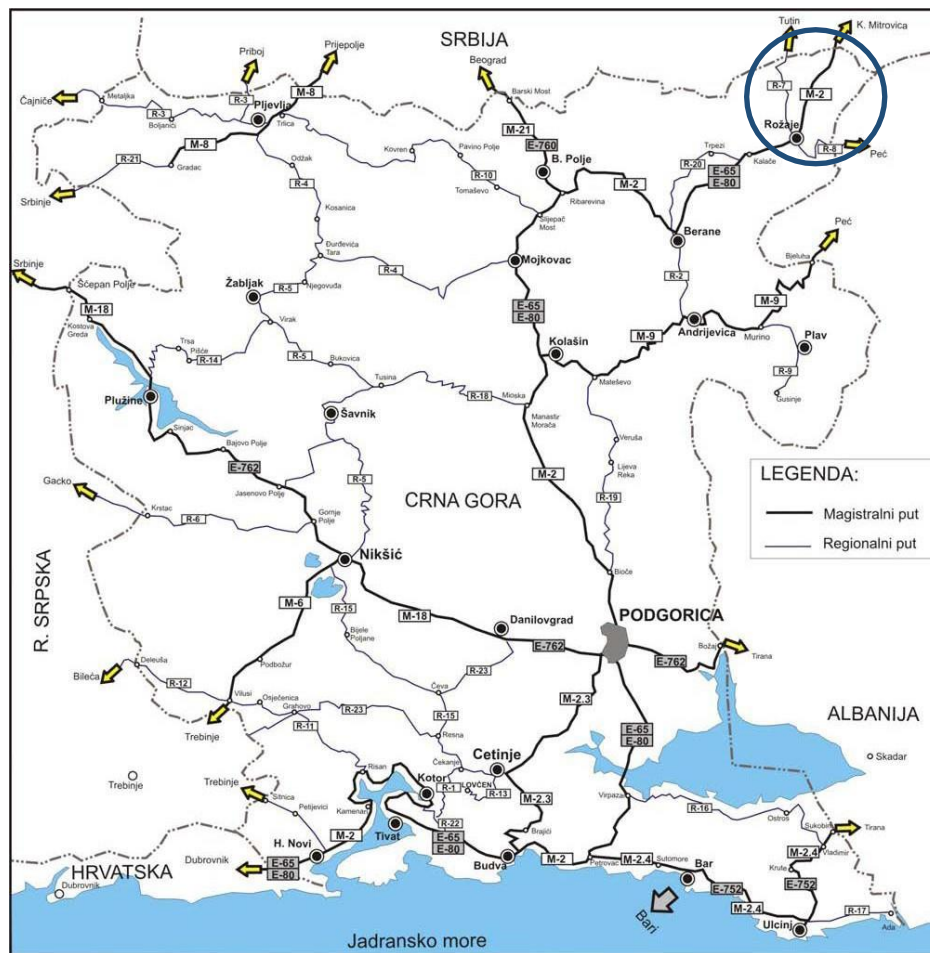


Figure 1-1 Project Location¹

This document is a Stakeholder Engagement Plan (SEP) describing the planned stakeholder engagement process for the Project. The SEP outlines a systematic approach to stakeholder engagement that will help MTA and the Project build and maintain over time a constructive relationship with their stakeholders, in particular, the locally affected communities. The document also includes a grievance mechanism for stakeholders to raise their concerns about the Project. The grievance mechanism is defined in accordance with EBRD rules and is described in more detail in the following chapters. The first version of the SEP was prepared in October 2017 and updated in July 2021.

¹ Original source of figure: Figure 1. Road network (E, M and R) of Montenegro, roads that pass through the Municipality of Rožaje (Spatial and Urban Plan of Municipality Rožaje, 2012)

The Project has been developed by MTA based on the Montenegrin legislative requirements and those of the European Bank for Reconstruction and Development.

Project Background & Need

The main objectives of the Project are to support Montenegro's economic development and contribute to its cross-border integration by improving connectivity between its main cities and between Montenegro and neighbouring Serbia. The Project includes road safety and road quality improvements in keeping with the volume of through traffic on the road section, which includes providing passage to coastal locations for visitors from neighbouring countries.

The Project is included in the Spatial Plan of Montenegro until 2020. The importance of the M-2 road Rožaje-Špiljani has also been recognised by the Spatial and Urban Plan of Municipality Rožaje (2012).

In addition to economic benefits through improvement of transportation networks and the effectiveness of the border crossing with Serbia, the Project is expected to result in an improvement in road safety conditions, including improved lighting and signage and strengthening and revitalising bridges and tunnels, fences and safety nets for rocks; and, mitigating some of the community safety impacts of road traffic on communities within the Project area through new bus stops and potentially with new side stops/rest areas and new sidewalks.

2. PROJECT DESCRIPTION

The Project involves the reconstruction of 20 km of the main road M-2 Rožaje - Špiljani from 1148 km + 200 to km 1168 + 200. The reconstruction starts from the intersection "Vuca" (1148 km + 200) to the border with Serbia (1168km + 200). The works are as follows:

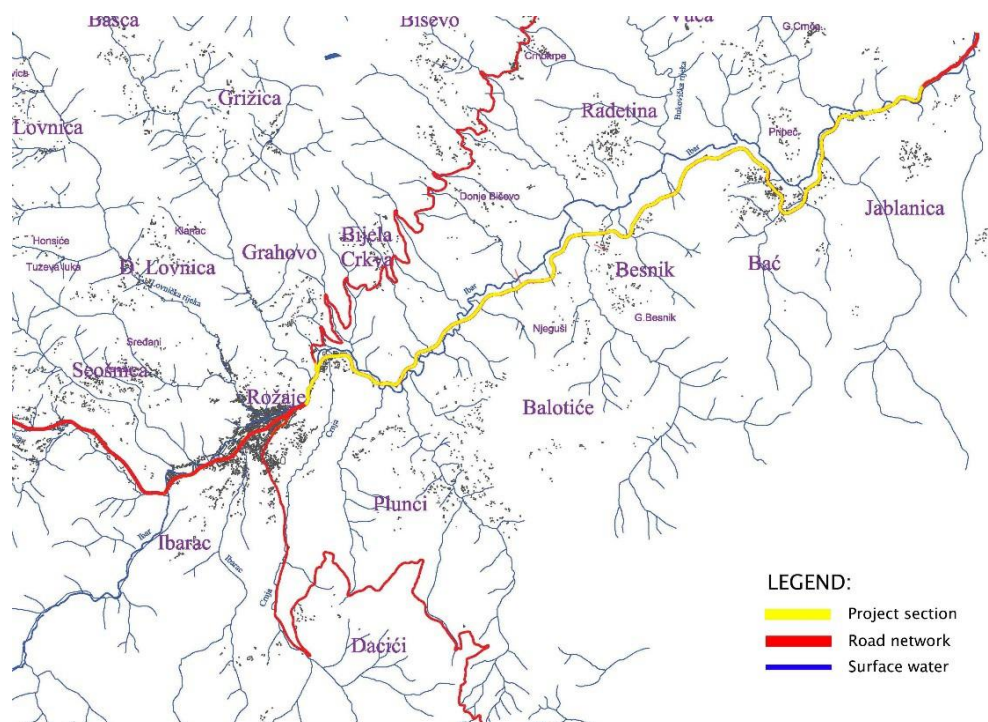
- Reconstruction of the intersection "Vuca": This intersection connects the main road M-2 with the regional road Rožaje – Vuca and the industrial zone Rožaje, i.e., Bypass Rožaje.
- Reconstruction of the road: The entire road will be widened from the current 6.0 m to 6.5 m in total. An additional lane of total 600 m (two lanes of 300 m in each traffic direction) will be built at the border crossing Dračenovac. The radii of the curvatures will be extended and all the slopes rehabilitated. The road construction will be strengthened and new traffic signs and road equipment set up.
- Reconstruction of 12 tunnels (total length of 1,678 m): The tunnels will be widened in order to satisfy traffic standards and hydro-isolation will be placed. Tunnel pipes will be extended in order to prevent the rocks falling on the road.
- Three bridges, of total length of 244 m, will be reconstructed. Construction of these bridges will be strengthened and pedestrian lanes provided.
- Eight bridges, of total length of 778 m, will be refurbished and concrete plating repaired.
- No removal will be required of residential or commercial buildings.

The reconstructed road will have a design speed of 60 km/h (the same as the current speed limit) and will allow access to the same vehicles as the current road. Pedestrian sidewalks will be incorporated in the Project design in line with the Preliminary Road Safety Audit and pedestrian safety issues will also be further discussed with Municipality Rožaje to gain their feedback on this important topic. The current road has open / uncontained drainage for storm water. The final design will be reviewed with respect to drainage arrangements but at a minimum the drainage from the road will be sealed and treated before discharge at all locations where the run-off could enter the Ibar and its tributaries or other water bodies.

The main design was completed in March 2018, and reviewed in April 2019. After the request of the school in Bać, the sidewalk in the immediate vicinity of the school was included in the design. Also, the Rožaje utility company requested the relocation of the 100 m long water supply system in such a way that the Contractor will provide the necessary material and machine excavation, while the Rožaje Water Supply Company will provide workers for installation work.

The layout of the Project is shown in **Figure 2-1** below.

Figure 2-1 Layout of the Project



Along the Project route there are several local roads and accesses on which local communities and businesses are dependent. All local junctions will be either retained or replaced with junctions that meet modern standards and access will be maintained throughout construction and on the main road traffic flow will be maintained in one lane at all times.

The Project will need to use excavated fill material to make up the sub-base layers, as well as material for aggregates for the road surface and any concrete structures. MTA will check on the operational standards of any existing borrow pits prior to use.

For some stretches of the scheme, some excess excavated material may arise and need to be disposed. The ESAP requires that a Site Management Plan be developed, which addresses the discharge of surplus material, as part of a Construction Environmental & Social Management Plan (CESMP), and that it details the expected volumes and locations of spoil generation, planned locations and methods for storage and disposal, and mitigation methods and procedures to be followed for permitting, etc.

Road Safety

One of the key aims of the Project is to deliver improvements in road safety. A Preliminary Design Stage Road Safety Audit has been undertaken for the Project and appropriate requirements will be included in the Project planning and design.

Status of the Project & Project Schedule

The status of the design & tender documentation, environmental permitting and land acquisition is summarised below:

- **Design & Tender Documentation:** The Main Design is expected to be finished by the end of October 2017. The Main Design and any tender documentation will need to be reviewed and updated by MTA for any matters arising from EBRD requirements, including outcomes from the ongoing EBRD Roads Safety Audit and changes will be made in a way that also complies with the Laws of Montenegro. The tender for the selection of the Contractor was launched on 25 July 2019, and the contract with the contractor was signed on 9 January 2020. The execution of works started in August 2020, and so far approximately 5% of the contracts have been realized. The planned completion of the works is August 2022.

- **Environmental Permitting:** The Project does not require a national Environmental Impact Assessment (EIA) or any other environmental permits prior to construction.
- **Land Acquisition:** The Project will require the acquisition of land and assets in an up to 2m strip of land either side of the existing road footprint that will be used for work or as a safety zone. This land is currently a mix of State and privately-owned land. There will be no physical displacement as a result of the Project. To date, approximately 70 % of land or property has been expropriated.
- **Construction Schedule & Workforce Estimate:** Construction began in August 2020 and the estimated completion date is 24 months. Currently, 103 workers are employed, of which 22 are locals, but this number is constantly changing in accordance with the needs of the Contractor.

3. REGULATORY CONTEXT

3.1. Key Relevant Montenegro Stakeholder Engagement Legislation

In the Montenegro legal system, legal norms that define or relate to public consultation come from various legal sources. In the first instance and highest legal act – the Constitution defines the concept of public participation (includes: access to information, public participation in decision-making and legal protection of these rights). In addition, Montenegro is member / a party to international treaties that deal with this topic or contain provisions on this issue. The Constitution and international treaties in Montenegro are accompanied by a large number of laws relevant to the Project that contain provisions that specifically contain principles of public participation and access to information and / or apply to these rights: The Aarhus Convention, Law on Free Access to information (O.G., No. 44/12, 30/17), Law on Environment (O.G., No. 48/08, 40/10, 40/11,27/14, 52/16, 75/18), Law on the Environmental Impact Assessment (EIA) (O.G., No 80/05, O.G, No. 40/10, 73/10, 40/11, 27/13, 52/16, 75/18), Law on the Strategic Environmental Impact Assessment (SEA) (O.G., No. 80/05, O.G., No. 40/11, 59/11, 52/16, 75/18), Law on Spatial Development and Construction of Structures (O.G., No. 64/17, 44/18, 11/1, 82/20), and Law on Expropriation (O.G., No. 5/00, 12/02, 28/06, 21/08, 30/2017, 75/18).

Stakeholder engagement in Montenegro is mainly connected to the preparation of relevant planning documents and SEA, the EIA/Environmental Permit process, expropriation process, and other laws. Public consultations and engagement are led by the Competent Ministry and supported by local municipal authorities involved in a project. Projects/programs use the EIA and SEA process as the main instrument for engaging the public and fostering public participation.

A summary of any planning areas to which these laws apply directly for the Project is provided in **Table 3.1.**

Table 3-1 Laws in Effect in Montenegro Requiring Specific Stakeholder Engagement for Project Steps

Legislative Area	Law & Year of Passage
Preparation of project documentation and related strategic studies	Law on Spatial Development and Construction of Structures (O.G., No. 64/17, 44/18, 63/18 11/19).
Strategic impact assessment of spatial plans	Law on the Strategic Environmental Impact Assessment (SEA) (O.G., No. 80/05, O.G., No. 40/11, 59/11, 52/16, 75/18).
EIA and Environmental Permit Process	Law on the Environmental Impact Assessment (EIA) (O.G., No 80/05, O.G., No. 40/10, 73/10, 40/11, 27/13, 52/16, 75/18).
Land acquisition (expropriation)	Law on Expropriation (O.G., No. 5/00, 12/02, 28/06, 21/08, 30/17, 75/18).

Aarhus Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters, 1998 (Montenegro acceded in 2009). The Aarhus Convention grants the public rights regarding access to information, public participation and access to justice, in

governmental decision-making processes on matters concerning the local, national and transboundary environment. It focuses on interactions between the public and public authorities.

Law on Free Access to information (O.G., 44/12, 30/17). This law provides for the right to access information as a general right.

Law on Spatial Development and Construction of Structures (O.G., No. 64/17, 44/18, 63/18 11/19). In Article 33 of the Law - Public hearings, it is stated that the public hearing is conducted by organizing round tables, forums, presentations and submitting proposals, suggestions and comments. This includes construction of roads.

Law on Environment (O.G., No. 48/08, 40/10, 40/11, 27/14, 52/16, 75/18) states that public/everyone has the right to be informed about the state of the environment and to participate in the decision-making process whose implementation could affect the environment, and that the environmental data are public. Article 68 of the Law defines what type of information shall be published via electronic databases or media (e.g. web site of the Agency). Article 72 provides information on public participation: State administration bodies, administration bodies and local government bodies competent for environmental protection are obliged to inform the public about environmental decision-making procedures relating to: strategic assessment of the impact of plans and programs on the environment; assessment of the environmental impact of projects/activities; the procedure for issuing a permit for integrated pollution prevention and control of approving the operation of new or existing plants; strategies, plans, programs and other documents in the field of environmental protection; and other issues in the field of environment in accordance with special regulations.

Law on the Strategic Environmental Impact Assessment (SEA) (O.G., No. 80/05, O.G., No. 40/11, 59/11, 52/16, 75/18) contains articles that stipulate public participation and availability of data. The competent authority for the preparation of the plan and programs shall submit to the interested bodies and organizations the SEA for comment. The interested bodies and organizations are obliged to submit comments within 30 days from the date of submission of the SEA report. Article 20 of the Law, stipulates the public hearing by the competent authority for the preparation of plans and programs. The report must be prepared within 30 days from the date of the completion of the public hearing and shall contain a statement of all accepted or unaccepted opinions.

Law on the Environmental Impact Assessment (EIA) (O.G., No 80/05, O.G., No. 40/10, 73/10, 40/11, 27/13, 52/16, 75/18) The Law regulates the environmental impact assessment procedure for projects that can have a significant impact on the environment, including the participation of interested authorities and organizations and the public. It contains a chapter dedicated to reporting, keeping records and providing information for inspection. The law envisages a deadline in which the competent authority is obliged to submit complete documentation on the conducted impact assessment procedure to the interested authorities and organizations and to the public, on written request. The law also contains a provision on the handling of requests for access to information, so it is envisaged that data related to emissions of harmful substances, accident risks, monitoring results and inspection control cannot be protected by business, official or state secrets. The EIA process is carried out according to the phases indicated in **Figure 3-1** (red numbers indicating the longest typical extent of the process and black the shortest, with variations in between based on comments received, any additional documents needed etc.).

In accordance with both the Law on the Environmental Impact Assessment and Law on the Strategic Environmental Impact Assessment, when an intended project may have a significant impact on the environment in another country, or when another state whose environment could be significantly threatened requests so, the state authority responsible for environmental protection issues shall promptly, and not later than within the deadlines set forth for informing its own public, submit to another state the information concerning (in accordance with the 1991 UNECE Convention on Environmental Impact Assessment in a Transboundary Context -Espoo Convention):

- the project, together with all available data on its possible impacts;
- the nature of the decision that may be adopted; and
- the period within which another state can announce its intention to participate in the impact assessment procedure.

The public is also consulted for projects with trans-boundary impact.

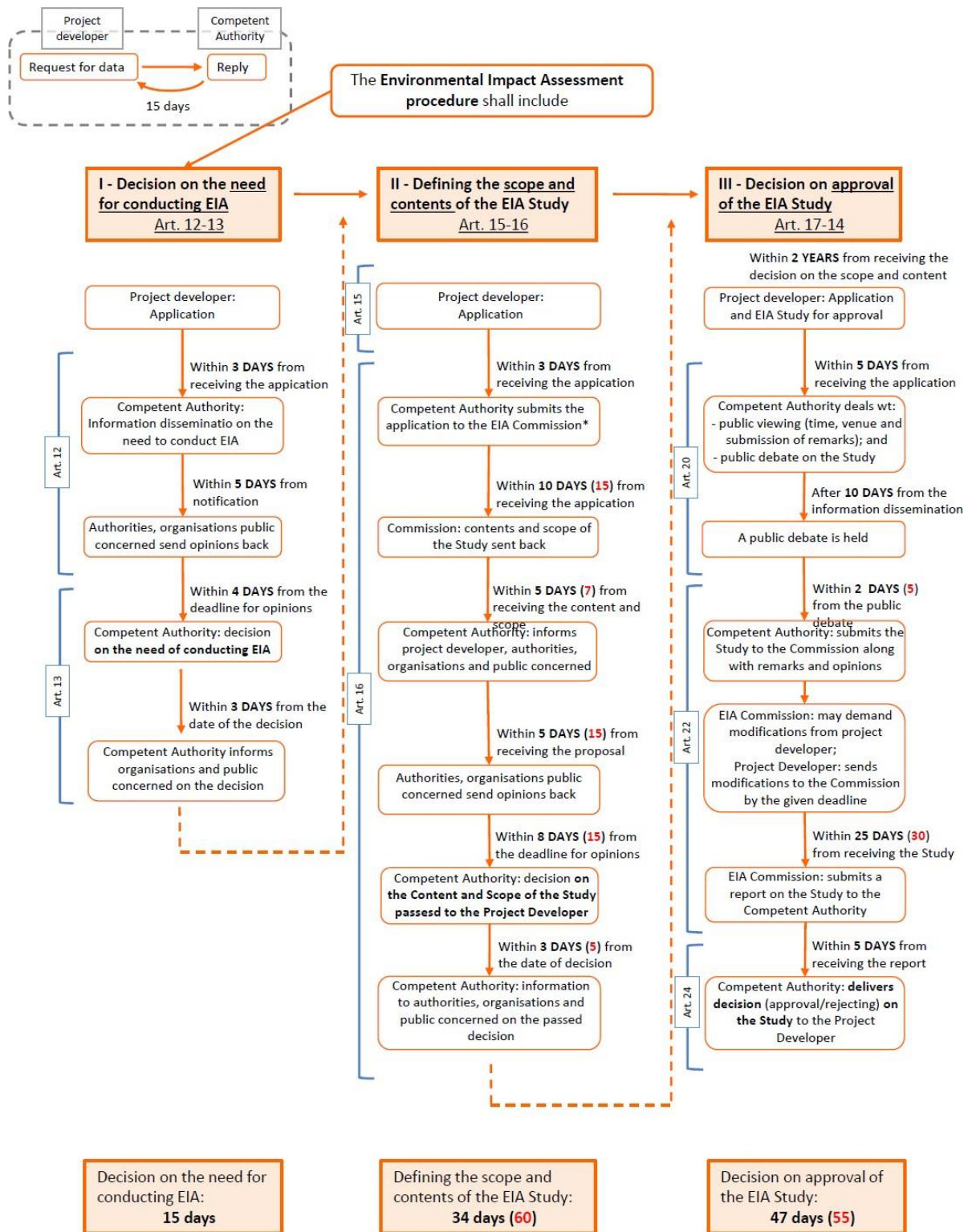


Figure 3-1 EIA process in Montenegro

Land Acquisition Legal Framework and Process

Law on Expropriation (O.G., No. 5/00, 12/02, 28/06, 21/08, 30/2017, 75/18) contains the process of expropriation. Public interest is established either through a separate law or by a decision of the Government of Montenegro and has been established for the Project.

The proposal for determining public interest, which must include information on properties that are to be affected and their registered owners, was submitted to the Government of Montenegro by the Beneficiary of Expropriation (MTA), through the responsible Administrative Authority (the Real Estate Directorate). Once the Main Design has been completed, MTA developed an Expropriation Study, which contained a final list of all affected land plots, registered assets (i.e. structures) and their owners, as recorded in the Cadastre. 77 plots were treated with the expropriation study. At its session of 20 June 2019, the Government of Montenegro passed a decision on the public interest, which was published in the Official Gazette 40/19 (**Appendix 1**).

In the process of informing affected owners / users of land about the initiation of expropriation, municipal Real Estate Directorates and municipality representatives either organise joint meetings (in locations where the population is living in concentrated settlements) or invite each affected owner / user to an individual hearing.

3.2. EBRD Requirements

The Project has been screened as a Category B project under EBRD's Environmental & Social Policy 2008, and has been assessed against the EBRD Performance Requirements (PRs) contained within the policy (<http://www.ebrd.com/pages/about/principles/sustainability/policy.shtml>).

From these investigations and building on the principles set out in accordance with Montenegrin legislation, a **Non-Technical Summary (NTS)** and an **EBRD Environmental & Social Action Plan (ESAP)** has been prepared in-line with PR 1 (*Assessment & Management of Environmental & Social Impacts & Issues*) to address both the construction and operational phases of the Project.

The land acquisition process is currently at an early stage, and a **Land Acquisition and Livelihood Restoration Plan (LALRP)** will be developed for the Project to guide and document the land acquisition process in accordance with Montenegrin law and EBRD PR 5 (*Land Acquisition, Involuntary Resettlement and Economic Displacement*). Land acquisition was initiated in 2019. The LAR was developed in 2021, and submitted to EBRD on comments.

Finally, this Stakeholder Engagement Plan has been developed, in accordance with EBRD PR 10 (*Information Disclosure and Stakeholder Engagement*). EBRD consider community engagement as being central to the successful management of risks and impacts on communities affected by projects, as well as central to achieving enhanced community benefits.

4. SUMMARY OF PREVIOUS STAKEHOLDER ENGAGEMENT

In accordance with the legislative requirements of the Montenegro, summarised in *Section 3.1*, stakeholder engagement activities have been organised during the development of the Project to date. With the exception of specifically contacting the listed NGOs, all stakeholders listed in **Table 5.2** below have been contacted to date regarding the Project.

Stakeholder engagement has been ensured through development of strategic documents on both the national and local level: **Spatial Plan of Montenegro until 2020 (2008)**, with Public hearings held, along with extensive broadcast on TV shows, radio broadcasting and in newspapers, and the **Spatial and Urban Plan of Municipality Rožaje (2012)** and associated **Strategic Environmental Assessment (2012)**.

MTA has also obtained the decision, dated August 5, 2014, from the **Montenegro Environmental Protection Agency** that the Project has been screened under the Montenegrin Law on Environmental Impact Assessment (EIA) (including the Decree of projects that are subject of EIA (O.G. of Montenegro No.80/05 and Nos. 40/10, 73/10, 40/11, 27/13, 52/16), 75/18) and it has been determined that an EIA is not required.

MTA has also discussed the preliminary Project plans with **Municipality Rožaje**, and these discussions are ongoing. The next planned engagement for Municipality Rožaje is to coincide with the availability of the Main Design. No specific feedback or suggestion for Project changes has been provided by the Municipality on the Project plans so far, but discussions are continuing. Pedestrian sidewalks will be incorporated in the Project design in line with the Preliminary Road Safety Audit and pedestrian safety issues will also be further discussed with Municipality Rožaje to gain their feedback on this important topic. A meeting was held with the Municipality of Rožaje, representatives of the Rožaje Waterworks and the Communal Rožaje, on 1 June 2021, where there were no additional requests for changes of the design.

5. IDENTIFICATION OF PROJECT STAKEHOLDERS AND ANALYSIS

In order to define a communication process in line with EBRD PR 10, MTA has identified stakeholder groups that may be affected by (**Table 5.1**) and/or interested in (**Table 5.2**) the implementation of the Project. With the exception of specifically contacting the listed NGOs, all stakeholders listed in Table 5.2 below have been engaged to date regarding the Project in accordance with national development processes. Specific details of how these stakeholders will be engaged or informed going forward are described in Section 6. Any suggestions for improvement of proposed communication methods or media are welcomed and can be submitted via the contact information for MTA, at the end of this document. The project footprint runs through or near to Rožaje and the villages of Bijela Crkva, Balotiće, Besnik, Bać, and Jablanica. The community of Špiljani is the nearest community across the border with Serbia, though no Project effects are anticipated at this location.

Table 5-1 Summary of Affected Parties

Affected party	Likely communication methods
Landowners /land users / residents /business owners affected by future land acquisition	Group and individual meetings with households / individuals, public meetings, local media /local community and municipal bulletin boards.
Landowners /land users / residents /business owners in the proximity of the project footprint	Group meetings with households / individuals, public meetings, local media /local community and municipal bulletin boards.
Road users	Local media announcements / notices along the road.
Workers (including any subcontractors workers)	Individual meetings / internal workers' meetings.

Table 5-2 Summary of Engaged and Interested Parties

Engaged or Interested party	Contact details	Likely communication methods
Montenegro authorities		
Ministry of Capital Investments (MCI)	Address: Rimski trg 46 81000 Podgorica, Montenegro Tel: +382 20 482 124 Web: https://www.gov.me/cyr/mki	Official correspondence / meetings
Ministry of Ecology, Spatial Planning and Urbanism (MESPU)	Address: IV Proleterska 19 81000 Podgorica, Montenegro Tel: +382 20 446 200 +382 20 446 339 Web: https://www.gov.me/cyr/mepg	Official correspondence / meetings
Ministry of Finance and Social Welfare (MFSW)	Address: Stanka Dragojevića 2 81000 Podgorica, Montenegro Tel: +382 20 242 835 Fax: +382 20 224 450 Web: https://www.gov.me/cyr/mif	Official correspondence / meetings
Ministry of Agriculture, Forestry and Water Management (MAFWM)	Address: Rimski trg 46 81000 Podgorica, Montenegro Tel: +382 20 482 109 +382 20 170 370 Web: https://www.gov.me/mpsv	Official correspondence / meetings
Ministry of Health (MoH)	Address: Rimski trg 46 81000 Podgorica, Montenegro Tel: +382 20 482 133	Official correspondence / meetings

	Fax: +382 20 242 762 Web: http://www.mzd.gov.me	
Ministry of Interior Affairs (Mol)	Address: Bulevar Svetog Petra Cetinjskog 22, 81000 Podgorica, Montenegro Tel: +382 20 241 590 Web: https://www.gov.me/cyr/mup	Official correspondence / meetings
Ministry of Education, Science, Culture and Sports (MESCS)	Address: Vaka Đurovića b.b. 81000 Podgorica, Montenegro Tel: +382 20 410 100 Web: https://www.gov.me/cyr/mpnks	Official correspondence / meetings
Ministry of Economic Development (MED)	Address: Rimski trg 46 81000 Podgorica, Montenegro Tel: +382 20 482 303 Web: https://www.gov.me/cyr/mek	Official correspondence / meetings
Institutions		
Institute for Hydrometeorology and Seismology of Montenegro (IHSM)	Address: IV proleterske 19. 81000 Podgorica, Montenegro Tel: +382 20 655 183 Web: https://www.meteo.co.me/	Official correspondence / meetings
Statistical office of Montenegro - MONSTAT	Address: IV Proleterske 2, 81000 Podgorica, Crna Gora Tel +382 20/230-811 Web: http://www.monstat.org/cg/	Official correspondence / meetings
Local authorities		
Municipality Rožaje	Address: Maršala Tita bb, 84 310 Rožaje, Montenegro Tel +382 (0) 51/270-430 Web: http://www.rozaje.me	Official correspondence / meetings
Public Infrastructure Companies		
Transport Administration	Address: IV proleterske 19 81000 Podgorica, Montenegro Tel: +382 20 655 095, 655 364 Fax: +382 20 655 359 E-mail: upravazasaobračaj@uzs.gov.me Web: https://uzs.gov.me/uprava	Official correspondence / meetings

Others		
NGO Green Home	Address: Dalmatinska 78 81 000 Podgorica Crna Gora Tel: +382 20 609 375 Fax: +382 20 609 376 E-mail: greenhome@greenhome.co.me Web: http://www.greenhome.co.me	Public meetings / media / website disclosure
NGO Ozon	Ul. Serdara Jola Piletića bb, 81 400 Nikšić Ul. Dr Vukašina Markovića, (zgrada Ave Marija Koljčević), st 4, 81 000 Podgorica, Montenegro T/f: +382 40 241 063 E: info@ozon.org.me Web: www.ozon.org.me	Public meetings / media / website disclosure
FORS Montenegro (Foundation for the Development of Northern Montenegro)	Address: Ivana Milutinovića 10 Nikšić, 81400 Tel: +382 40 212 484 Fax: +382 40 212 484 E-mail: mailbox@forsmontenegro.org Web: http://www.forsmontenegro.org/	Public meetings / media / website disclosure

6. STAKEHOLDER ENGAGEMENT PROGRAMME

MTA intends to provide all relevant information to the public. As of October 2017, all interested and affected parties will be able to find the following documents on the MTA website (www.dzscg.com) and the EBRD website (www.ebrd.com) in English and Montenegrin:

- Project Non-Technical Summary (October 2017).
- This Stakeholder Engagement Plan (October 2017).

The Land Acquisition & Livelihood Restoration Plan for the Project will also be added to the website prior to any changes in land access or land acquisition as it is under preparation by MTA.

In addition, hard copies of these documents will be available at the following locations (addresses provided at the end of the document):

- Montenegrin Transport Administration Directorate.
- EBRD office in Podgorica.

These documents will remain in the public domain for the duration of the Project. The SEP was updated and it will be periodically updated, including with engagement activities to provide updates on any changes to Project design and mitigation measures, as appropriate.

All meetings and consultations will be documented by MTA providing the date when the meeting/consultation was held, list of attendees, and a summary of the discussions.

Consultation with Municipalities

MTA has discussed the preliminary design with Municipality Rožaje. No specific feedback or suggestion for Project changes has been provided by the Municipality on the Project plans so far. The next planned engagement is to coincide with the availability of the Main Design. Pedestrian sidewalks will be incorporated in the Project design in line with the Preliminary Road Safety Audit and pedestrian safety issues will also be further discussed with Municipality Rožaje to gain their feedback on this important topic.

Discussions included plans for expropriation, continued local access and general information materials for the communities during construction and the most effective locations and methods for sharing of this information.

Although no Project activities extend beyond the national border, MTA will confirm any transboundary communications protocols that the Municipality has with Serbian local authorities for activities near the border, for example timing of works, and support those with respect to the Project. Disclosure of the SEP to the appropriate Serbian local authorities will be undertaken as part of this.

The phase of the project around the border crossing is planned to start working after the tourist season, i.e. in October 2021.

MTA will also discuss plans for monitoring of air quality, noise and water quality for the Project with Municipality Rožaje to confirm whether any data collection is already underway by the Municipality that can support the Project or that the Project can feed into.

On 19 November 2020 the Engineer sent a letter (**Appendix 2**) in which they gave the opinion that it is not necessary to monitor air quality and noise levels in 4 locations as provided by the ESAP, but only in 2 locations because it is an uninhabited place. MTA forwarded the letter to the EBRD for approval, but has not yet received a response to the inquiry.

Consultation Related to Land Expropriation

In the process of informing (and soliciting feedback) affected owners / users of land about the initiation of expropriation, the Real Estate Directorate and municipality representatives have either organised joint meetings (in locations where the population is living in concentrated settlements) or invited each affected owner / user to an individual hearing. During the land acquisition process, affected people are also in communication with the Real Estate Directorate's Commission for Value Assessment, when their land and assets are being appraised and when an offer for compensation is being made to them. Two meetings were held at the school in Bać (**Appendix 3**) and at the National Library in Rožaje (**Appendix 4**), where the locals expressed their support for the project of reconstruction of the main road. Most of the words were about the expropriation process, and the local population was informed about the grievance mechanism and forms defined within the LALRP, which are available in the premises of the Municipality of Rožaje, MTA premises, as well as on the construction site during construction.

MTA participates in this engagement as needed to ensure that the engagement also meets the needs of the EBRD. The specific engagement planned by MTA will be detailed in the Land Acquisition & Livelihood Restoration Plan, and will include:

- Ensuring that informal land users are also engaged and compensated as appropriate. So far, no informal users have been identified;
- Gathering the information needed for the Project Land Acquisition & Livelihood Restoration Plan, including land and asset valuations;
- Preparing consultation materials in Montenegrin, such as pamphlets and posters on the expropriation process, and information on the Grievance Mechanism for the Project to support the consultation with affected persons.

There are also a number of small shrines along the road to pay respect to where people have lost their lives in road accidents. With the consent of the grieving families, the MTA moved the shrines off the road where possible, while protecting the others so that there would be no damage due to the works. Any resultant measures will be incorporated in the CESMP for the Project.

Consultation Related to Construction and Operation

During construction MTA and the Contractor(s) will:

- | inform the public and utility companies of the general timetable for construction activities;
- | advertise employment opportunities locally;
- | inform affected communities on the progress of construction;
- | inform affected communities about any construction activities that may affect them, in advance of the activities, including any significant anticipated impacts and proposed mitigation measures, seeking feedback on the successfulness of the implementation of these measures. This will include measures for construction site safety for the public.

- I inform the AMSCG on a daily basis about changes in the traffic regime

Mechanisms include information boards installed at project borders by MTA / the Contractor with general information on the Project i.e. the Company, Contractor, Main Supervisor, and schedule of works.

MTA and Contractor also use various other forms of communication, for example, the website of MTA, press releases in the local media, and community bulletin boards.

The public is also able to use the grievance procedure described in Section 7 below. Information regarding the grievance procedure will be widely disseminated to affected local communities as part of the expropriation and construction planning process.

The box for grievance has also been set up on the construction site (**Appendix 5**)

During the Project, MTA and the Contractor interact with stakeholders and this Stakeholder Engagement Plan has been updated to reflect the progress of the project. So far, MTA has prepared and submitted for approval 4 quarterly reports starting from September 2020 to June 2021. The next quarterly report will be sent in September 2021.

7. GRIEVANCE MECHANISM

A grievance mechanism will be adopted as presented in **Figure 7.1**. MTA and the Contractor(s) will accept all comments and complaints associated with the Project. A sample of the Projects Public Grievance Form is provided at the end of this document. Any person or organisation may send comments and/or complaints in person, by phone, via post, or email using the contact information provided at the end of the document.

All comments and complaints are responded to either verbally or in writing, in accordance with the preferred method of communication specified by the complainant, if contact details of the complainant are provided.

All grievances were registered and acknowledged within 5 working days and responded to within 20 working days. Individuals who submit their comments or grievances have the right to request that their name be kept confidential.

MTA monitors the way in which grievances are being handled by the Contractor and ensures they are properly addressed within deadlines specified above.

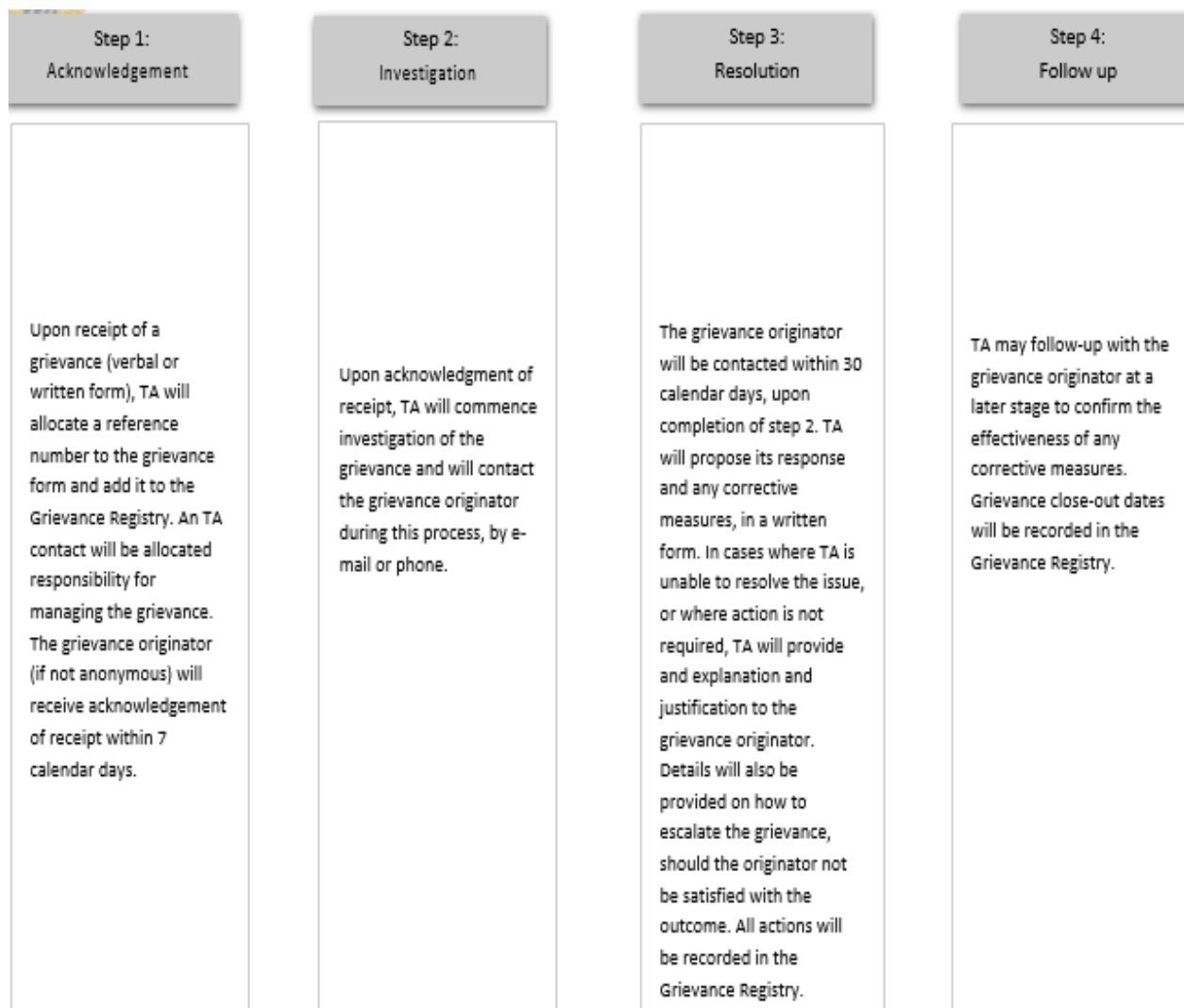
MTA keeps a grievance log of all grievances (including those received and addressed by the Contractor), based on which grievance management reports will be produced and included in the annual environment and safety reports, published on the MTA website.

A separate grievance mechanism is available for workers of the Contractor.

At all times, complainants are also able to seek legal remedies in accordance with the laws and regulations of Montenegro. So far, 4 grievances have been submitted through the grievance mechanism and all were resolved at the regular quarterly meeting held on 1 June 1 2021.

The grievance form is available on the website of the Transport Administration <https://uzs.gov.me/e-zalba>

Figure 7-1 Grievance Mechanism



MTA will monitor the manner in which grievances are resolved and regularly update the Register of grievances (**Appendix 6**). MTA will publish and regularly update all relevant documents and grievance procedures on its website, as well as provide copies of complaint forms to the Municipality of Rožaje. MTA will provide feedback to all stakeholders who submit forms for grievances by e-mail or mail.

8. REPORTING

Throughout the Project, MTA communicates with relevant stakeholders and inform them on any significant issues, for example, changes in the construction deadlines. MTA provides Project updates on its website.

Contact Details for the Public

Transport Administration
Contact person: Dušan Kokić, Transport
Administration, IV proleterske 19, 81000 Podgorica,
Montenegro
Email: dusankokic@yahoo.com
Tel: +382 67 321 301
Tel: +382 20 655 359
<https://uzs.gov.me/uprava>

European Bank for Reconstruction & Development
Moskovska 2/b
81000 Podgorica
Montenegro
<http://www.ebrd.com/montenegro-country.html>

EBRD Headquarters, London
Environment and Sustainability Department One Exchange Square
London EC2A 2JN UK
Tel: ++44 207 338 6504
<http://www.ebrd.com>

Municipality of Rožaje
Address: Maršala Tita bb,
84 310 Rožaje, Montenegro
Tel +382 (0) 51/270-430, Fax +382 (0) 51/270-432
e-mail: opstina@rozaje.me
Web: <http://www.rozaje.me>

Cadaster and State Property Administration, Regional Unit Rožaje
Adresa: Maršala Tita b.b.
84 310 Rožaje,
Crna Gora
Tel +382 51 272-051
E-mail: rozaje@uzn.gov.me

Reference No:	
Name and surname: <i>(Grievance form can be filled in anonymously)</i>	
Contact Information Please mark how you wish to be contacted (mail, telephone, e- mail).	<ul style="list-style-type: none"> • By Post: Please provide residential address _____ • By Telephone: _____ • By E-mail: _____
Description of Incident/Grievance:	<ul style="list-style-type: none"> • What is your concern / subject of grievance? • Where did it happen? • Who caused it to happen? • What is the cause and duration of the problem?
Date of Incident/Grievance	One time incident/grievance (date _____) Happened more than once / how many times? (_____) On-going (currently experiencing problem) _____
What would you like to see happen to resolve the problem?	

9 APPENDICES

Appendix 1. Decision on public interest

949.

Na osnovu člana 14 Zakona o eksproprijaciji («Službeni list RCG», br. 55/00,12/02 i 28/06 i «Službeni list CG», br. 21/08, 30/17 i 75/18), Vlada Crne Gore na sjednici od 20. juna 2019. godine, donijela je

O D L U K U
O UTVRĐIVANJU JAVNOG INTERESA ZA
EKSPROPRIJACIJU NEPOKRETNOSTI ZA REKONSTRUKCIJU
MAGISTRALNOG PUTA M-2 ROŽAJE – ŠPILJANI, RASKRSNICA VUČA –
GRANICA SA REPUBLIKOM SRBIJOM

Član 1

Utvrđuje se javni interes za eksproprijaciju nepokretnosti u Opštini Rožaje, i to:

KO Bijela Crkva

1. kat. parcela broj 1078/2, neplodno zemljište u površini od 92 m² i kat. parcela broj 1078/3, neplodno zemljište u površini od 36 m² upisane u listu nepokretnosti broj 1 kao susvojina Mpetrol doo Rožaje 9200/11210;

2. kat. parcela broj 1068/2, pašnjak 6. klase u površini od 6 m² upisana u listu nepokretnosti broj 173 kao susvojina Murić Sinana Halila 600/1572;

3. kat. parcela broj 1077/3, dvorište u površini od 87 m² upisana u listu nepokretnosti broj 186 kao svojina Hodžić Rasima Rešada 1/1.

KO Rožaje

1. kat. parcela broj 1375/2, livada 2. klase u površini od 451 m² i kat. parcela broj 1375/3, livada 2. klase u površini od 5 m² upisane u listu nepokretnosti broj 215 kao korišćenje PDS Ibarmond Rožaje 1/1;

2. kat. parcela broj 1374/41, pašnjak 2. klase u površini od 108 m² i kat. parcela broj 1374/42, pašnjak 2. klase u površini od 49 m² upisane u listu nepokretnosti broj 2763 kao korišćenje Ferizović Iljaza Husa 1/1;

3. kat. parcela broj 1374/43, pašnjak 2. klase u površini od 3 m² upisana u listu nepokretnosti broj 2775 kao korišćenje Dautović Hajriza Murata 1/1;

4. kat. parcela broj 1374/36, pašnjak 2. klase u površini od 20 m², kat. parcela broj 1374/38, pašnjak 2. klase u površini od 695 m², kat. parcela broj 1374/39, pašnjak 2. klase u površini od 15 m² i kat. parcela broj 1374/40, pašnjak 2. klase u površini od 6 m² upisane u listu nepokretnosti broj 1594 kao korišćenje Kooperativa Agrobisernica 1/1;

5. kat. parcela broj 1374/37, pašnjak 2. klase u površini od 107 m² i kat. parcela broj 1374/35, pašnjak 2. klase u površini od 27 m² upisane u listu nepokretnosti broj 2828 kao korišćenje Zejnilović Ismeta Senihe 1/1;

6. kat. parcela broj 1373/2, neplodno zemljište u površini od 4 m², kat. parcela broj 1373/3, neplodno zemljište u površini od 27 m², kat. parcela broj 1373/4, neplodno zemljište neplodno zemljište u površini od 5 m² i kat. parcela broj 1373/5, neplodno zemljište u površini od 34 m² upisane u listu nepokretnosti broj 2665 kao svojina Kooperativa Interfood Rožaje 1/1;

7. kat. parcela broj 1410/2, zemljište uz privrednu zgradu u površini od 173 m² upisana u listu nepokretnosti broj 1746 kao svojina Tofi doo Rožaje 1/1;

8. kat. parcela broj 1357/6, pašnjak 3. klase u površini od 70 m² upisana u listu nepokretnosti broj 2820 kao svojina Murić Mehdiye Ernata 1/1;

9. kat. parcela broj 1415/7, pašnjak 3. klase u površini od 603 m² upisana u listu nepokretnosti broj 2284 kao svojina Sutović Šerifa Admira 1/1;

10. kat. parcela broj 1370/2, neplodno zemljište u površini od 91m² upisana u listu nepokretnosti broj 216 kao korišćenje DP Kristal Rožaje 1/1;

Appendix 2. Letter from the Engineer regarding the monitoring of noise and air pollution levels



SUPERVISION OF THE WORKS ON RECONSTRUCTION OF MAIN ROADS M-2 ROZAJE-SPIJLANI, M-18 PODGORICA -DANILOVGRAD AND M-2 TIVAT -BUDVA (JAZ)

Podgorica, 08th October 2020
Ref. no. MON005-IRD20-DM-01-088

To: Employer:
Transport Administration of Montenegro
IV Proleterske 19, Podgorica,
Montenegro
Attn: Mr. Dušan Kokić, Advisor, Transport Administration

Title of Contract: Supervision of the Works on Reconstruction of Main Roads M-2 Rozaje-Spiljani, M-18 Podgorica -Danilovgrad and M-2 Tivat -Budva (Jaz) / Nadzor na radovima na rekonstrukciji magistralnih puteva M-2 Rožaje-Špiljani, M-18 Podgorica-Danilovgrad i M-2 Tivat-Budva (Jaz)

Service Contract: No. 01-100/1

Subject: Works Contract Lot 1, Environmental Monitoring of Air Quality and Noise/ Ugovor o radovima Lot 1, Monitoring kvaliteta vazduha i nivoa buke

<p>Dear Mr. Kokić,</p> <p>The ESAP in point 3.1 regarding the monitoring of air quality and noise levels states that before the start, during the execution and after the completion of works, environmental monitoring for air quality and noise levels should be performed and it will be part of the CESMP and OESMP project.</p> <p>Pre-construction Monitoring actions should include:</p> <ul style="list-style-type: none">Levels of air quality (CO, SO₂, NO_x and particulates) to be measured once prior to construction start to establish a Project baseline at four representative road side receptors along the route, at locations to be identified by the Engineer. One of the locations should represent the nearest residential receptor to the road and one should consider proximity to any sensitive receptors such as the school in the community of Kajevici on the eastern edge of Bača;Levels of noise to be measured at four representative road side receptors, once prior to construction start to establish a Project baseline, including residential areas along the route, and in any other locations where noise at receptors is expected to be greatest, at locations to be identified by the Engineer. <p>Construction Monitoring actions should include (but not be limited to) the following:</p>	<p>Poštovani g. Kokić,</p> <p>U ESAP-u u tački 3.1 u vezi sa monitoringom kvaliteta vazduha i nivoa buke stoji da prije početka, tokom izvođenja i po završetku radova, treba vršiti monitoring životne sredine za kvalitet vazduha i nivoa buke i on će biti dio projekta CESMP i OESMP.</p> <p>Monitoring prije početka izvođenja radova treba da sadrži sledeće:</p> <ul style="list-style-type: none">Nivo kvaliteta vazduha (CO, SO₂, NO_x i čestice) treba izmjeriti jednom pre početka izvođenja radova kako bi se uspostavilo nulto stanje na četiri reprezentativne lokacije duž trase puta, na mjestima koja će odrediti Inženjer. Jedno od mjesta trebalo bi predstavljati najbliži stambeni receptor na putu, a trebalo bi razmotriti blizinu bilo kakvih osjetljivih receptora, poput škole u naselju Kajeviči na istočnom rubu Bača;Nivo buke treba izmjeriti na četiri lokacije uz trasu puta, jednom pre početka gradnje, uključujući stambena područja duž trase, i na bilo kojim drugim mjestima gdje se očekuje da će buka na receptorima biti najveća, tj. na mjestima koja će biti prepoznata od strane Inženjer. <p>Takođe, stoji da se monitoring tokom izvođenja radova mora vršiti na sledeći način:</p>
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IRD Engineering s.r.l.
Head Office
Lungotevere delle Navi, 30
00196 Rome (Italy)
Tel. 0039 06 976 11 271/Fax: 0039 06 976 200

IRD Engineering I.L.d.
Podgorica Office
Ksenije Ciovaric BR. 25/1
Podgorica/Montenegro



SUPERVISION OF THE WORKS ON RECONSTRUCTION OF
MAIN ROADS M-2 ROZAJE-SPIJANI,
M-18 PODGORICA -DANILOVGRAD AND M-2 TIVAT -BUDVA (JAZ)

- Levels of air quality (CO, SO₂, NO_x and particulates) to be measured monthly at four representative road side receptors, and once during the most intensive part of the works, to be identified by the Engineer.
- Levels of noise to be measured monthly at four representative road side receptors, and once during the most intensive part of the works, to be identified by the Engineer.

Considering that this is a route of a road that goes through an uninhabited area, we are of the opinion that it is quite sufficient to monitor air quality and noise levels at two locations located in populated areas, at the exit of Rožaje and in the village Bač. Monitoring would be performed once before the start of works and quarterly during the execution of works, at the places of execution of works.

Since ESAP is approved by the EBRD and is an integral part of the Contract documents, please contact EBRD and ask for their consent on the proposed changes in monitoring the above parameters.

We remain at your disposal for any further information you may require.

- Nivo kvaliteta vazduha (CO, SO₂, NO_x i čestice) će se mjeriti **mjesečno** na četiri reprezentativne lokacije duž trase puta, a jednom tokom najintenzivnijeg izvođenja radova, što će odrediti Inženjer.
- Nivo buke koje će se mjeriti **mjesečno** na četiri reprezentativne lokacije duž, a jednom tokom najintenzivnijeg izvođenja radova, što će utvrditi Inženjer.

Obzirom da se radi o trasi puta koja ide kroz nenaseljeno područje mišljenja smo da je sasvim dovoljan monitoring kvaliteta vazduha i nivoa buke na dvije lokacije koje se nalaze u naseljenim područjima, i to na izlazu iz Rožaja i u naselju Bač. Monitoring bi se vršio jednom prije početka izvođenja radova i kvartalno tokom izvođenja radova, na mjestima izvođenja radova.

Kako je ESAP odobren od strane EBRD-a i sastavni je dio ugovorne dokumentacije, molimo Vas da kontaktirate EBRD i dobijete njihovu saglasnost na predložene izmjene u monitoringu gore opisanih parametara.

Ostajemo na raspolaganju za bilo kakve dalje informacije koje Vam mogu biti potrebne.

Yours sincerely

Draško Mišulić
Team Leader / The Engineer
IRD Engineering S.r.l.

Appendix 3. Photos from public consultations in the primary school in Bać



Appendix 4. Photos from public consultations in the National Library in Rožaje



Appendix 5. Grievance box



Appendix 6. Grievance Registry

No	Date of receiving incoming letter / form	Name / Surname of grievance originator	Gender	Type of grievance	Details of grievance	Medium of comm.	Name of TA person responsible for monitoring the grievance	Date of grievance acknowledgement	Date of feedback provision / reference number	Present status	Remarks
1	15.03.2021	Mehović Safet	M		Request for resolving expropriation	Grievance	Dušan Kokić	15.03.2021	01.06.2021	Resolved	
2	15.03.2021	Mehović Safet	M		Stakeholder claims that the expropriation for his plot was paid to another person	Grievance	Dušan Kokić	15.03.2021	01.06.2021	Resolved	
3	05.04.2021	Fetahović Hilmo	M		Request to provide access to the existing road to the bypass towards Peć	Grievance	Dušan Kokić	05.04.2021	01.06.2021	Resolved	
4	17.05.2021	Tofi d.o.o.			Request not to place a wiremesh due to the fact that the owner of that part plans to level the terrain	Grievance	Dušan Kokić	17.05.2021	01.06.2021	Resolved	