

ENVIRONMENTAL AND SOCIAL MANAGEMENT FRAMEWORK

for

“Local Roads Connectivity Project”

Republic of North Macedonia



ВЛАДА НА РЕПУБЛИКА МАКЕДОНИЈА • GOVERNMENT OF THE REPUBLIC OF MACEDONIA
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Environmental and Social Management Framework for

“Local Roads Connectivity Project”

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ABBREVIATIONS

CFCs	Chlorofluorocarbon
EA	Environmental Assessment
EIA	Environmental Impact Assessment
EMEP	European Monitoring and Evaluation Programme
EMP	environmental management plan
EPA	Environmental Protection Administration
ESCP	Environmental and Social Commitment Plan
ESS	Environmental Social Expert
ESIA	Environmental and Social Impact Assessment
ESMF	environmental and social management framework
ESS	Environmental and Social Standards
ESS	Environmental and Social Specialist
ESSCL	Environmental and Social Screening Check List
EU	European Union
GDP	Gross Domestic Product
GHGS	Greenhouse Gases
GIIP	Good International Industry Practice
GPS	Global Positioning System
GRM	Grievance Mechanism
IBA	Important Bird Area
IFC	International Finance Corporation
ILO	International Labor Organization
IPA	Important Plant Areas
IPPC	International Plant Protection Convention
ITS	Intelligent Transport System
IUCN	International Union for Conservation of Nature
LPG	Liquid Petroleum Gas
LRCP	Local Roads Connectivity Project
LSGUs	Local Self-Government Units
MAFWE	Ministry of Agriculture, Forestry and Water Economy
MAK-NEN	National Ecological Network of Macedonia

MEIC	Macedonian Environmental Information Centre
MOEPP	Ministry of Environment and Physical Planning
MoH	Ministry of Health
MTC	Ministry of Transport and Communication
MTC PIU	Ministry of Transport and Communication Project Implementation Unit
NSW	National Single Window
OG	Official Gazette
OHS	Occupational Health and Safety
PBA	Prime Butterfly Areas
PCBs	polychlorinated biphenyls
PE	Public Enterprise
PIU	Project Management Unit
PIU ESS	Project Implementation Unit Environmental Social Expert
PIU ESS	Project Implementation Unit Environmental Social Specialist
PPE	Personnel Protective Equipment
PV	Photovoltaic
RAP	Resettlement Action Plan
RIMSYS	Regulatory Management Software
RNM	Republic of North Macedonia
SEP	Stakeholder Engagement Plan
SESA	Strategic Environmental and Social Assessment
SSO	State Statistical Office
TEN-T	Trans-European Transport Network
TTFP	Western Balkans Trade and Transport Facilitation Project
ULSG	Units of Local Self-Government
UNESCO	United Nations Educational, Scientific and Cultural Organization
WB	World Bank
WB ESS	World Bank Environmental and Social Specialist
WEEE	Waste Electronics and Electrical Equipment
WHO	World Health Organization

Executive Summary

The Ministry of Transport and communications of the Republic of North Macedonia (RNM) will implement the Local Roads Connectivity Project (LRCP) in order to improve local road infrastructure and to improve the traffic safety with financial support of the World Bank (WB).

The Project will also provide social inclusion that will be achieved by connecting remote and disadvantaged communities and increasing the accessibility of the transport network on local level.

The Ministry of Transport and Communications allocation of funds from the Loan (70 million euros) by the World Bank will use for the purpose of financing reconstruction and rehabilitation of the existing ones, upgrading of dirt roads/streets to paved/asphalt, introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage.

The LRCP project includes the following project activities:

- upgrading of dirt roads/streets;
- reconstruction of the existing local roads/streets;
- rehabilitation of the existing local roads/streets;
- Introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, and drainage.

ESMF document is the environmental and social due diligence instrument made to ensure that the proposed Project is implemented in accordance with the World Bank operational guidelines, ESS standards and local legislation related to environmental protection, as well as a practical tool to be used during design, implementation, and monitoring of the Project activities. The ESMF also defines the implementation and institutional responsibilities of various stakeholders involved in the project implementation. The Framework analyzes environmental policies and legal regime of the RNM and ESS standards of the WB; presents the institutional and capacity assessment related to the environmental management; and describes the principles, objectives and approach to be followed while designing site-specific sub-projects and environmental mitigation measures.

According to the WB environmental and social risk categorization the project activities will belong to the 3 risk categories: Projects with substantial risk, Projects with moderate risk and Projects with low risk while the overall Project is risk-assessed as substantial.

The Chapters of the Environmental and Social Management Framework document are as follows:

- INTRODUCTION

This Chapter consist short description of the project activities, current situation of the road network and main reason for implementation of the LRCP project.

- PROJECT DESCRIPTION

LRCP consists of the following activities:

- upgrading of dirt roads/streets;
- reconstruction of the existing local roads/streets;
- rehabilitation of the existing local roads/streets;

- introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage.

- ENVIRONMENTAL AND SOCIAL BASELINE INFORMATION ABOUT RNM

The Chapter provides general information about natural characteristics of the RNM in terms of geographical characteristics, climate and water resources, basic demographic and microeconomic data, biological diversity and protected areas. The municipalities and statistical planning regions in the country are also described.

- OVERVIEW OF THE ENVIRONMENTAL AND SOCIAL LEGAL FRAMEWORK IN RNM The Chapter describes relevant national environmental and social policies, legislation and standards relevant to the assignment.

- OVERVIEW OF THE INSTITUTIONAL FRAMEWORK

The Chapter provides an overview of responsibilities related to environmental protection at national and local level.

- LOCAL ROADS CONNECTIVITY PROJECT IMPLEMENTATION SET UP

The Chapter contains a description of the organizational structure of the PIU within the MTC as a responsible Unit for implementation of the LRCP project.

- NATIONAL ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) PROCEDURE

The Chapter describes the national ESIA procedure for small scale projects and institutional setup within the ESIA procedure. The Chapter contains brief description and “processing” scheme of the national procedure for environmental impact assessment of small-scale project and necessity of developing the EIA Reports-Elaborates for small-scale projects. The main roles and responsibilities of governmental and local self-government level administration in reference to environmental protection and social policy are considered in this Chapter.

- OVERVIEW OF WORLD BANK ENVIRONMENTAL AND SOCIAL STANDARDS

The Chapter provides for the brief overview of the World Bank Environmental and Social Standards, which should be considered for the Project to ensure prevention, mitigation and compensation in case of adverse impacts of project development to environmental and social conditions.

- ENVIRONMENTAL DUE DILIGENCE PROCEDURE FOR LRCP

The Chapter describes Environmental and Social Due Diligence Instruments envisaged under the national legislation and World Bank ESS, including environmental screening and assignment of environmental and social risk categories in order to confirm that project implementation respects both Bank’s environmental and social policies and national legislation. This Chapter also describes the process of the development of Due diligence instruments, including their public disclosure and consultations.

- SOCIAL DUE DILIGENCE INSTRUMENTS

Description of the types of social instruments that will be used for the LRCC project: Resettlement Policy Framework (RPF), Resettlement Plan, Cultural Heritage Management Plan, Stakeholder Engagement Plan (SEP).

- WB ESS REQUIREMENTS ADDRESSED TO THE LRCP

Description of the mechanisms, activities, and measures that will be implemented to meet standards relevant to the LRCP.

- IMPLEMENTATION AND REPORTING ARRANGEMENTS

This Chapter contains the whole procedure for the preparation, implementation and monitoring of mitigation measures prescribed in sub-project specific ESMPs, and identifies specific monitoring responsibilities for and reporting arrangements (Template of the Environmental and Social Monitoring Report is given in this Chapter).

 ANNEXES

1. Template of Environmental Screening Criteria (Form)
2. Content of the ESMP (for projects with substantial risk)
3. Templates of the environmental and social mitigation and monitoring plan tables (part of ESMP)
4. Template of ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP) CHECKLIST (for Projects with moderate and low risk)
5. Template of ENVIRONMENTAL AND SOCIAL MONITORING REPORT
6. WB Exclusion List of non-eligible activities for subprojects
7. Grievance Form
8. Table of Content of Resettlement Policy Framework
9. Table of Content of Resettlement Plan (Resettlement Action Plan)
10. Table of Content of Stakeholder Engagement Plan
11. Labor Management procedure Template
12. Key relevant National Environmental and Social related legislation

1 INTRODUCTION

The road infrastructure in the RNM consists of national, regional and local roads and approximately 65% of the total length of all roads are local roads. National and regional roads are under the competences of the institutions and enterprises at the national level, while for the local roads infrastructure the competences are under the local authorities.

Based on the analyses of 30 Local Self Government Units (LSGUs) it has been determined that the local roads are in poor condition, more precisely 941km of the total length of the local roads is in very poor condition.

The reason of this situation mainly is the lack of financial capacity of the LSGUs. Some of the local roads in the rural areas have limited access to the hospitals, schools and markets so this issue brings social problems as well. Many LSGUs in the recent years addressed this issue to the Central Government in order to find a solution and to help with financing in local roads construction, reconstruction and maintenance and designing safe and sustainable traffic solutions. The problem remains due to insufficient financial capacity of the LSGUs and the Central Government.

Taking into consideration that the municipal roads are in poor condition, supports the need for implementing the Project for rehabilitation and reconstruction of local roads that is supported by WB.

The Ministry of Transport and Communications is proposing allocation of funds from the World Bank Loan for the implementation of the following project activities:

- upgrading of dirt roads/streets;
- reconstruction of the existing local roads/streets;
- rehabilitation of the existing local roads/streets;
- introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage.

No construction of new local road (with new route) is envisaged with this project.

Main aim of this project is to support implementation of the National Transport Strategy by upgrading of existing local dirt roads/streets and reconstruction/rehabilitation of the existing ones, improving their safety and mobility and reducing the accidents. The project will enhance the competitiveness and socio-economic development of the eighth planning regions in the country and increase the capacity of connection with the neighboring countries and with the main populated areas in RNM.

According the WB Environmental and Social Framework (ESF), at earlier stage, there is a need for development of Environmental and Social Management Framework in order to provide general policies, guidelines, codes of practice and procedures to guide environmental due diligence of the sub - project activities and sustainable implementation of the all sub-projects selected for financing. At the same time, it will be a “road map” for teams who are preparing the Environmental and Social Mitigation and Monitoring Plans.

1.1 THE ENVIRONMENTAL AND SOCIAL MANAGEMENT FRAMEWORK OBJECTIVE

In order to address Project’s potential environmental and social concerns in accordance with the requirements of the World Bank Assessment and Management of Environmental and Social Standards, the Ministry of Transport and Communications (MTC) as the responsible national body, it has prepared this Environmental and Social Management Framework (ESMF) and the Resettlement Policy

Framework (RPF) for the whole project. The RPF is prepared as a separate document.

The objective of the **Environmental and Social Management Framework** is to ensure that activities under the proposed Project: comply with World Bank Environmental and Social Standards (ESS), enhance positive environmental and social outcomes, prevent environmental degradation as a result of either individual sub-projects or their cumulative effects, prevent or compensate any loss of livelihood and protect human health.

Environmental and social management framework (ESMF) is an instrument that examines the risks and impacts when a project consists of a program and/or series of subprojects, and the risks and impacts cannot be determined until the program or subproject details have been identified.

The Environmental and Social Management Framework defines the steps, processes and procedures to be followed by the MTC/PIU, LSGUs as Borrowers, and for the environmental and social assessment, monitoring and management of the environmental and social issues associated with the implementation of proposed activities. In addition, the ESMF gives an overview of the relevant environmental national legislation and legal regime of the RNM and the World Bank Environmental and Social Standards (ESS); presents the assessment of the institutional capacity required to ensure proper environmental and social management; and describes mandatory principles, objectives and approach to be followed while designing environmental mitigation measures for planned project activities. The ESMF should be used as a practical tool during design, implementation, and monitoring of sub-projects under the proposed Project.

1.2 PUBLIC DISCLOSURE AND CONSULTATION OF ESMF

The electronic version of the ESMF will be disclosed on the Ministry website on _____ and major municipalities participating in a project (paper or electronic). In the same time the paper copy of ESMF will be made available for public at Ministry reception. Both will remain accessible to public for at least 14 days. The ESMF disclosure will be followed by the call for comments and participation in organized public consultations meeting. The Public Consultation meeting of the ESMF is scheduled to take place on _____ in Ministry premises in Skopje. In addition to the general public call, the government and relevant non-governmental organizations are invited through official invitations sent out by the Ministry. The public consultation meeting call will be published on Ministry website, but also other electronic and printed media are used to ensure wide participation of stakeholders, including local newspapers, Ministry official website, email, etc.

The objectives of the public consultations are:

1. To inform the public and stakeholders about the objectives and project developments and the expected of environmental and social effects.
2. To collect information and data from the public and/or the communities that will be affected by the project.
3. To amend the project and ESMF accordingly.
4. To ensure participation of the public and local communities in process and support for the project.

ESMF will be found final when the relevant comments, submitted during the consultation period, will be (i) addressed in the ESMF and (ii) incorporated as minutes of the public consultations in a separate chapter or annex. Once finalized, ESMF will be re-disclosed at Ministry site.

2 PROJECT DESCRIPTION AND ELIGIBILITY

2.1 PROJECT DESCRIPTION

In order to support the municipalities in the Country by 70 million Euro investment secured by the World Bank, Ministry of Transport and communications will implement the Local Roads Connectivity Project (LRCP) mostly in rehabilitation of existing local road infrastructure (urban / rural streets, regional and local roads), reconstruction, rehabilitation, upgrading, pedestrian paths, street lightening, water drainage and capacity building of the municipal staff.

LRCP project is a result of the need for improving the road infrastructure that was noted in the National Transport Strategy which was adopted by the Government of RNM in December 2018. The overall objective of the National Transport Strategy is **to develop a harmonised transport sector that is internationally compatible and integrated in the TEN-T system, that stimulates the economic and social development of the country, preserves the environment, and secures the needs of future generations.**

Specific objectives of the National Transport Strategy are: *Improving transportation safety, Improving road traffic and road infrastructure safety, Improving the accessibility and quality of the national transport infrastructure and transport services, Developing and improving environmentally friendly and low carbon transport systems, Modifying road transport infrastructure standards regarding the environmental sustainability and climate changes, Promote “park and ride” and stimulating the use of environment friendly vehicles, in particular in the cities.*

The Project aim is to improve the safety of the roads and provide social inclusion that will be achieved by connecting remote and disadvantaged communities and increasing the accessibility of the transport network on local level.

2.2 OVERVIEW OF THE ROAD NETWORK IN RNM

The national and regional roads network connects the surrounding countries through the Trans National Corridors VII and X which in turn increases the volume of transport.

According to the Law on Public Roads the road network administratively is divided on national, regional and local roads. The national and regional roads are under the competence of the Agency for State Roads, while the local roads are under the competence of the Municipalities or the City of Skopje i.e. the Units of Local Self Government.

The total length of the road network in the Republic of North Macedonia (RNM) is 13.186 km out of which 8.496 km are local roads. Road network map in the RNM is shown on the Figure 1.



(Source: National Spatial Plan)

Figure 1 Road network in the RNMa

The transport sector is characterized by poor condition of the local roads network, unsatisfactory level of financing of road maintenance, weakness of international investment in distribution sector and transport sector etc. Such poor condition of the local roads is as a result of lack of financial capacity of the Local Self Government that differs from Region to Region in the Country. Some of the local roads in the rural areas are in an unacceptable condition making access to hospitals, schools and markets difficult so this issue brings social problems as well.

The following pictures demonstrate the poor conditions of the streets/roads that needs to be upgraded/ reconstructed or rehabilitated.





Figure 2 Condition of the existing local roads/streets that will be reconstructed/rehabilitated under the LRCP

Many LGUs in the recent years addressed this issue to the Government in order to find a solution and to help with financing in local roads construction, reconstruction and maintenance and designing safe and sustainable traffic solutions. The Government, in order to support the municipalities in resolving the problem with the local road network, in the past years has implemented several projects for construction, reconstruction and rehabilitation of local roads.

2.3 DESCRIPTION OF TYPE OF ACTIVITIES ELIGIBLE FOR FINANCING UNDER THE LOCAL ROADS CONNECTIVITY

Local Roads Connectivity Project will support local roads/streets reconstruction and rehabilitation, upgrading of dirt roads/streets to paved/asphalt, introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage.

According to the current situation, eligible for intervention can be considered streets in rural and urban areas particularly the ones that offer access to hospitals, schools, public institutions, public authorities, local roads connecting village to village / town / settlement.

According to the national legislation (defined by the Law on Public Roads - Official Gazette of RNM No. 84/08, Article 26) the definitions for improving the condition of the road infrastructure means:

Reconstruction of a public road - performing works on a part of the existing road that changes its basic characteristics, in order to increase the level of service on the road. In this sense upgrading of dirt roads implies reconstruction.

Rehabilitation of a public road - improvement and strengthening of the road construction and facilities on the road (levelling, drainage, traffic signalization, etc.), and within the existing road or road alignment.

The LRCP will support different activities depending on the type of the sub-project submitted by the LSGU, some examples are:

- upgrading of the existing local dirt roads/streets;
- reconstruction of the existing local roads/streets;
- rehabilitation of the existing local roads/streets;
- introduction of road safety measures

The above four type of sub projects could include, but not limited following: a) soil improvement, embedding of crushed stone material, setting a tampon layer construction of culverts, shoulders, construction of drainage canals for storm water, asphaltting the road; b) minor corrections, minor extensions (widening), straightening curves, asphaltting the part of the road; c) improving the condition of the road without changing the basic functional characteristics – removing of damaged asphalt, cleaning of the channels, asphaltting, etc.); d) traffic signalization, construction of pedestrian paths, drainage canals, post the electrification cables, paths to the bus station, urban equipment, etc.

This Environmental and Social Management Framework is intended to properly assess and address the potential environmental and social concerns related to the implementation of sub-projects activities, as per the World Bank Environmental and Social Framework and ESS, mainly ESS1 Assessment and Management of Environmental and Social Risks and Impacts and ESS5 for Land Acquisition, Restrictions on Land Use and Involuntary Resettlement, but also other standards that relate to occupational /labor (ESS2) health and safety and community safety (ESS4), pollution prevention (ESS3), biodiversity (ESS6) and public disclosure (ESS10).

2.4 EXCLUSION

The Local Road Connectivity Project will not financially support activities for the construction of new local roads/streets. No activities will be carried out in critical habitats or proximity that could impact those critical habitats.

An Environmental and Social Expert within the PIU unit of MTC will be engaged through the Project, and will be responsible for screening sub projects selected for financing to ensure:

- (1) Compliance with the World Bank Group exclusion list,
- (2) That no sub projects with “High risk” are supported (new construction, significant widening, impacting critical habitat, any project requiring full EIA according to national legislation)
- (3) That sub projects will not necessitate involuntary land acquisition or any form of resettlement.

3 ENVIRONMENTAL AND SOCIAL BASELINE INFORMATION

3.1 BACKGROUND INFORMATION ABOUT RNM

RNM is located in the South-Eastern Europe, between four countries, to the north with Serbia, to the south with Greece, to the east with Bulgaria and to the west with Albania.

The country covers an area of 25.713 km² and 2.103.721 inhabitants, according to the 2017 estimate. The average population density is 80,1 inhabitants per km². The country's capital is Skopje with 544.086 inhabitants.

The country's position is in the heart of the Balkan Peninsula and as such represents a significant part in the connection between the countries from Western and South - Eastern Europe. As ones of the most important roads are the international highway E – 75, road M5 and international railway as the most important traffic corridors throughout the country are the Corridor 8 and 10.

Heterogeneous topography with high mountains and deep valleys surrounded by mountains, scenic rivers, small and large natural lakes are the main characteristics of the country. Macedonian cultural sites and resources take an important place in the world cultural heritage.

River Vardar represents the longest river in the country with total length 388 km (of which 301 km are in the RNM), the flow of the river is in the central part of the country. There are the three large natural lakes — Lake Ohrid, Lake Prespa and Dojran Lake. Their locations are on the southern borders of the RNM, bisected by the frontiers with Albania and Greece. According to the hydrographic division, the country's waterways are divided in three water basins hence water bodies are predominately transboundary. Adriatic Sea (15% of the territory) where the main entry watercourse is the river Crn Drim; Aegean Sea (85% of the territory) where the main entry watercourse are the rivers Vardar and Strumica as the major watercourses; Black Sea, the basin of which has insignificant territory.

Key tourist destinations in RNM are the capital city of Skopje and Ohrid as UNESCO-protected, as well as Prespa and Dojran Lake, the three National Parks: Galichica, Pelister and Mavrovo and other areas with cultural and historical significance as well as natural monuments within the country. The main characteristics of biological diversity in the RNM are heterogeneity and richness of species and ecosystems, and the high degree of relicts and endemism.

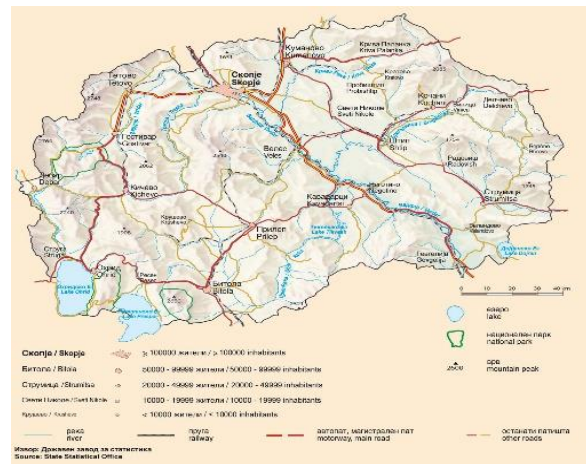


Figure 3 Map of the international and regional roads

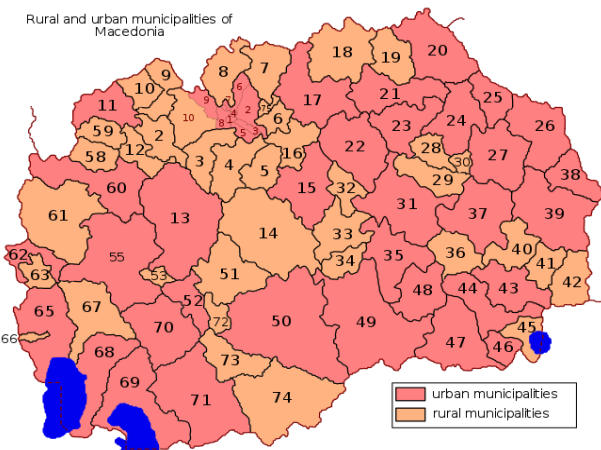


Figure 4 Map of the municipalities in the RNM

RNM is organized in 80 municipalities of which 10 constitute the capital City of Skopje, which is a district unit of local self-government. In RNM 43 municipalities are urban and 37 are rural. In total, there are 1.767 settlements and 34 cities in the RNM. For better economic development and statistical purposes, the RNM is sub-divided into 8 non-administrative units – statistical regions that are formed by grouping the municipalities as administrative units of lower level.

3.2 ENVIRONMENTAL BASELINE AND RELEVANT POTENTIAL ISSUES

Environmental and social issues within the country are similar to those of other countries in the Balkan region. More precisely, it can be noted that air pollution is the dominant problem, followed by improper waste management, water management - especially surface water pollution due to the lack of full coverage of industrial and urban waste waters discharge into the waste water treatment plants, climate change issues and reduction of greenery especially important for the urban cities.

3.2.1 Air emissions and air quality

The problem with air pollution is predominantly present, mostly in the bigger cities within the country. The emission of pollutants in the air is particularly significant in winter period when the concentration of the pollutants in the air are exceeding the limit values during long periods. Traffic congestion increases vehicle emissions and degrades ambient air quality. The Ambient Air Quality varies according to the location of the measuring point with main contribution of the concentration of population, transport of goods and people, the vicinity of industrial capacities, production of energy.

In RNM up to 17% of total air emissions (mainly NO_x and CO emissions), come from the transport sector, other sectors that contribute with air pollution are: combustion processes (energy, domestic heating) with 53%, production processes (industry) with 27% and other goes to agriculture and waste.

Regular monitoring of these polluting substances show decrease in the past few years, however they are still present in the atmosphere. Largest amount of polluting substances coming from transport sector in the past three years are noted in 2014 with the highest quantity of CO (27,34kt). Although the CO amount shows decrease in 2015 still the amount of CO emissions from transport sector is high 22,15kt. Regarding NO_x, the highest amount is also noted in 2014 (12,62kt) however, the amount of NO_x does not show increase over the years.

The quality of the ambient air in RNM is continuously monitored and reported by the MoEPP, from the sector of Macedonian Environmental Information Centre (MEIC). The state monitoring network for air quality consists of 17 automatic monitoring stations (continuous measurements of the concentrations of SO₂, NO₂, NO_x, NO, CO, O₃ – ozone, SPM – suspended particulate matters (PM₁₀/opt. PM_{2.5}) expressed in µg/m³.

The heavy metals (arsenic, nickel, cadmium) have been monitored as well.

Reports from the monitoring stations show no increase above concentration limit values and alert thresholds for SO₂, NO and CO for 2017 year. The ambient air limit values according national legislation are regulated by the Decree on limit values for levels and types of pollutants in ambient air and alert thresholds, deadlines for achieving limit values, margins and tolerance for limit value, target values and long-term goals (Official Gazette of RM no. 50/05, 41/13). Limit values for every pollutant are presented in **Table 1**.

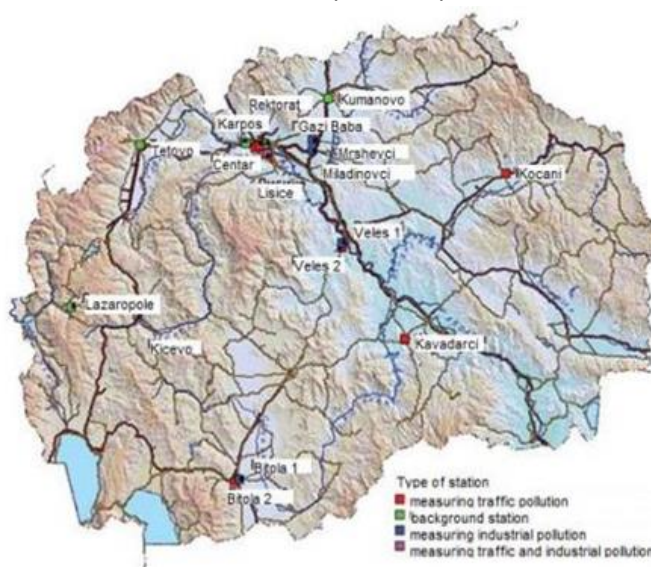


Figure 5 Locations of monitoring stations in the territory of the country

Table 1 Limit values of polluting substances in ambient air

Parameter	SO ₂	NO _x	PM ₁₀	CO	O ₃	Lead	Ar	Cd	Ni
Hourly limit value for the protection of human health by hours	350 µg/m ³	200 µg/m ³							
Daily limit value for the protection of human health	125 µg/m ³		50 µg/m ³						
Limit value for the protection of ecosystems	20 µg/m ³	30 µg/m ³ NO _x							
Annual limit value for the protection of human health		40 µg/m ³ NO ₂	40 µg/m ³	10 mg/m ³					
Target value for protection of human health					120 µg/m ³	0,5 mg/m ³	6 ng/m ³	5 ng/m ³	20 ng/m ³

Exceeding of PM₁₀ daily limit values resulted in exceeding of the annual average limit value. Concentration of PM_{2.5} follows the trend of PM₁₀ and remains a challenge for the future. Average

annual concentrations of PM10 exceed the annual limit value ($40 \mu\text{g}/\text{m}^3$) in all monitoring stations located in urban areas in all years from 2005 till now.

The most critical pollutant in RNM are suspended particles that affects human health. Their concentrations within the country are high, especially during the winter months, when they significantly exceed the limit values defined in national legislation. The main source of suspended particles is combustion from fossil fuels for industries and traffic and wood for heating in the households.

According the requirements of the Convention on Trans-Boundary Air Pollution Transmission and Protocols that the RNM ratified in 2010, the Inventory of air pollutants is prepared. The emissions from pollution sources such as transport, industry, agriculture transmitted over long distances, significantly affect air quality, and therefore have impact on vegetation, animals and population. For that reason, it is necessary to control their emissions and to reduce the discharged amounts in the air.

Transport is one of the main environmental pollutant, and especially degradation has occurred in the urban areas. Depending on the development of motorization of one country, the greatest part of total air pollution, comes from transport, especially GHGs. CO_2 emissions account for at least 20% of total Europe's GHG emissions. In urban areas, the main emitters are automotive engines incorporated in various vehicles, i.e. internal combustion engines. Regardless of the degree of combustion, these engines emit pollutants that pose a potential danger to the environment while at the same time endangering transport safety.

Transport contributes to air emissions mainly by NO_x and CO polluting substances, SO_2 and PM10 emission coming from transport are significantly low, but still have their share in the total emission quantities, therefore in the sensitive areas it is important to be taken into consideration.

3.2.2 Water quality

The total water resources of the RNM are estimated at 6,37 billion m^3 in a normal year and 4,80 billion m^3 in a dry year.

According to the hydrochartic division, on the territory of the RNM there are four river basins: Vardar, Strumica, Crn Drim and Binachka Morava. The surface inflowing waters are the rivers: Lepenac, Pcinja and Elaska and the out flowing waters are rivers Vardar, Strumica, Crn Drim, Cironaska, and Lebnica.



Source: Ministry of Environment and Physical Planning

Figure 6 Ministry of Environment and Physical Planning

The Vardar Watershed includes: the basin of the river Vardar with its tributaries on the territory of the RNM up to the -Greek state border, including the basin of Lake Dojran on the territory of the RNM, and covers 80% of the waters in the country.

The Crn Drim Watershed includes the basins of Lake Prespa and Lake Ohrid, and the basin of the river Crn Drim with its tributaries on the territory of the RNM, up to the North Macedonian-Albanian state border.

The Strumica Watershed includes the basins of the rivers Strumica, Cironka and Lebica, up to the North Macedonian-Bulgarian state border.

The Juzhna Morava Watershed includes the basin of the river Juzhna Morava on the territory of the RNM, up to the North Macedonian-Serbian state border.

Water sources in the RNM are in poor condition due to discharge of untreated communal waste water, waters from industry and agriculture. In addition, water quality gets worse as a result of construction activities (construction of roads, streets, bridges) near the water sources or because of improper waste management (disposal of waste near/ in water sources).

The categorization and classification of the waters is done in accordance with the Law on Waters that is in line with international standards. The corresponding Decree on classification of waters (Official Gazette no. 18/99) classifies the waters in five classes from “pure” to “polluted” and defines the permitted use criteria of the respective water class. According to the Decree on categorization of water streams, lakes, reservoirs and groundwater (Official Gazette no. 18/99, 71/99) water sources are classified in proper category according to their quality. RIMSIS program defines 20 monitoring stations for water quality in RNM.

Monitoring of the water quality is done by taking samples from the 20 monitoring stations and making analysis for the following parameters: biochemical oxygen demand (BOD₅), chemical oxygen demand (COD), total ammonium concentration, concentrations of nitrates and nitrites, orthophosphate concentrations and heavy metals (total Fe, Mn, Pb, Zn, Cd, Cr, Cu, and Ni). The annual report from MoEPP for the year 2017 for the water quality shows that the annual average concentration for the heavy metals, COD, nitrates classify the waterbodies in I and II class.

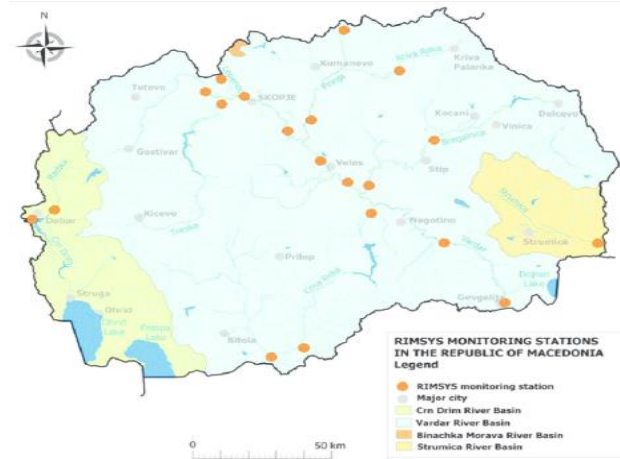


Figure 7 Monitoring stations for water quality in RNM

For the concentrations of nitrites and BOD₅ the waterbodies are classified in III and IV class.

The water of the natural lakes, i.e. Ohrid, Prespa and Dojran are treated as international waters and are subject of bilateral and trilateral agreements between the RNM, Republic of Albania and Republic of Greece.

From monitoring of the lake waters, it can be concluded that the water is at a satisfactory level. However, the quality of the water in the lakes is greatly affected by the inflow of the polluted rivers. The quality of water in these lakes is also affected by discharges of wastewater, uncontrolled use of lake waters for agricultural and tourism purposes, as well as by weather conditions.

Generally, the transport sector is not a key issue for poor water quality. This sector contributes to the water pollution a result of transport construction activities and deposition of construction and demolition waste near the waterbodies.

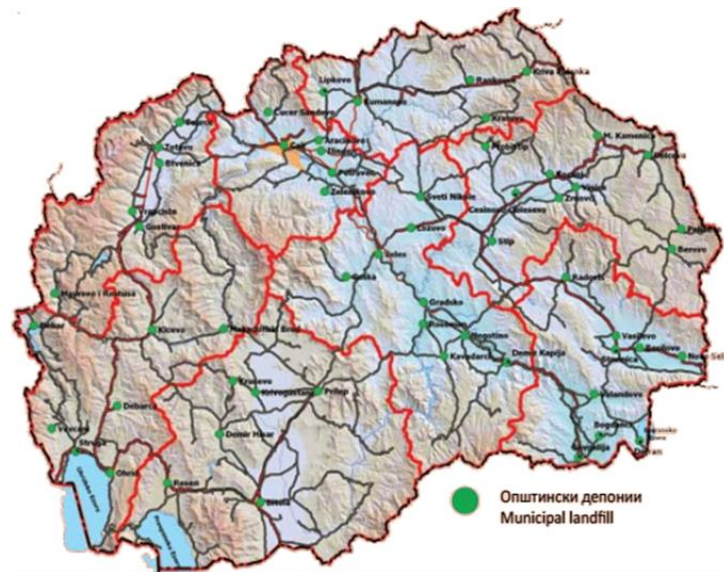
3.2.3 Waste management

Generated solid waste in RNM is mostly disposed. Only the landfill Drisla located near Skopje fulfills the minimum criteria set by the national and EU landfill criteria. The rest of the landfills do not meet the requirements of any technical and/or environmental standards; landfills represent risks for the pollution of air, soil, surface water and groundwater, as well as potential risks for biodiversity, agricultural land and human health due to deposition of mixed hazardous and non-hazardous waste.

The municipal waste collection system covers 75% of the national population. The highest amount of collected waste by type is mixed municipal waste with 543.644 tones or 89 %, and the lowest amount is rubber waste, 656 tones or 0.1% of the total amount of collected waste.

The traditional burning on open-air fires of municipal waste, plant tissue waste and plastics originating from greenhouses or silage coverage is an additional environmental problem. Most of the existing municipal dumpsites need to be closed since the site conditions and environmental impact do not allow them to be upgraded economically, to be in line with the EU standards.

There are 43 active municipal waste landfills, of which most (13) are in the first group with area of 0-5.000 (m²) The total quantity of deposited waste on all landfills for year of 2017 was 418.470,87 tonnes.



Source: State Statistical Office / Ministry of Environment and Physical Planning

Figure 8 Location of the municipal landfills

Current waste disposal practices do not comply with any technical and/or environmental standards; landfills represent risks for the pollution of air, soil, surface water and groundwater, as well as potential risks for biodiversity, agricultural land and human health due to deposition of mixed hazardous and non-hazardous waste.

Construction and demolition waste is produced from activities such as the construction of buildings and civil infrastructure, total or partial demolition of buildings and civil infrastructure, road planning, construction and maintenance. It usually includes: concrete, tiles, reinforcement bars, asphalt paving, asphalt roofing, lumber, gypsum board, rock, soil and fines, and remains. Some hazardous constituents can also be found such as: fluorescent tubes, asbestos, lead, mercury and paints. The annual generation of this waste stream is highly dependent upon the construction activities in either the public or private sector. The estimated quantities for RNM ranging from 460.000 to 500.000 ton/year. The handling of inert waste is regulated through the collection and final disposal at an inert waste landfill.

3.2.4 Noise

Increased level of noise in the environment has been identified as one of many, serious health and environmental problem both for countries in Europe and RNM. The traffic represents the most important source of noise in the environment that if it exceeds the limit value for a certain amount of time it will pose certain adverse health effects on the population. The noise level has a tendency to increase proportionally with increasing traffic.

In order to achieve and maintain noise levels in the environment within the limit values measurement and monitoring of the noise is needed. There are four areas defined according to the degree of protection against noise, with the ultimate goal of protecting the health and well-being of the population.

MoEPP represents the responsible authority for collection of data for noise exposure indicators and the percentage of noise-exposed population. Data for noise exposure indicators is obtained and assessed by authorized and accredited laboratories in collaboration with responsible bodies, like

MoEPP for major roads, major railways and major airports, local government for agglomeration and settlements. The laboratories for noise measurements are usually consultant companies for environmental risk assessment and the National Institute of Accreditation accredits some of them.

Strategic noise maps in the RNM for agglomerations, major roads, major railways, major airports, settlements and areas of special interest have not yet been prepared, there is no available data for noise-exposed population and so the public does not know the current status for noise exposure. National limit values for the prevention of adverse noise-related effects are established in compliance with WHO recommendations by the Ministry of Health and MoEPP.

Data based on strategic noise maps (number and percentage of people exposed to 55 dB (A) and more in major agglomerations, around major roads, major railways and major airports) are still not available. Data for the noise levels in the urban centers such as Bitola, Skopje and Kumanovo that are based on monitoring of the local noise are available, but data for the percentage of exposed population are not available. Assessment of the impact of communal noise on the exposed population in the cities is done by the Centers for Public Health in Bitola, Kicevo and Kumanovo. According to the registered noise levels in the annual report for 2017 of the MoEPP, in city area of Bitola, Kumanovo and Kicevo can be concluded that the noise level is very close to the defined limit values and sometimes they exceed them.

3.2.5 Nature protection

Richness and heterogeneity of species and ecosystems, and the high degree of relicts and endemism are the main characteristics of biodiversity in the RNM. The biodiversity of the country is characterized with almost 17.000 species from which over 950 species are endemic. On the territory of RNM have been identified over 2.000 species of algae and fungi, 3.200 vascular plants, 500 species of moss, 13.000 invertebrate species, 85 species of fish, 14 amphibians, 32 reptiles, 335 birds and 89 mammals. Of significant importance are the endemic species from which 150 are endemic algae, 120 endemic vascular plants, over 700 invertebrates and 27 endemic fish species.

The territory of RNM holds 120 habitat types and 28 types of ecosystems, from which the Ohrid and Prespa Lakes are from both national and global significance. The largest numbers of endemic algae species are found in the Ohrid and Prespa Lake, and fewer in Dojran Lake and Shar Mountain.

In the RNM there are three national parks: Mavrovo (731 km²), Galichica (227 km²) and Pelister (125 km²). All three parks are heritage sites of nature and culture.

In article 66 from the Law on nature protection (“Official Gazette of R.M.” No. 67/04, 14/06, 84/07, 35/10, 47/11, 148/11, 59/12, 13/13, 163/13, 41/14, 146/15, 39/16 and 63/16) six (6) categories of protected areas are identified which are in accordance with IUCN’s categorization of protected areas:

- a. Strict Nature Reserve
- b. Wilderness Area
- National Park
- Natural Monument
- Nature Park
- Protected Landscape
- Multi-Purpose Area

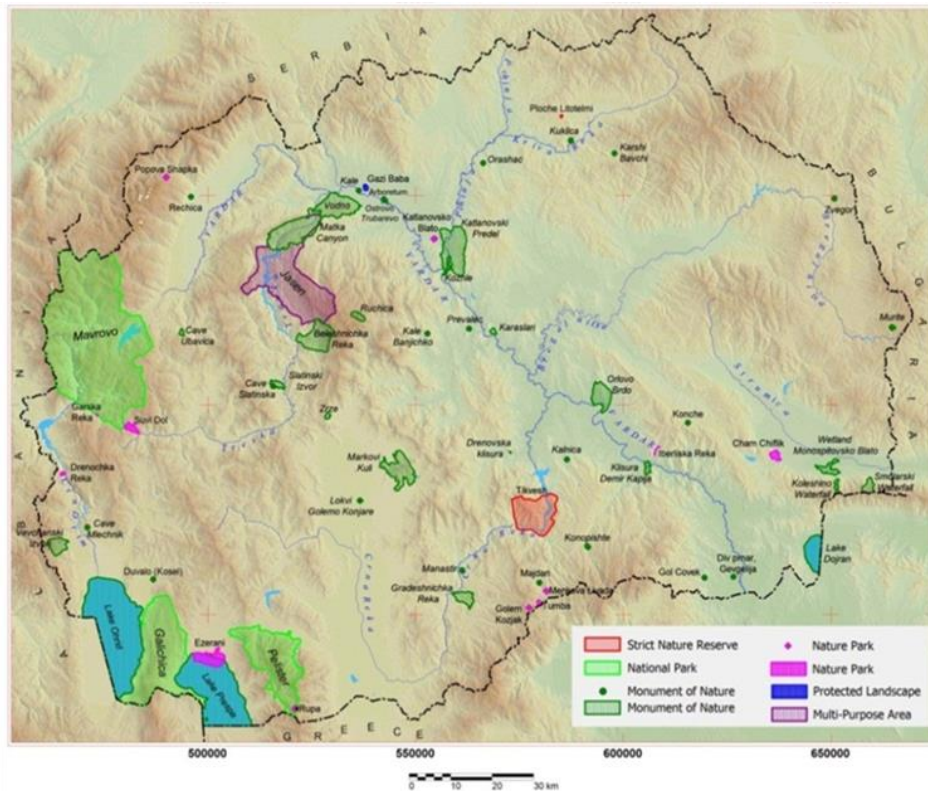
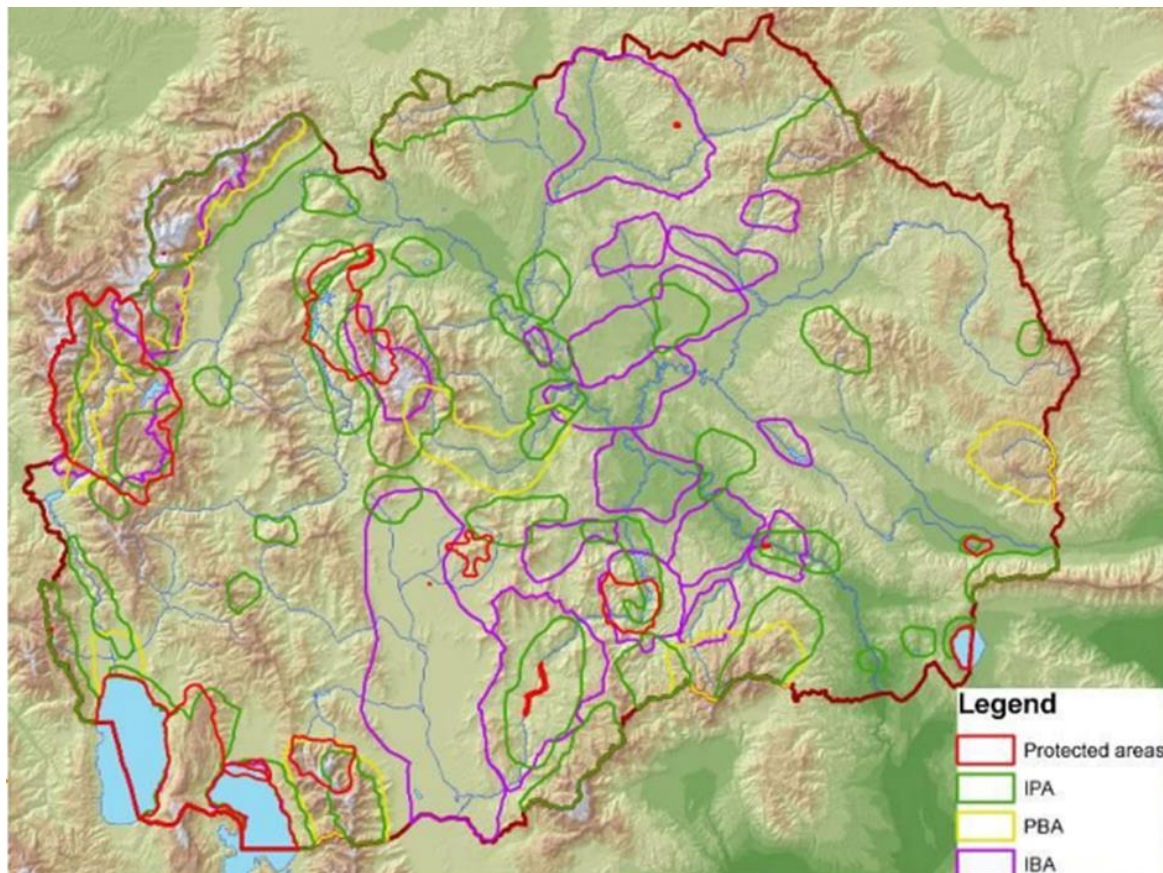


Figure 9 Locations of protected areas regarding to the Emerald network and Balkan green belt

According to the international criteria, wider number of sites/protected areas within the country were identified and designated as: Important Plant Areas (IPAs), Important Bird Area (IBA) and Prime Butterfly Areas (PBAs). Within RNM 42 IPAs were identified, covering about 459,425 ha which is almost 18 % of the country’s territory. Ten IBAs covering total area of 2,709 km² (around 10% of the territory of the country) were identified. Eight prime butterfly areas (PBAs) have been identified within the country. Three out of the eight areas already have certain protection on national level (part of Baba Mountain, Galichica and the Gorge of the river Radika are within the boundaries of the existing national parks).

On Figure 10 the location of the national protected areas is presented (red line), internationally protected areas (IBA, IPA and PBA with violet, green and yellow line).



Source: http://www.mes.org.mk/PDFs/Other/IBA_IPA_%20PBA_vo_RM.pdf

Figure 10 Map of internationally and nationally protected areas

Ecological network is a system of mutually connected or spatially close ecologically important areas, connected by natural or artificial corridors, which by balanced biogeographical distribution contribute significantly to the protection of natural balance and biological diversity. The following networks are already established in the territory of RNM.

Emerald Network – Emerald network represents a network of total 35 areas (20 areas are located in alpine biogeographical region – western Macedonia), and the rest of 15 in continental region- eastern Macedonia) covering total area of 752.223 ha, which is around 29% of the territory of the country.

National Ecological Network (MAK-NEN) – the MAK-NEN network includes 13 core areas (crucial for maintenance of stable population of the bear), 26 corridors (12 linear, 11 landscape and 3 stepping stones), and buffer belts were established around most of the core areas of different width depending on natural relief characteristics and anthropogenic impact, as well as several restoration areas.

Balkan green belt – The Balkan green belt is an initiative of IUCN for establishment of ecological network along the former “iron curtain” with an aim to protect and conserve the natural values, while taking into account the economic, social and cultural needs of the local communities. This belt consists of 11 protected areas: the National Parks: Pelister, Mavrovo, and Galichica; Nature Park Ezerani; the Nature monuments: Ohrid Lake, Prespa Lake, Dojran Lake, Vevchanski Izvori, Smolarski Vodopad, Koleshinski Vodopad; and the floristic locality Majdan.

3.2.6 Climate change

The change of the climate over time is called climate change; it can happen either due to natural variability or because of human activity. Increasing the concentration of carbon dioxide in the atmosphere causes warming of the atmosphere because of the reduction in outgoing solar radiation this is called greenhouse effect.

The aim of climate change mitigation is to stabilize the greenhouse gases (GHGs) concentration at a level, this would allow the ecosystems to adapt to the climate change and prevent negative impacts on the climate. This will be achieved, in accordance with the principle of international cooperation and the aims of the national, social and economic development.

The RNM will contribute to the global efforts for reduction of GHG emissions by reducing 36% carbon dioxide emissions from fossil fuels combustion by 2030. 80% of the total national GHG emissions are carbon dioxide from the energy, buildings and transport sectors.

In the future for reduction of GHGs what is needed is the reduction of the main source of GHG emissions which are the cars that are the dominant mode of passenger transport with an average share of 75% in total passenger km. This can be achieved by integrating climate change into other sectorial policies. Changes made in regards to the transport sector, urban transport policies that aim to improve flows, traffic, and the role of transport infrastructure, which will contribute to reducing GHG emissions.

3.3 SOCIAL BASELINE AND RELEVANT POTENTIAL ISSUES

3.3.1 General Information on Administrative division

The administrative division of RNM includes municipalities, but also statistical regions, as well as the City of Skopje as a separate administrative unit.

The municipalities cover the settlements that enter into their territory, determined by law. The seat of the municipality is in the most populated settlement in the municipality. Current division in municipalities was established in 2004, when the new *Law on territorial organization and local self-government in the RNM* was adopted. Municipalities in RNM are the *first-level administrative division*. The municipal division counts 80 municipalities, out of which 10 are municipalities under the territorial area of the City of Skopje, which is also considered as a separate unit of local self-government.

The country is also divided into 8 planning statistical regions, which are considered as *certain-level administrative division*, but as regions suitable for planning of their development.

The regions of RNM were adopted by the Parliament in 2009. The largest region in area is Pelagonija, which is characterized with a low population density of 50 inhabitants per square kilometer, while the smallest region, the Skopje region, has a densely populated population of 319 inhabitants per square kilometer and absorbs more of a quarter of the total population in the country. Rural municipalities are widely represented in almost all regions, but most of the population lives in larger urban centers, which indicates an uneven concentration of the population inside the regions.

In the Polog and the Southwest region there is a high share of the population living in rural areas, while in other regions rural settlements are less commonly populated.

3.3.2 Population

Demographic indicators at the regional level show differences which points to existence of disproportion in the territorial distribution of the population. The Skopje Region is the most densely populated region, while the Vardar region is the least densely populated.

Differences in population are visible the age structure of the population. The highest share of young population (0-14 years of age) is registered in the Skopje Region (18.4%), whereas the lowest is in the East Region (14%). The highest proportion of old population (65+) is observed in the Pelagonija Region (16.2%), while the lowest in the Polog Region (9.3%). The indicators of the average age of the population also confirm this situation.

Differences are also visible in the number of births and deaths. In five regions (Vardar, Southwest, Southeast, East, and Pelagonija), as a result of the unfavorable age structure and the low fertility, the number of deaths exceeds the number of births. The most critical is the situation in the Pelagonija region with difference of 4 ‰ (people/per 1000 inhabitants): live births vs deaths = 9.3 ‰ vs 13.3 ‰.

Table 2 Population and Migration figures for the past decade in RNM

	2008	2013	2018
Population at the end of the year	2.048.619	2.065.769	2.077.132
Female	1.021.815	1.030.928	1.036.932
Immigrated citizens of the RNM	219	490	369
Immigrated foreigners	557	1.941	2.557
Emigrated citizens of the RNM	740	945	144
Emigrated foreigners	11	96	233

(Source: SSO. RNM in figures, 2019)

In 2018 there is an increase of population in the country for 0.55%, compared to the data from 2013, and 1.39% compared to data from year 2008. In regards of the gender structure of population in 2018, there is almost an ideal balance where women represent 49.92% of the population.

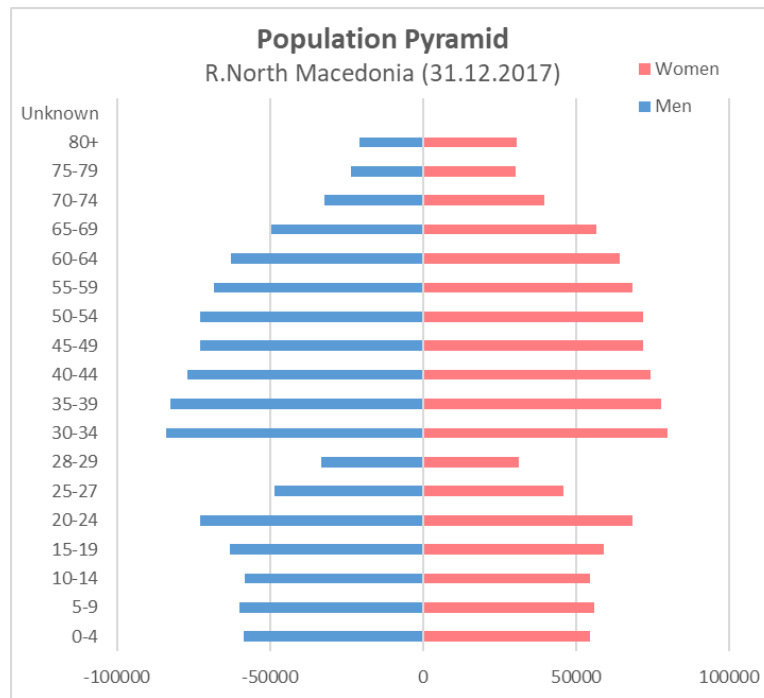
Table 3 Vital statistics

% (per 1000 inhabitants)	2008	2013	2018
Live births	11.2	11.2	10.3
Deaths	9.3	9.3	9.5
Marriages	7.2	6.8	6.5
Divorces	0.6	1.0	0.8

(Source: SSO. RNM in figures, 2019)

In the period 2008/18, the number of live births decreased by 7.0 % and the birth rate by 0.9‰. In the same period (2008-2018), the number of deaths caused an increase in the mortality rate to 9.5‰ and the number of marriages decreased by 8.2% followed by the number of divorces (increased of 34 %).

The following figure presents the population structure in the country, by five-year age cohorts.

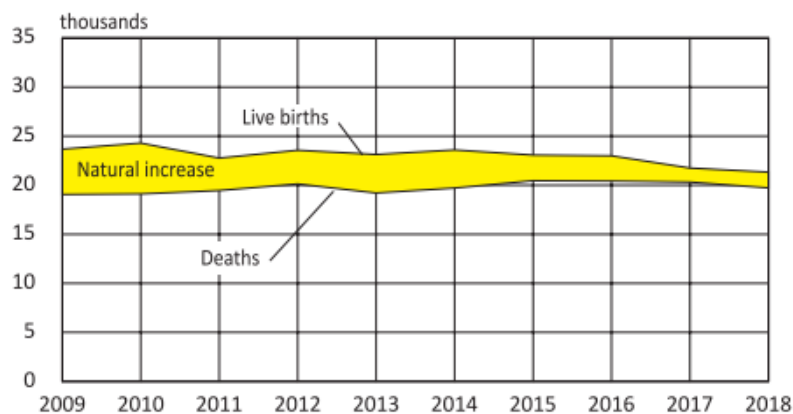


(Source: SSO, website. MakStat Database)

Figure 11 Population Pyramid, 2017

All these data are indicating that the population in the country is growing older and that in a certain period of time there will be increased need for improvement of social services delivered on local and national level.

The following graph demonstrates the tendency of Natural increase of population in the country for the period 2008/18.



(Source: SSO.RNM in figures, 2019)

Figure 12 Natural Increase of Population

3.3.3 Road Infrastructure and Transport

Statistical figures on the transport of people and goods by diverse transport means are presented on the following table, where the stats in 2008 are compared with those in years 2013 and 2018.

Table 4 Transport means and activity

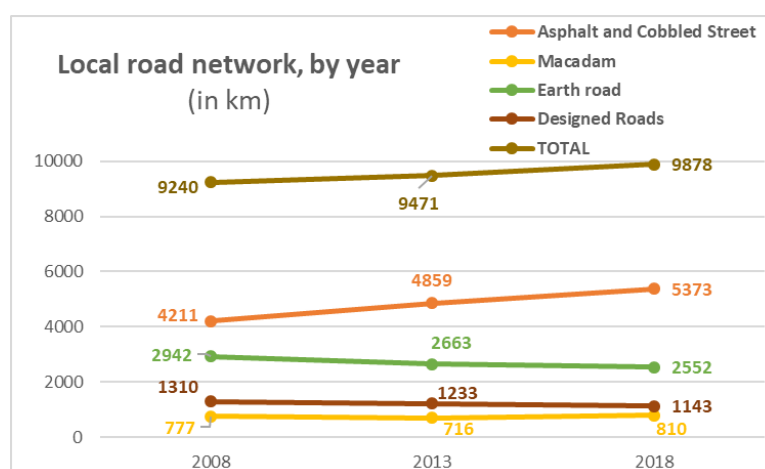
Passengers carried by mode of transport	2008	2013	2018
Road transport	10.147	16.052	8.516
Urban transport	64.378	69.063	71.410
Rail transport	1.448	853	541
Air transport	694	1.067	2.335
Goods carried by mode of transport	2008	2013	2018
Road transport, thousand	20.075	31.346	69.139
Rail transport, thousand	4.206	2.283	1.668
Air transport	2.159	2.515	2.982

(Source: SSO. RNM in figures, 2019)

As it is highly obvious, the road transport is recording significant positive change during the monitored period. Where railway transport is underperforming, the road transport is recording heights. This refers to both, transport of people and goods. Air transport is also recording significant increase during the given period, in both goods and passengers.

This is an obvious evidence that the road transport of passengers and goods is preferred option, rather than the train.

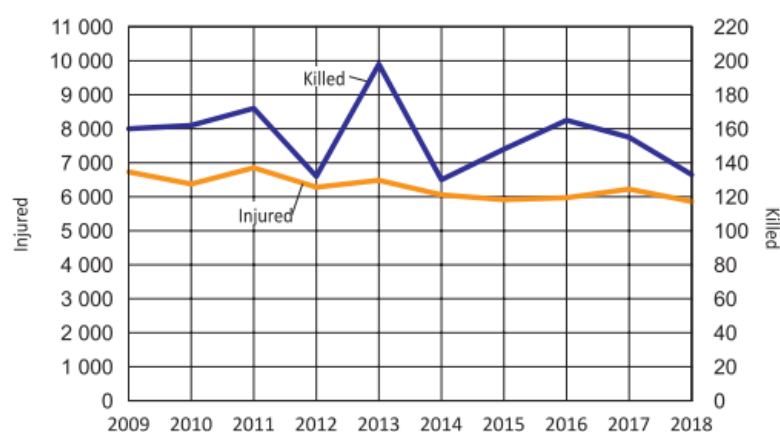
The road network in the country is continuously in rise, and for a period of 10 years it rises for almost 7%, with significant rise in roads that are Asphalted or Cobbled streets (27.6%). The following figure gives overview of the state of roads in the country.



(Source: SSO, website. MAKStat Database)

Figure 13 Local road network, by year (in km)

Regarding the number of persons injured or killed in traffic accidents, a decline was registered for the given period from 2016 to 2018. The overall trend was in decline, with an incidental peak in 2013. In the period from 2014 to 2016, the number of killed also increased, but the following years records decline. In 2018, the number of killed in traffic accidents is less than 140 people. The number of injured in traffic accidents in 2018, compared to 2009 registers ca. 1000 people less injured in traffic accidents (see following figure).



(Source: SSO. RNM in figures, 2019)

Figure 14 Killed and injured persons in traffic accidents

3.3.4 Economy

RNM's economy is closely linked to Europe as a customer for exports and source of investment. Macedonia maintained macroeconomic stability through the global financial crisis 2008 by conducting prudent monetary policy, which keeps the domestic currency pegged to the euro, and inflation at a low level.

Basic data on Gross domestic products are shown on the following table.

Table 5 Environmental and Social Standards (ESS) triggered by the Local Roads Connectivity Project

Basic data on gross domestic product	2016	2017
Gross domestic product at market prices in current prices (in million Denars)	594.795	616.600
- real growth rate (in %)	2.8	0.2
- in million Euros (at current exchange rate)	9.657	10.014
- per capita in Euros (at current exchange rate)	4.659	4.827
GDP in million PPS	22.578	22.606
GDP per capita in PPS	10.900	10.900

(Source: SSO. RNM in figures, 2019)

In 2016, according to the structure of GDP, the Skopje region holds the biggest share of 43.1% of the total national GDP, followed by Pelagonija (10.9%), Southeast (10%), Southwest (8.2%), East (7.9%), Vardar (7.8%), Polog (7.1%) and Northeast (5%) region.

In 2016, in the RNM, gross fixed capital formation mounted to 145 040 million Denars, which is 8.8% more compared to the previous year. The Skopje Region had the biggest share in the total gross fixed capital formation (51.9%), while the Northeast Region had the smallest share (1.7%).

Figures on number of employees, average salary, as well as number of active business per industry sector are presented on the following table.

Table 6 Active business entities by sectors of activity, by total number of employees and Average net wage paid per employee, situation on 31 December 2017

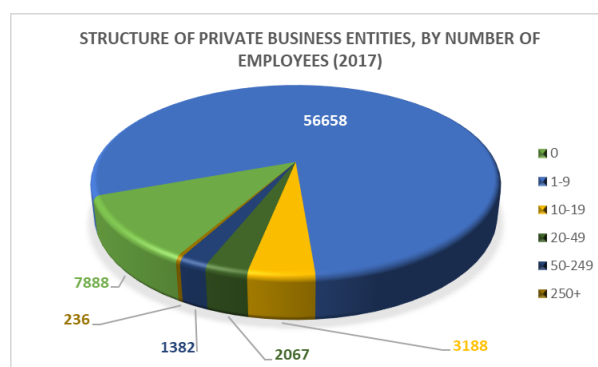
State as of 31st December 2017 (salary in Denars)	Number of Active Businesses	Number of employees	Average Salary Disbursed
Total	71.419	740.648	22.928
Agriculture, forestry and fishing	2.603	120.311	17.547
Mining and quarrying	201	6.576	28.994
Manufacturing	7.885	143.253	18.112
Electricity, gas, steam and air conditioning supply	172	10.407	37.239
Water supply, sewerage, waste management and remediation activities	255	12.651	20.116
Construction	4.814	53.391	20.795
Wholesale and retail trade; repair of motor vehicles and motorcycles	23.337	108.869	21.273
Transportation and storage	5.732	37.769	23.912
Accommodation and food service activities	4.559	28.569	16.070
Information and communication	1.689	13.587	38.398
Financial and insurance activities	427	10.817	40.350
Real estate activities	566	1.702	24.213
Professional, scientific and technical activities	6.948	13.350	29.235
Administrative and support service activities	1.698	13.928	16.732
Public administration and defense; compulsory social security	268	53.143	27.115
Education	1.184	43.973	22.308
Human health and social work activities	3.319	40.807	25.008
Arts, entertainment and recreation	1.335	13.262	21.897
Other service activities	4.427	12.604	27.227
Activities of households as employers	0	864	0
Activities of extraterritorial organizations and bodies	0	814	0

(Source: SSO, website. MakStat Database)

The largest share of employed persons by sectors is in Manufacturing with 143.253 employees in 2017 (137.615 employees in 2016, 150.820 in 2018). Second biggest sector with the largest number of employees is Agriculture, forestry and fishing, with 120.311 employees in 2017 (in 2018 there were 119.337 employees).

On a regional level, the highest average monthly gross wage paid per employee in 2017, compared to the overall average in the RNM, was observed in the Skopje Region (17.0%), while the lowest average monthly gross wage paid per employee in 2017, compared to the overall average in the country, was recorded in the East Region (23.3%)

In 2018, the number of active business entities is 72 315, which is an increase compared to 2017 by 1.3%. The largest number of entities are from the Wholesale and retail trade; repair of motor vehicles and motorcycles with 22 950 entities or 31.7% and Manufacturing with 8033 subjects or 11, 1%.



(Source: SSO, website. MAKStat Database)

Figure 15 Number of private business enterprises, by number of employees, 2017

The data on the structure of active business entities (2017) according to the number of persons employed show that the highest share of 79.1% belongs to business entities with 1-9 persons employed, followed by business entities with no persons employed or entities with unascertained number of persons employed (no data on persons employed) with 11.4% and entities with 10-19 persons employed with 4.3%. The share of entities with 20-49 persons employed was 2.9%, those with 50-249 persons employed participated with 1.9%, while entities with 250 or more persons employed had a share of only 0.3%.

At the very end of 2018, the Employment Agency recorded some 94721 unemployed individuals who regularly seek job, of which 34% are people living in rural areas.

Agriculture

According to the SSO, in 2018 there were 1.264.139 ha area of available agricultural land, of which 41% is totally cultivated land. This cultivated land consists of arable land and gardens (80.6%), orchards (3.24%), vineyards (4.64%) and meadows (11.5%). Pastures includes 58.9% of available agricultural land.

Wheat is the main crop that can be found on the fields in the country, although the area that has been sown on 2008, has been in decline for 16.9% in 2018. Fruit (Apples and Grapes) are in continuous expansion thus registering increase their presence in 2018 on 11.3% (grapes) area of land, compared to 2008.

Table 7 Area under main crops (in ha)

Area under main crops (in ha)	2008	2013	2018
Wheat	85.454	80.980	70.987
Barley	47.351	41.944	42.331
Tobacco	17.064	19.178	16.582
Tomatoes	5.319	5.457	5.569
Apples (number of fruit-bearing trees in 000)	4.154	4.385	4.724
Grapes (number of fruit-bearing vines in 000)	77.789	82.354	86.591

(Source: SSO. RNM in figures, 2019)

Tourism

Tourism, during the past decade, has been recording significant increase in all segments. It seems that Tourism is becoming important industry in the country. The number of foreign tourists record an increase of incredible 177% in 2018, compared to 2008. Growth in the number of domestic tourists is not so spectacular, but not so insignificant either, with rise of ca. 20%.

Table 8 Number of tourists and nights spent

Number of tourists	2008	2013	2018
Total	605.320	701.794	1.126.935
* Domestic	350.363	302.114	419.590
* Foreign	254.957	399.680	707.345
Number of nights spent	2008	2013	2018
Total	2.235.520	2.157.175	3.176.808
* Domestic	1.648.073	1.275.800	1.685.273
* Foreign	587.447	881.375	1.491.535

(Source: SSO. RNM in figures, 2019)

Also, spectacular growth is recorder in nights spend by the foreign tourists, with growth of 154%, for the period of 2008/18.

3.3.5 Social and Health Care

The RNM takes care of the social protection of citizens in accordance with the principle of social justice. The country establishes the social protection system and enables its functioning, provides conditions and measures for performing the social-protective activity and develops forms of self-help. According to the Law on Social Protection, social protection is a system of measures, activities and policies for preventing and overcoming the basic social risks that the citizen has exposed during his life, for reducing poverty and social exclusion and for strengthening his own protection capacity. Social risk in terms of this law shall mean: health risks, old age and aging risks, single-parent family risks, unemployment risks, loss of income for maintenance based on work, etc., risks of poverty and risks from another kind of social exclusion.

The social protection system is essential and important in securing the social security and well-being of the citizens in every country that takes care of their population.

The following table gives overview to the number of households by region, that are recipients of the Social Cash Benefit.

Table 9 Social cash benefit Recipients, by Regions (2017)

Area	Head of household (number of households)	Share
RNM	29215	100,0%
Vardar region	1821	6,2%
East	1793	6,1%
South West	2795	9,6%
South East	1623	5,6%
Pelagonija	3664	12,5%
Polog region	6273	21,5%

Area	Head of household (number of households)	Share
RNM	29215	100,0%
North-East	5023	17,2%
Skopje region	6223	21,3%

(Source: SSO, website. MAKStat Database)

The healthcare system consists of three segments: primary, secondary and tertiary healthcare. The primary healthcare in RNM is based on a network of private and public health facilities: clinics and health centers. The system of primary protection includes preventative, promotional and curative services through different profiles of health workers and affiliate professionals: doctors, general medicine specialist, dentists, pediatricians, school medicine specialists, gynecologists and labor medicine specialists. The secondary health care is practiced throughout a system of specialist advice services, general and special hospitals and institutes. The tertiary health care is practiced in clinical hospitals and the University Clinical Center in Skopje.

The public health is constantly monitored by the Institute of Public Health, and the latest data and healthcare analyses are included in the Health report for the population of RNM 2017.

An excerpt from the situation with coverage of medical staff in the country is presented in the following table.

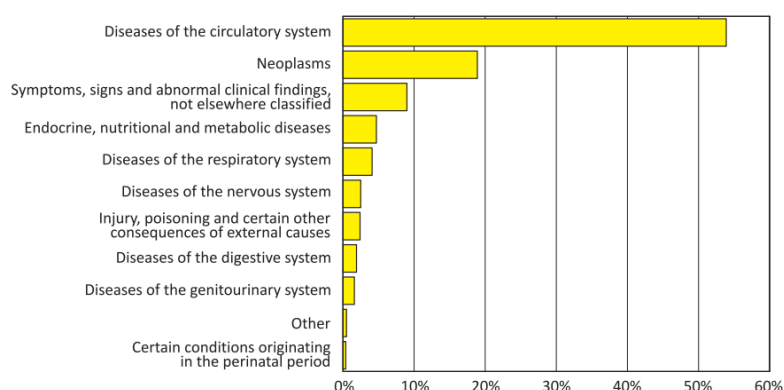
Table 10 Number of Doctors in the Health Regions of NRM

NUMBER OF DOCTORS IN THE HEALTH REGIONS OF RM	2017
Number of residents per 1 doctor	333,6
Total number of Doctors	6219
General Practice	1770
General Practice (% of the total number of Doctors)	28,5%
At Specialization	699
At Specialization (% of the total number of Doctors)	11,2%
Specialists	3750
Specialists (% of the total number of Doctors)	60,3%
Number of Dentists	1811
Number of residents per 1 dentist	1145,5
Number of Pharmacists	1070
Number of residents per 1 pharmacist	1938,8

(Source: IPH. Health map of the RNM 2017)

There are 321 Permanent doctors in the medical units in rural areas in the country, and 5 Periodical Doctors. There are 354 Health workers with High School and Vocational school working on 231 rural hot spots.

The following figure presents the main reason for deaths in the country.



(Source: SSO. RNM in figures, 2019)

Figure 16 Information or causes of death, 2017

3.3.6 Education

Educational process in the country has been institutionally organized in three levels: Elementary School, High School, and University. First two are obligatory, and the third is voluntary, although it is also dominantly financed by the central government, with an exception of private universities.

The following table gives overview of the state with the number of enrolled students in the schools in three periods forming a decade. Obvious remark is that the number of students is significantly dropping throughout the years, due to decrease of number of children, and emigration.

Table 11 Number of Students, by different educational level

EDUCATIONAL LEVEL	2007/2008	2012/2013	2017/2018
Primary Education (Elementary School)			
Number of primary schools	1.057	1.046	1.044
Students in primary schools	223.982	196.587	193.689
* Female	108.324	9.5134	93.608
Secondary Education (High School)			
Number of secondary schools	111	119	137
Students in secondary schools	95.109	90.406	71.944
* Female	44.449	43.059	34.126
Tertiary Education (University)			
Students in Tertiary education	64.254	56.906	56.941
* Female	34.170	31.005	31.669

(Source: SSO. RNM in figures, 2019)

In regards of enrolled students by region, Skopje region holds the biggest share of students enrolled in elementary schools with 33.8% and 34.1% of total number of High School students. Further on, the region that holds the second place is Polog region with 15.4% of all elementary school students and 16.5% of all secondary school students originating from this region. Third in line region with the most students in elementary school (11.3%) and high school (10.4%) is Pelagonija. The least students in primary (6.6%) and secondary (6,9%) schools has the Vardar Region.

4 ENVIRONMENTAL AND SOCIAL BASELINE INFORMATION

4.1 NATIONAL ENVIRONMENTAL LEGISLATION – PRIMARY LAWS AND SECONDARY LEGISLATION RELEVANT TO THE ASSIGNMENT

The EU environmental legislation has been transposed into the national legislation starting from 2005 and almost for all environmental sectors (water, air, waste, noise, climate change, industrial emissions, chemicals and nature and biodiversity) the prescribed standards and emission limits (emission target values for air, water) and waste management principles are in line with EU requirements. The transposition of the EU legislation into the national legislation is done approximately 85%.

Provisions regarding environmental protection are prescribed in the Constitution of the RNM (articles 8 and 43).

1. The Law on Environment (LoE) (Official Gazette of RM No.53/05,81/05,24/07,159/08, 83/2009, 124/2010, 51/2011, 123/12, 93/13, 187/13 42/14, 44/15 129/15, 192/15, 39/16, 99/18);

In July 2005, LoE was adopted and subject to several amendments in the following years. The Law on Environment is the basis for environmental policy and management, thus providing guiding principles and policy instruments also. This Law contains the fundamental environmental protection principles, which are basis for determination of the procedures for environment management and which are common for all laws regulating particular environmental media.

According to Article 77 of the LoE, regulates the procedure for the environmental impacts assessment of projects that may cause impacts on environmental media. The Project Proponent is obliged to submit a Notification of the intention to perform a project to the body of the state administration responsible for the affairs of the environment (in accordance with Article 80) and based on the screening process performed in the MoEPP (using and predefined List with projects with high risks /impacts and screening criteria), the decision has been made if the full EIA procedure should be performed (for a large scale projects with potential high substantial risks), or a decision that the EIA Elaborate should be prepared (for projects with moderate or low risks/impacts). The full procedure on EIA is presented in Chapter 7.

- . The Law on Environment is a legal base for adoption of several relevant by-laws listed below:
 - *Decree on determining projects for which the ESIA procedure should be carried out (Official Gazette No.74/05, 109/09, 164/12).* This Decree defines projects for which an EIA procedure is mandatory and generally designated projects that could have a significant impact on the environment for which is determined the need for conducting an EIA procedure.
 - *Rulebook on the Information contained in Notification of intent to implement a project and the procedure for determining the need for ESIA of a project (Official Gazette No.33/06)* – Rulebook defines the content of the notification of the intention to perform the project. Project Proponent shall inform the competent authority of the intention to implement the project in order to determine the need for the implementation of an EIA procedure.
 - *Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Ministry of Environment and Physical Planning (Official Gazette of RM” No. 80/09, 36/12)* –This Rulebook covers the categories of activities that may include projects for which the Project Proponent prepares an EIA Report – Elaborate which is approved by the Ministry of environment and physical planning

- *Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Mayor of the municipality or Mayor of City of Skopje (Official Gazette of RM” No. 80/09, 32/12) – This Rulebook covers the categories of activities that may include projects for which the Project Proponent prepares an EIA Report – Elaborate which is approved by the Mayor of the municipality or Mayor of City of Skopje*
- *Rulebook on the form and contents of the EIA Report – Elaborate, the procedure for their approval, and manner of keeping the register of approved reports (Official Gazette of RM” No. 50/09, 44/13) – This Rulebook prescribes the form and content of the EIA Report Elaborate, which is the procedure for its approval, as well as the manner of keeping their register.*

2. Law on Ambient Air Quality (Official Gazette No. 67/04 with amendments Nos. 92/07, 35/10, 47/11, 59/12 and 163/13, 10/15, 146/15)

Adopted Law in 2004 sets the system for management of the ambient air quality. It includes activities directed towards avoidance, prevention or mitigation of hazardous effects of air pollution through: assessment of the ambient air quality, determination of emission limit values and quality values, planning of the ambient air protection, establishment of ambient air monitoring and information systems as well as protection of the ambient air quality in the course of emission control from stationary or diffuse sources of pollution.

3. Law on Waters (Official Gazette No. 87/08, 6 / 09, 161/09, 83/10, 51/11, 44/12, 23/13, 163/13, 180/14 and 146/15);

The Law incorporates all the aspects of water management: water resource use and allocation; protection against and control of pollution; protection against harmful effects of water and sustainable water management planning.

4. Law on Waste (Official Gazette No. 68/04, 71/04, 107/07, 102/08, 134/08, 124/10, 51/11, 123/12, 147/13, 163/13, 51/15, 146/15 and 192/15);

The Law incorporates the basic principles of waste management (principle of environmental protection in waste management – waste minimization, principle of precaution, closeness, service universality, polluter pays principle, system of deposit, etc.). Waste management, as a public service, is based on the principle of service universality (non-discrimination, sustainability, quality and efficiency, transparency, affordable price and full coverage of the territory).

- *List of Waste Types (Official Gazette No. 100/05);*

The List prescribes types of waste that are classified according to the source of creation and the characteristics. According to the List of waste types wastes that are expected to be generated are classified as follows: Main group 17 - CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES); sub group 17 03 - bituminous mixtures, coal tar and tarred products, 17 03 01* - bituminous mixtures containing coal tar, 17 03 03* - coal tar and tarred products; sub group 17 05 - soil (including excavated soil from contaminated sites), stones and dredging spoil, 17 05 03* - soil and stones containing hazardous substances; Main group 13 - OIL WASTES AND WASTES OF LIQUID FUELS (except edible oils, and those in chapters 05, 12 and 19), sub group 13 02 - waste engine, gear and lubricating oils; sub group 13 07 - wastes of liquid fuels. According to the national legislation on generated construction waste each municipality on whose territory the project will be implemented it is necessary to determine the location where the waste

will be deposited. For hazardous waste Contractor of the construction activities will be obliged to sign a Contract with the licensed Company for specified types of hazardous waste which will have responsibility to collect, transport and final dispose the waste on safety manner.

- *Rulebook on the procedures and manner of collection, transport, processing, storage, treatment and disposal of waste oils, and the manner of keeping records and submission of data (Official Gazette No. 156/07);*
- Rulebook on general rules for handling with communal and other non-hazardous waste (Official Gazette No. 147/07);
- Rulebook of detailed conditions on the handling of hazardous waste, and on the manner of packaging and labeling (Official Gazette No. 15/08);
 - *Rulebook on the manner of handling asbestos waste and waste from products containing asbestos (Official Gazette No.70/04)*

This Rulebook prescribes the manner of handling asbestos waste and waste from products containing asbestos

- *Law on Packaging and Packaging Waste (Official Gazette no. 161/09 and amendments No.17/11, 47/11, 136/11, 6/12, 39/12, 163/13 and 146/15);*

This Law regulates the requirements for environmental protection that must be fulfilled by the packaging during its production, placing on the market, putting into service and handling packaging waste including the obligations of the economic operators.

- *Law on Electric and Electronic Equipment and waste Electric and Electronic equipment (WEEE) (Official Gazette No. 06/12, 163/13, 146/15, 39/16);*

This Law regulates the requirements for environmental protection that must be fulfilled by legal entities and individuals who produce and placing on the market electrical and electronic equipment in RNM and who handle waste electrical and electronic equipment.

- *Law on Batteries and Accumulators and waste Batteries and Accumulators (Official Gazette no. 140/10, 47/11, 148/11, 163/13, 146/15, 39/16);*

This Law regulates the requirements for environmental protection that must be fulfilled by batteries and accumulators during their production and placing on the market in RNM and handling of waste batteries and accumulators.

5. Law of Noise Protection (Official Gazette No. 79/07, 124/10, 47/11,163/13, 146/15);

The Law adopted in 2007 assigns to MoEPP the general competence to reduce the level of environmental noise, but also determines that some activities will be implemented jointly, in cooperation and consultation with or through some planning document to be adopted in agreement with other authorities, especially the other ministries, City of Skopje and LSG units.

6. Law on Nature Protection (Official Gazette of the RNM No. 67/04, 14/06, 84/07, 35/10, 47/11, 148/11, 59/12, 13/13, 163/13, 41/14 and 146/15);

The protection of nature is carried out through biological and landscape diversity protection and natural heritage protection, in and outside protected areas. With regard to species, the Law regulates the issues of introduction of autochthonous species in nature and reintroduction of extinct autochthonous species; trade in endangered and protected wild species of plants, fungi and animals;

protection of species enjoying protection under international agreements; keeping and breeding of wild animal species in captivity, as well as designation of threatened wild species included in the Red Lists and Red Data Book.

According to the national Law of nature protection (O.G. of RM No. 67/04, 14/06, 84/07, 35/10, 47/11, 148/11, 59/12, 13/13, 163/13 и 41/14 and 146/15), articles pertaining to restrictions, permitting procedures and allowed activities within the protected areas are:

- Article 10 - It is forbidden to drive in nature/protected areas with motor vehicles except in settlements and on all types of roads, landscapes and driving ranges, to prevent the degradation of nature. This prohibition shall not apply in cases of: performing agricultural, forestry, economic, scientific, conservation or other permitted activities, when this is in accordance with this law;
- Article 13 - Prohibition of the use of certain plant protection products for the purpose of nature protection;
- Article 14 - In case of endangered condition of some species or habitat, MoEPP shall limit or completely will prohibit the use of natural resources while endangered conditions exposit.
- Article 21 - It is forbidden to perform following activities:
 - extinction of autochthone wild species,
 - decreasing populations of wild species, habitats fragmentation etc.;
 - disturbance of wildlife, especially during their breeding, growing or wintering/hibernation period
 - removing plants and fungi from their habitats, decreasing their population, or destroying them in any way; etc.
- Article 23 – Collection of endangered and protected wild species of plants, fungi should be done with the prior permitting issued by MoEPP.
- Article 40 - Allowed activities for strictly protected areas - It is permissible to remove from the nature to authorized legal entities: 1) dead specimens of wild animal species; and 2) wild animal species that are sick or injured and are not able to survive independently in nature.

During the EIA procedure, the special attention should be put on the biodiversity on the site, in the vicinity of the planned location or along the roads/streets that will be reconstructed. The vicinity of the any protected areas or in protected area, endangers species should be identified, as well as critical habitats and proper measures should be proposed. Activities in critical habitats should not be allowed. The brief information /training for the vicinity of the protected area should be delivered before start of operation in order to increase the awareness that the working site is near by the natural treasure and it should be protected by any improper activities.

7. Law on Chemicals (Official Gazette of the RNM No. 145/10, 53/11, 164/13, 116/15 and 149/15)

The Law regulates the management of chemicals, their classification, proper storage, labeling, handling, and proper usage of chemicals, safety transportation and final disposal of chemical waste.

8. Energy law (Official Gazette of the RNM No. 79/13, 151/14, 215/15, 189/16, 96/19)

INTERNATIONAL TREATIES

Taking into consideration that the project activities will be implemented in municipalities on the entire territory of the country, in some of them who are bordering with neighboring countries can be expected environmental impact expressed through air emissions and emissions into surface waters that is expected to be expressed in neighboring countries/Municipalities.

RNM has ratified a number of International agreements and protocols:

- United Nations Framework Convention on Climate Change (New York, 9 May 1992). Ratified by RNM on 28 January 1998 (entrance into force on 28 Apr 1998);
- Kyoto Protocol on Climate Change (Kyoto, December 1997). Ratified by RNM on 18 November 2004 (entrance into force on 16 February 2005);
- Convention on Biological Diversity (Official Gazette No. 54/97);
- Convention on the Conservation of Migratory Species of Wild Animals, Bonn, 1979 (Official Gazette No. 38/99);
- Convention on the Conservation of European Wildlife and Natural Habitats, Bern, 1972 (Official Gazette No. 49/97);
- Protocol on Pollutant Release and Transfer Registers. Entrance into force 2010.

4.2 NATIONAL SOCIAL LEGISLATION

1. Health and Safety

Health and safety laws that are relevant for this project are:

- **Law on Traffic Road Safety** (OG of RM No.169/15, 226/15, 55/16, 11/18, 83/18). With this Law are established the rules for the traffic on the road, the system for the traffic sign-posts, duties in case of accident, conditions for gaining the right to operate a vehicle, training the candidates to become drivers and passing a driving test, the equipment and instruments which must be in the vehicle, the conditions which must be fulfilled for the vehicle to be in the traffic, special precautions, as well as organization and duties for the advice safety on the road traffic.
- **Law on Public Health** (OG of RM No. 22/10, 136/11, 144/14, 149/15, 37/16) regulates the implementation of the basic functions and tasks of public health, the public health system, public health emergencies and public health financing. The purpose of this law is: to preserve and promote the health of the population; to enable implementation of the basic functions and tasks of public health through organized measures and activities undertaken by the state bodies, institutions, units of the local self-government and other legal and natural persons in cooperation with the healthcare institutions; to promote and strengthen cross-sectoral cooperation in the implementation of the basic public health functions; to promote and strengthen cooperation between the competent ministries and the units of local self-government and the public and private sector and citizens in the preservation and promotion

of the health of the population; to provide an appropriate response in case of public health need and urgency and occurrence of a public health emergency; to ensure the implementation of international health rules and to regulate specific public health issues that are not regulated by another law.

- **Law on Social Protection** (OG of RM no. 79/09, 148/13, 164/13, 187/13, 38/14, 44/14, 116/14, 180/14, 33/15, 72/15, 104/15, 150/15, 173/15, 192/18, 30/16, 163/17, 51/18). Social welfare and protection in Macedonia comprises of services and benefits from the tax-financed social welfare system (social prevention – which according to the Law on Social Protection includes – educational and advisory work, development of self-assistance forms, volunteering work etc., institutional care, non-institutional care and monetary assistance) and contributory-based social insurance system (pensions and disability, health and unemployment insurance).
- **Law for Health Protection** (OG of RM no. 43/12, 145/12, 87/13, 164/13, 39/14, 43/14, 132/14, 188/14, 10/15, 61/15, 154/15, 132/15, 154/15, 192/15, 37/16). Law on Health Protection regulates the matters related to the system and organization of health protection and the performance of healthcare activity, the guaranteed rights and the established needs and interests of the country in the provision of health protection, the healthcare institutions, the employment, rights and duties, responsibility, assessment, termination of employment, protection and decision-making upon the rights and obligations of healthcare workers and healthcare co-workers, the quality and safety of healthcare activity, the chambers and professional associations, the marketing and advertising of healthcare activity, the performance of healthcare activity in case of emergencies, and the supervision of the performance of healthcare activity.

Other laws that cover Health and Safety domain are:

- ❖ Law on Safety and Rescue (OG of RM no. 93/12, 41/14, 71/16, 106/16)
- ❖ Law on Public Works (95/212, 163/13, 42/14, 44/15, 147/15, 31/16)
- ❖ Law on Sanitary and Health Inspection (OG of RM no. 71/06, 139/08, 88/10, 18/11, 53/11, 164/13, 43/14, 144/14, 51/15, 150/15, 37/16)
- ❖ and other bylaws

2. Labor and Workforce

Labor and working conditions issues are covered with the following legislation:

- **Labor Law of RNM** (OG of RM no. 62/05; 106/08; 161/08; 114/09; 130/09; 149/09; 50/10; 52/10; 124/10; 47/2011; 11/12; 39/12; 13/13; 25/2013; 170/2013; 187/13; 113/14; 20/15; 33/15; 72/15; 129/15, 27/16), manages relationship between parties involved in the process of employment. It protects and applies to any physical person that has concluded an employment contract with an employer.
- **Law on Pensions and Disability Insurance** (OG of RM no. 53/13, 170/13, 43/14, 44/14, 97/14, 113/14, 160/14, 188/14, 20/15, 61/15, 97/15, 129/15, 147/15, 154/15, 173/15, 217/15, 27/16, 120/16, 132/16) defines the obligatory pension insurance of workers under working contract and the natural persons performing activity, the bases of the capital funded pension insurance, as well as the special conditions how certain categories of insured persons receive the right to pension and enjoy disability insurance. The rights deriving from the pension and disability insurance are the following: right to age-related pension, right to disability pension,

right to re-allocation to other adequate, working post, right to adequate employment, right to re-qualification or higher qualification and right to adequate financial compensations, right to family pension, right to monthly compensation for physical damage, and right to minimal pension

- **The Law on Safety at Work** (OG of RM no. No. 92/07, 30/16) is the key law that defines measures and obligations in the field of OHS (Occupational Health and Safety)

Other labor and workforce related laws are:

- ❖ Law on employment and insurance against unemployment
- ❖ Law on labor inspection;
- ❖ Law on records in the field of labor;
- ❖ Law on employment of disabled persons;
- ❖ Law on holidays of the RNM;
- ❖ Law on temporary employment agencies;
- ❖ Law on volunteering;
- ❖ Law on peaceful settlement of labor disputes
- ❖ Law on employment and work of foreigners;
- ❖ Law on minimum wage;
- ❖ Law on protection from harassment in the workplace

Other relevant by-laws are:

- Rulebook on Preparation of the Health and Safety Statement defines mandatory health and safety statements for each workplace; engagement of an authorised H&S officer and official medical institution; adopting fire protection, first aid and evacuation measures; providing trainings on first aid, fire protection, rescue and evacuation; providing periodical medical examinations for staff.
- **Regulation on Personal Protective Equipment PPE** defines mandatory provision of PPE for workers.
- **Law on Safety and Health at Work (O.G. No 92/07, 136/11, 23/13, 25/13, 137/13, 164/13 and 158/14);** - is the key law that defines measures and obligations in the field of OHS;
- **Rulebook on minimum requirements for safety and health of employees at work (O.G. No. 154/08)** - defines the following obligations of employers: providing clear routes to emergency exits; carrying out technical maintenance of the workplace, equipment and devices; keeping the workplace, equipment and devices at an adequate level of hygiene; providing first aid rooms fitted with essential first aid installations and equipment; taking into consideration the needs of disabled workers;
- **Rulebook on personal protective equipment used by workers at work (O.G. No. 116/07)** - defines mandatory provision of PPE for workers;
- **Rulebook for Safety and Health at Work on equipment for work (O.G. No.116 / 07)** - defines that adequate and safe work equipment must be available to workers, employers must take measures to minimise risks, including providing appropriate notices and written guidelines for workers, as well as providing training on risks;

- **Rulebook on safety and health at work of employees at risk of noise (O.G. No. 21/08)** - defines mandatory measurement of noise levels at workplaces, prohibits work on locally recognised days of rest, outside of the normal working hours or in extreme weather conditions.
- **Regulation on Use of Work Equipment** defines mandatory periodical testing of work equipment.
- **Regulation on OHS in Use of Work Equipment** defines that adequate and safe work equipment must be available to workers; employers must take measures to minimise risks, including providing appropriate notices and written guidelines for workers, as well as providing training on risks.
- **Regulation on Minimum OHS Requirements in Temporary Mobile Sites** defines the obligation of contractors to develop an OHS Plan.
- **Regulation on Minimum OHS Requirements at Workplaces** defines the following obligations of employers: providing clear routes to emergency exits; carrying out technical maintenance of the workplace, equipment and devices; keeping the workplace, equipment and devices at an adequate level of hygiene; providing first aid rooms fitted with essential first aid installations and equipment; taking into consideration the needs of disabled workers.
- **Regulation on Form and Content of Report on Start of Work Activities** defines that contractor are required to notify the State Labour Inspectorate about the construction site,
- **Regulation on Health and Safety of Workers Exposed to Noise Pollution** defines mandatory measurement of noise levels at workplaces, prohibits work on locally recognised days of rest, outside of the normal working hours or in extreme weather conditions.
- **Regulation on OHS Signs** defines mandatory health and safety signs for any hazardous work activities and providing suitable instructions to workers. National legislation is in full compliance with ILO convention in regards of Labor related Laws.

3. Property and Livelihood

Main national legislation relevant to projects, in regards of Land and Assets take, Livelihood provision are described in the following

- **The Expropriation Law** (OG of RM, No. 5/12, 131/12, 24/13, 27/14, 104/15, 192/15, 23/16, 178/16). Macedonian legislation deals with involuntary resettlement and livelihood restoration under its legal framework for expropriation, with the basic notion that owners of properties are to be compensated for their losses, most often in monetary terms. The law regulates the procedure for the expropriation of property for projects that are of public interest and the connected rights for real estates (immovable properties).
- **Law on Property and Other Real Property Rights** (OG of RM, No. 18/01, 92/08, 139/09, 35/10) Stipulates fundamental provisions of property relations, including ownership rights substance, subjects of ownership rights, co-ownership and joint ownership rights, acquiring the right of ownership, right on yields emanating from owned thing, possession rights, easement rights, ownership acquired by adverse possession, ownership relations deriving in situations when structures was built on someone else's land, protection of ownership rights, protection of possession, cessation of ownership rights, etc.
- **Law on Construction.** (OG of RM, No. 130/09, 124/10, 18/11, 36/11, 54/11, 13/12, 144/12, 25/13, 79/13, 137/13, 163/13, 27/14, 28/14, 42/14, 115/14, 149/14, 187/14, 44/15, 129/15, 217/15, 226/15, 30/16, 31/16, 39/16, 71/16, 132/16, 35/18). It governs the building, the basic

requirements construction of buildings, the required project documentation for obtaining a building permit, the rights and the obligations of the participants in the construction, the manner of use and maintenance of construction, as well as other issues of importance for construction etc.

Other laws that cover Property and Livelihood domain are:

- ❖ Law on real estate cadaster (“Official Gazette of the RNM” no. 55/13, 41/14, 115/14,116/15,153/15, 192/15, 61/16);
- ❖ Law on public roads (Official Gazette of RNM No. 84/08, 52/09, 114/09, 124/10, 23/11, 53/11, 44/12, 168/12, 163/13, 187/13, 39/14, 42/14, 166/14, 44/15, 116/15, 150/15, 31/16, 71/16);
- ❖ Law on Assessment (Official Gazette of the RNM No. 115/10, 158/11, 185/11, 64/12, 188/14, 104/15, 153/15, 192/15, 30/16);
- ❖ The Law on Access to Public Information (OG of RM no. 13/06, 86/08, 06/10, 42/14, 148/15, 55/16);
- ❖ Methodology for assessment of the market value of the real estate (Official Gazette of the RNM No. 54/12);
- ❖ Rulebook on the method of cadastral classification and determination and registration of the change of cadastral culture and land class (Official Gazette of RNM No. 144/13, 95/15);
- ❖ Law on acting upon illegally constructed buildings (Official Gazette of the RNM No. 23/11, 54/11, 155/12, 53/13, 72/13, 44/14, 115/14, 199/14, 124/15, 129/15, 217/15, 31/16);
- ❖ Law on acting upon complaints and proposals (Official Gazette of RNM No.82/2008, 13/13, 156/15, 193/15).

5 OVERVIEW OF THE INSTITUTIONAL FRAMEWORK

The Ministry of Environment and Physical Planning (MoEPP) is the competent state body with regard to the development and implementation of policies in the area of environmental protection and improvement in the different media and areas: air, water, soil, solid waste, biological diversity and other natural resources, and ozone layer protection.

Bodies within the **Ministry of Agriculture, Forestry and Water Economy (MAFWE)**, **Ministry of Health (MoH)**, **Ministry of Transport and Communication** and the **Ministry of Science** also have competences within the environmental field.

Environmental monitoring activities are not centralized, as competences are fragmented according to the type of monitoring. In general, the MoEPP's **Environmental Protection Administration (EPA)** and bodies covered by other Ministries such as the MoH and the MAFWE are responsible for monitoring activities of water and air quality and noise nuisance. Other monitoring activities are carried on by the **Hydro-Meteorological Directorate (Hydro Met)** of the MAFWE, the Public Institute for Health Protection of the MoH, the Cities Health Institutes, the Hydro Biological Institute and other public bodies.

The **Ministry of Transport and Communication (MTC)** is responsible for issuing Construction Permits and Use Permit for infrastructural projects for large construction and infrastructural projects.

The Ministry of Labor and Social Policy (MTSP) with its organizational structure and sectors is the competent state body with regard to the development and implementation of policies in the area of protection and welfare of Labor and Social domains in the country.

For expropriation issues, the process starts with a submission of a Proposal for Expropriation (Proposal) to the Expropriating Body (i.e. submitted on behalf of the State by the State Attorney to the Department for Property & Legal Issues in the Ministry of Finance). Immovable or fixed assets (by Law, generally defined as agricultural and construction land, forests, buildings and installations) can be expropriated only after declaring public interest in accordance with that Law, based on a planning document. Public interest can be declared if construction is of importance to the RNM or of local importance. The Law provides extensive list of constructions that can be regarded of public interest. The Beneficiary of Expropriation (BoE) can be the Republic of N. Macedonia, the city of Skopje and local municipalities, and the law defines that there are also authorized Proposer for expropriation, by their appropriate bodies.

5.1 LOCAL SELF-GOVERNMENT RESPONSIBILITIES

According to the "Law on Local Self-Government", the Local Self-Government Units (LSGU) are competent for regulation and performance of affairs of public interest of local relevance, specified by law. The Law also specifies the list of exclusive competences of the local self-government units, including environment and nature protection, protection from impacts from noise and ionized radiation, sewerage and treatment of public waste water, and collection, transport and treatment of municipal solid waste and hazardous waste.

Municipal administrations has an important role in the implementation of the environmental policy by development of local programs for protection of the environment, providing public information regarding the state of the environment.

Usually, the municipal administration has employee/s with responsibility is environmental protection and according to the Municipal systematization, the workplace is for the position an Environmental Advisor.

Her/his responsibilities include: approval of the EIA Report (Elaborate), preparation of a Waste Management Program, preparation of Communal Program for horticultural arrangement, cooperation and implementation of projects with NGOs and licensed waste companies for collection of different types of waste.

In some municipalities the environmental protection is carried out by persons who have other competences, and this is additional responsibility in order to cover the municipal competencies.

LSG units are responsible (based on Article 24 of the Law on Environment) for assessment of the Environmental Impact Assessment Report (Report) prepared by the Project Proponent for certain smaller activities and projects (compared to those determined by the secondary legislation as ones in competence of the central authorities). Local environmental inspectors assigned by the LSG units perform regular inspection over the implementation of the environmental legislation and mitigation measures at IPPC B installations and the companies obliged to prepare the Environmental Impact Assessment Report (Elaborate).

Local Self-government responsibilities are in line with the WB's ESS4 and ESS5 particularly within the following sub-domains:

- **Social and child protection** - kindergartens and homes for the elderly (ownership, financing, investment and maintenance); provision of social care for disabled persons; housing of persons at social risk;
- **Education** - organizing transportation and feeding students
- **Health care** - protection of workers' health and safety at work; environmental health surveillance; surveillance of communicable diseases;
- **Emergency Preparedness** - Preparations and measures for protection and rescue of citizens and material goods from natural disasters and other accidents and their consequences;

6 LOCAL ROADS CONNECTIVITY PROJECT IMPLEMENTATION SET UP

The Local Roads Connectivity Project will be implemented by the Ministry of Transport and Communications of the RNM as the main responsible institution on national level. Implementation of the project will be carried out through the establishment of the Project Implementation Unit (PIU) that will serve as a Unit for two projects implemented by the Ministry of Transport and Communications:

- Local Roads Connectivity Project (LRCP);
- Western Balkans Trade and Transport Facilitation Project (TTFP).

PIU will have main responsibilities regarding the Project implementation, project coordination, monitoring activities and reporting. MoTC Project Implementation Unit (PIU) will be located in the premises of the Ministry of Transport and Communications, and the required staff who will be engaged for both projects is shown in the following Figure 17.

Figure 17 PIU staff engaged for TTFP and LRCP projects

SINGLE PIU for TTFP+LRCP			
No	SINGLE PIU (TTFP+LRCP)	TTFP	LRCP
1	Head of PIU (1)	√	√
2	Trade & Customs Expert (NSW) (1)	√	
3	ITS Expert (1)	√	
4	Environmental and Social Specialist (1)	√	√
5	Legal Expert (1)	√	
6	Procurement Specialist (1)	√	√
7	Procurement Specialist (1)	√	√
8	Financial Manager (1)	√	√
9	Financial Manager (1)	√	√
10	Transport Infrastructure Expert (1)	√	√
11	Transport Infrastructure Expert (1)	√	√
12	Transport Infrastructure Expert (1)	√	√
13	Transport Infrastructure Expert (1)	√	√
14	Transport Infrastructure Expert (1)	√	√
15	Transport Expert (1)	√	√
16	Administrative Assistant (1)	√	√
17	Technical Support and Logistic (1)	√	√
	Total: 17		

Project Management Unit (PIU) will be responsible to ensure the implementation of the provisions of the ESMF by all parties, such as sub-project Borrowers and Contractors, including environmental and social monitoring, evaluation and reporting.

The Environmental/Social Specialist (ES specialist) will be engaged by the PIU and will be responsible for ensuring proper environmental management of all Project activities, conduct environmental supervision by carrying out document reviews, site visits and interviews with Contractor, Construction Supervisors, Customs officials and municipality staff. ESS should also supervise Contractors' compliance with site-specific ESMPs and visit each sub-project location at least once a month. Upon completion of each site visit the ES specialist should prepare Monitoring Report reflecting main issues and arrangements and timing for their solution.

It is also recommended to hold regular meetings with the Project Manager, Contractor, representatives from MTC, responsible person from the Borrower and the ES specialist on a monthly basis.

The reporting on the environmental compliance of the Project activities shall be as follows:

- Supervising Engineers to sub-project Borrower;
- Sub-project Borrower to MTC and its PIU at least twice per month.

Specific responsibilities for the identification, assessment and addressing environmental and social aspects of the Project activities shall be set as follows:

- preparation of site-specific ESMPs – by LSGUs under the close guidance and support of the PIU ESS;
- Review and approval of site-specific ESMPs – by PIU (ES specialist) and then by the Bank;
- Integration of site-specific ESMP into Bidding Documents and respective Contracts – by PIU;
- Execution of site-specific ESMPs- by the respective Contractor(s) and PIU;
- Monitoring and reporting of compliance with ESMF and site-specific ESMPs – by PIU (ES specialist) and supervising engineer.

Specific trainings would be organized for LGUs for the preparation of site specific due diligence documents (ESMP and ESMP Check Lists) by WB Environmental Specialist and PIU ES specialist.

Environmental monitoring during project implementation will provide information about key environmental aspects of the project, particularly the environmental impacts of the project and the effectiveness of mitigation measures. Such information enables the sub-project Borrower and the Bank to evaluate the success of mitigation as part of project supervision and allows corrective action to be taken when needed.

The Environmental and Social safeguards specialist shall ensure that the all sub - projects are carried out with due regard to appropriate health, safety, social, and environmental standards and practices, and in accordance with the Safeguards Instruments (Environmental and Social Management Framework - ESMF, sub-project specific Environmental and Social Management Plans- ESMPs).

The Environmental and Social Safeguards Specialist shall be responsible for these main tasks:

- o Advice and guidance to municipalities on the identification, assessment and mitigation of environmental and social impacts at the sub-project level and preparation of EIA Report – Elaborate;

- o Reviewing all environmental safeguard documentation (environmental and social screening ESS Check lists, site-specific ESMPs) submitted by the municipality, providing recommendations, advising on the quality and clearing the environmental safeguard documentation;
- o Supervise Contractors' compliance with site-specific ESMPs and organize site visits to each sub-project (the frequency will be define based on the risks on site and duration of the sub-project);
- o Prepare Environmental and Social Monitoring Reports including Project Progress reports for each ongoing sub-project;
- o Participate in regular supervision missions and respond on WB requirements and PIU LRC Project Manager.

The Environmental and Social Specialist can provide a brief training for the municipalities (responsible persons for LRG Project) related to the environmental and social standards and how and when all relevant standards (ESS1, ESS 2, ESS 4, ESS 5 and ESS10) will be addressed and how the municipality staff will take care about the monitoring of implementation of these standards requirements. The brief trainings could be organized on regular bases on regional level.

7 NATIONAL ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) PROCEDURE

In the Law on Environment (Official Gazette of RM No. 53/05, 81/05 24/07, 159/08 и 83/09; 124/10, 51/11, 123/12, 93/13, 163/13, 42/14, 44/15, 129/15, 192/15, 39/16, 99/18) Chapter XI/Articles 76-94 the Environmental and Social Impact Assessment (ESIA) procedure has been prescribed.

The EIA procedure is conducted for projects, which because of their nature, scope and the location they are implemented may have an impact on the environment. The overall responsibility for the implementation of the EIA procedure has the Ministry of Environment and Physical Planning (MoEPP).

First step of the EIA procedure is submission of the Notification Letter to the Ministry of Environment and Physical Planning (MoEPP). When the MoEPP decides that there is no need for ESIA procedure to be carried out than the environmental assessment of small-scale projects should be implemented.

7.1 NATIONAL PROCEDURE FOR ENVIRONMENTAL ASSESSMENT OF SMALL-SCALE PROJECTS

The environmental assessment of small-scale projects (Environmental Impact Assessment Report – Elaborate) is prescribed in In the Law on Environment (Official Gazette No. 53/05, 81/05 24/07, 159/08 и 83/09; 124/10, 51/11, 123/12, 93/13, 163/13, 42/14, 44/15, 129/15, 192/15, 39/16, 99/18) Chapter III/Article 24. Environmental Impact Assessment Report – Elaborate needs to be developed when MoEPP decides that there is no need for full EIA procedure to be carried out. This procedure is defined for small scale projects (e.g., construction of new local roads, upgrading of the existing dirt roads, streets, reconstruction of existing local roads, asphaltting of the existing local roads, their regular maintenance, construction of pedestrian paths, installation of street lighting, etc.), causing short-term, minor negative impacts to the environment.

Depending on type of the projects, the EIA Report-Elaborate will be prepared based on the two Rulebooks:

1. *Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Ministry of Environment and Physical Planning (Official Gazette of RM” No. 36/12);*
2. *Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Mayor of the municipality (Official Gazette of RM” No. 32/12) or Mayor of City of Skopje.*

The Rulebook on EIA Report form and content and procedure for EIA Report adoption (Official Gazette of RM No. 44/13) is the base for the preparation of the EIA Report – Elaborate.

The roles and responsibilities of the authorities during the conducting of the EIA procedure (EIA Report – Elaborate) are given in Table 12.

Table 12 Roles and Responsibilities of the stakeholders in the EIA procedure (EIA Report – Elaborate)

Authority/Institution	Roles and Responsibilities
Project Proponent	<ul style="list-style-type: none"> - Submit the Notification on the intention for project implementation to the MoEPP - Preparation of the EIA Report – Elaborate - Make the EIA Report – Elaborate available for the public and if any public hearing events are organized (it is not obligatory), the presentation of the project importance for the stakeholders and aim

Authority/Institution	Roles and Responsibilities
	of the project as well as the benefits of the project for the community will be presented.
Ministry of Environment and Physical Planning/ (Administration for Environment)	<ul style="list-style-type: none"> - Prepare the Decision that no EIA procedure needs to be carried out (MoEPP) - Issue the Decision for adoption the EIA Report – Elaborate
Local Self-Government (Mayor)	<ul style="list-style-type: none"> - Issue the Decision for adoption the EIA Report – Elaborate - Availability of the document for the public (EIA Report – Elaborate) – not required
Experts from the List of experts	<ul style="list-style-type: none"> - Preparation of the Notification on the intention for project implementation to the MoEPP - Preparation of the EIA Report – Elaborate - If any public hearing event is organized, the experts will present the main findings upon the impact assessment on the potential impacts/risks and proposed measures should be presented on non-technical way.
State Environmental Inspectorate Municipal Environmental Inspectors	<ul style="list-style-type: none"> - Inspect whether EIA Report – Elaborate for the project is prepared and whether it is submitted to the MoEPP /Municipalities - Monitor whether the mitigation measures proposed in the EIA Report – Elaborate are implemented

The EIA Report – Elaborate should contain data about the main characteristics of the project, the main positive and negative environmental impacts identified taking into account the site-specific baseline environmental. For the environmental assessment of small-scale projects does not require the implementation of public consultation procedure.

The steps during the conducting the EIA procedure (EIA Report – Elaborate) for small scale projects are shown on Figure 18.

For the small scale sub-projects that will be implemented within the Local Roads Connectivity Project, (e.g., reconstruction and rehabilitation of the existing ones, upgrading of dirt roads/streets to paved/asphalt, introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage, etc.), according to the national legislation, the EIA procedure should not be carried out. EIA Report – Elaborate should be prepared.

According to the *Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Mayor of the municipality (Official Gazette of RM” No. 32/12) or Mayor of City of Skopje*, the planned sub-projects within the Local Roads Connectivity Project, belongs to:

- Annex 1, chapter X Infrastructural Projects:

1. Construction of local roads and streets;
2. Reconstruction of local roads).

According to the Law on construction, there are only two definitions of project activities relevant for LRCP sub-projects: construction and reconstruction. No definitions for upgrading or rehabilitation are defined in the law.

So, the upgrading activities could belong to these two groups. It means, for the sub-projects under LRCP there is a need for Elaborate to be prepared.

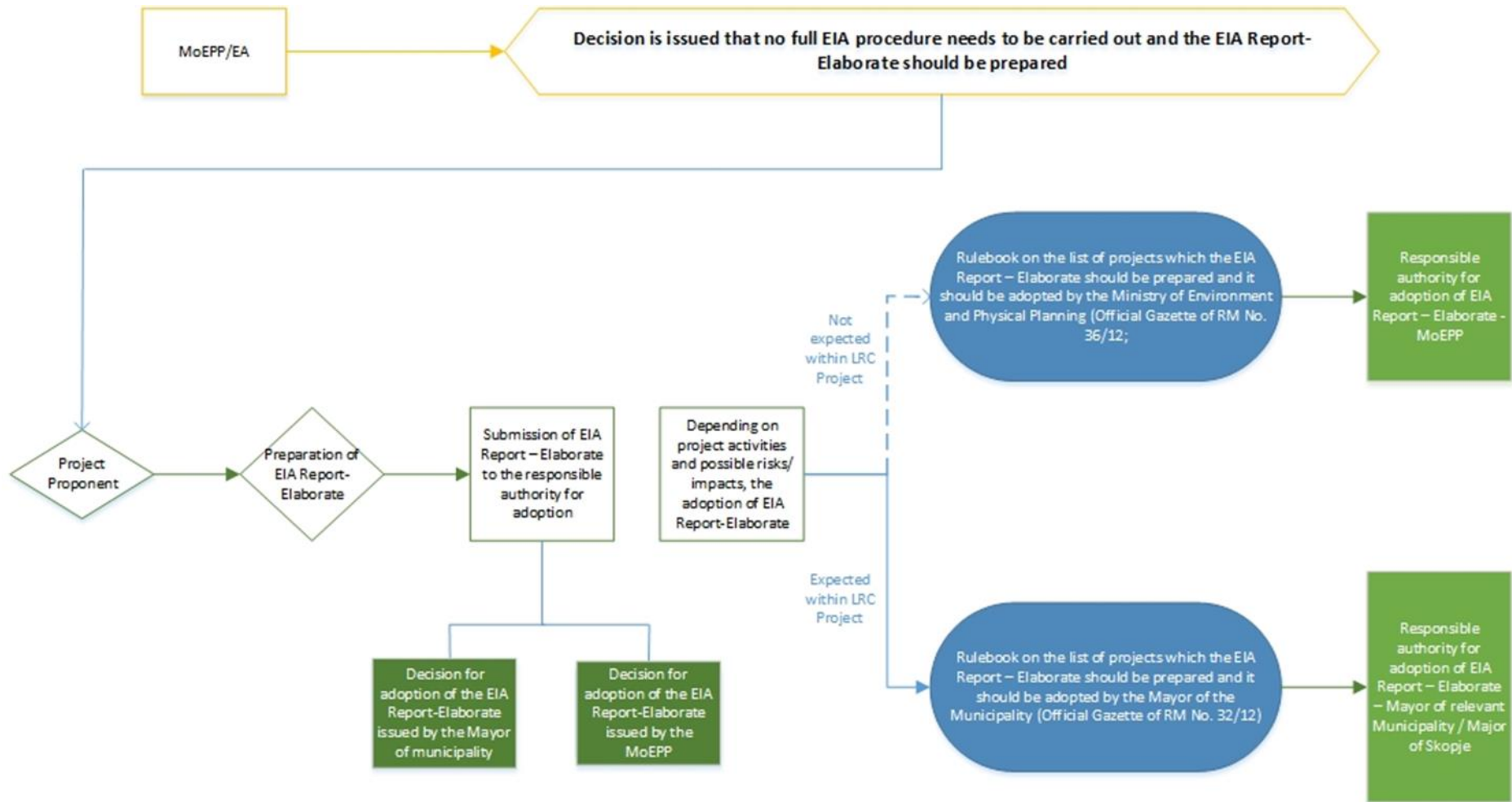


Figure 18 EIA small-scale projects national requirement

8 OVERVIEW OF THE WORLD BANK ENVIRONMENTAL AND SOCIAL STANDARDS

The World Bank developed an Environmental and Social Framework setting out the World Bank's commitment to sustainable development, through a Bank Policy and a set of Environmental and Social Standards that are designed to support Borrowers' projects, with the aim of ending extreme poverty and promoting shared prosperity. The Environmental and Social Standards (ESS) set out the mandatory requirements that apply to the Borrower and projects. They present set of obligatory guidelines and instructions with the main objective to foster efficient and effective identification and mitigation of potentially adverse environmental and social impacts that may occur in the development projects, with proper stakeholder engagement and sustainable management. WB ESS are applied in parallel to the national policies where, as a rule, the stricter one prevails. There are 10 ESS:

The ten Environmental and Social Standards establish the standards that the Borrower and the project will meet through the project life cycle, as follows:

- **ESS 1:** Assessment and Management of Environmental and Social Risks and Impacts;
- **ESS 2:** Labor and Working Conditions;
- **ESS 3:** Resource Efficiency and Pollution Prevention and Management;
- **ESS 4:** Community Health and Safety;
- **ESS 5:** Land Acquisition, Restrictions on Land Use and Involuntary Resettlement;
- **ESS 6:** Biodiversity Conservation and Sustainable Management of Living Natural Resources;
- **ESS 7:** Indigenous Peoples;
- **ESS 8:** Cultural Heritage;
- **ESS 9:** Financial Intermediaries; and
- **ESS 10:** Stakeholder Engagement and Information Disclosure.

Not all of these ESS are relevant for LRCP project. The summary of the most relevant Environmental and Social Standards for the proposed Project are described below.

Table 13 Environmental and Social Standards (ESS) triggered by the Local Roads Connectivity Project

Environmental and Social Standards (ESS)	Relevant to the Project	
	Yes	No
ESS1 Assessment and Management of Environmental and Social Risks and Impacts	✓	
ESS2 Labor and Working Conditions	✓	
ESS3 Resource Efficiency and Pollution Prevention and Management	✓	
ESS4: Community Health and Safety	✓	
ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	✓	
ESS6: Biodiversity Conservation and Sustainable Management of Living Natural Resources	✓	
ESS7: Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities		✓

Environmental and Social Standards (ESS)	Relevant to the Project	
	Yes	No
ESS8: Cultural Heritage	✓	
ESS9: Financial Intermediaries		✓
ESS10: Stakeholder Engagement and Information Disclosure	✓	

Detailed overview of Environmental and Social Standards (ESS) is available on web site (<https://www.worldbank.org/en/projects-operations/environmental-and-social-framework/brief/environmental-and-social-standards>)

* Although the ESS8 standard for Cultural Heritage is not relevant to the project, the ESMF document includes measures in case of cultural heritage findings.

8.1 ESS1 ASSESSMENT AND MANAGEMENT OF ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS

Assessment and management of environmental and social risks and impacts or ESS1 sets out the Borrower's responsibilities for assessing, managing and monitoring environmental and social risks and impacts associated with each stage of a project supported by the Bank through Investment Project Financing, in order to achieve environmental and social out-comes consistent with the Environmental and Social Standards (ESSs).



The Proponent will conduct environmental and social assessment of projects proposed for Bank financing to help ensure that projects are environmentally and socially sound and sustainable. The environmental and social assessment will be proportionate to the risks and impacts of the project. It will inform the design of the project and be used to identify mitigation measures and actions and to improve decision making.

The Bank classifies a proposed project into one of four categories:

- Projects with high risk
- Projects with substantial risk,
- Projects with moderate risk,
- Projects with low risks.

depending on the type, location, sensitivity, and scale of the project and the nature and magnitude of its potential environmental and social risks and impacts.

Depending on the project, a range of instruments can be used to satisfy the Bank's EA requirement: environmental impact assessment (ESIA), regional or sectorial EA, Environmental and Social Commitment Plan (ESCP) – material measures and actions required for the project to achieve compliance with the ESSs over a specified timeframe, strategic environmental and social assessment (SESA), environmental audit, hazard or risk assessment, environmental management plan (EMP) and environmental and social management framework (ESMF). EA applies one or more of these instruments, or elements of them, as appropriate. When the project is likely to have sectorial or regional impacts, sectorial or regional EA is required.

According to the WB criteria LRCP project falls into the category of projects with substantial risk.

The project activities, related to reconstruction and rehabilitation of roads are not likely to have significant adverse risk or impacts on human populations and/or the environment. Impacts are expected to be site-specific and can be addressed through conventional mitigation and management measures. It is also not expected that the project will have adverse impacts to environmentally or socially sensitive areas. As such, the potential risks and impacts and issues are predictable and expected to be temporary and/or reversible; low in magnitude; site-specific, without likelihood of impacts beyond the actual footprint of the Project. These impacts most commonly include possible temporary disruption of current traffic circulation, traffic safety, damage to access roads, dust nuisance, and gaseous emissions, potential pollution of soil and water resources, brief disturbance to biotope, and momentary interference to neighboring settlements through various operation activities. Off-site activities include quarry, burrow pit and asphalt plant operations, which if not managed properly, may cause localized adverse impacts.

ESS1 is relevant to the project due to the environmental and social risks associated with project activities more specifically reconstruction, rehabilitation and maintenance of local roads. Given that location of most road segments to be rehabilitated will not be known before the project appraisal, the MoTC prepared Environmental and Social Management Framework (ESMF) prior to appraisal to facilitate screening, assessment, and management of environmental and social issues of activities / sub-projects during project implementation. The ESMF guides the preparation of the appropriate instruments to be used for specific sub-projects. The instruments to be prepared when the sub-project locations are identified and defined include site-specific Environmental and Social Management Plans (ESMPs) and Environmental and Social Management Plan Checklists (ESMP Checklists) all prepared in compliance with the World Bank Group's Environment, Health, and Safety (EHS) Guidelines.

The screening criteria for sub projects are part of ESMF. As the project will also include Contingent Emergency Response Component (CERC), the ESMF respectively provides for environmental and social guidelines for such emergency cases. For the cases with impacts on land take over the course of the project implementation site specific Resettlement Action Plans (RPs) will be prepared. In addition, Resettlement Policy Framework RPF will be prepared to guide land take impacts for all program. Labor Management Procedures will be prepared based on the assessment of the Law on Labor Relations and Law on Health and Safety at work, which laws regulate the employments for the contractors as well as for the project. These measures shall be implemented within specified timeframe and the status of implementation will be reviewed as part of project monitoring and reporting. These site-specific documents will constitute an integral part of bidding documents for contractors. ESMF and site-specific environmental and social assessment documents (ESMPs and ESMP checklists) will be timely and appropriately disclosed and discussed with public.

8.2 ESS2 LABOR AND WORKING CONDITIONS

Labor and working conditions or ESS2 recognize the importance of employment creation and income generation in the pursuit of poverty reduction and inclusive economic growth. The Proponent can promote sound worker-management relationships and enhance the development benefits of a project by treating workers in the project fairly and providing safe and healthy working conditions.

ESS2 applies to project workers including: full-time, part-time, temporary, seasonal and migrant workers. The main objectives of ESS2 are following: to promote safety and health at work; to promote the fair treatment, nondiscrimination and equal opportunity of project workers; to protect project workers, including vulnerable workers such as women, persons with disabilities, children (of working age, in accordance with this ESS) and migrant workers, contracted workers, community workers and primary supply workers, as appropriate, etc.

The project will have direct workers, and these will be hired project staff for the PIU. The term of the hiring will be on the consultancy basis whereby for each position the no objection of the Bank team will be obtained. Other workers involved in the project will be contracted workers hired by the contracting companies, as well as their subcontractors, to carry on civil works. Most important aspect for application of the Labor and Working Condition Standard will be applying of the standards for the contracted and subcontracted companies for the road rehabilitation works. The Labor Management Plans will be prepared based on the assessment of how compliant Macedonian law on Labor Relations is as well as Law on Safety and Health at work with the Labor and Working Condition Standard. The plan will propose how to overcome aspects that does not meet the objectives of the Standard. The LMP will be included in the procurement package as a way to implement.

8.3 ESS3 RESOURCE EFFICIENCY AND POLLUTION PREVENTION AND MANAGEMENT

This ESS sets out the requirements to address resource efficiency and pollution prevention and management throughout the project life cycle consistent with GIIP.

The main objectives of ESS3 are following: to promote the sustainable use of resources, including energy, water and raw materials; to avoid or minimize adverse impacts on human health and the environment by avoiding or minimizing pollution from project activities, etc.



The ESS3 is relevant to the project. Road reconstruction and rehabilitation works will include the use of a range of materials like asphalt, cement and others. In addition, the project might be a significant user of material resources like gravel and stone from borrow pits and quarries. The project will not be a significant user of energy or water resources. Large quantities of construction and demolition waste are expected, as asphalt might be removed from current roads and replaced. Ideally construction waste would be reused where feasible, while unusable fractions will be disposed at dedicated sites agreed with the Municipality and Ministry of Environment and Physical Planning. Through the implementation of procedures and measures stated in ESMF, site-specific ESMPs and ESMP checklist, MoTC and municipalities will avoid or minimize the release of pollutants and assure compliance with the Environmental, Health and Safety Guidelines and Good construction practice. Mitigation measures will also ensure the appropriate handling; storage, use and disposal of hazardous and non-hazardous materials and wastes; those measures will be included in the ESMF and ESMPs as well as in the management plans of work camps and work sites. Only licensed quarries would be considered. Guidelines for quarries' management and selection will also be the part of ESMF. The site-specific ESMPs will be part of the tendering documentation and civil works contracts.

8.4 ESS4 COMMUNITY HEALTH AND SAFETY



The main objectives of ESS4 are following: to anticipate and avoid adverse impacts on the health and safety of project affected communities during the project life cycle from both routine and no routine circumstances; to promote quality and safety, and considerations relating to climate change, in the design and construction of infrastructure, including dams; to avoid or minimize community exposure to project-related traffic and road safety risks, dis-eases and hazardous materials, etc.

ESS4 addresses the health, safety, and security risks and impacts on project-affected communities and the corresponding responsibility of Borrowers to avoid or minimize such risks and impacts, with particular attention to people who, because of their particular circumstances, may be vulnerable.

ESS4 is relevant to the project. Given the linear character of the sub projects, full partition or fencing of construction sites might not be possible, therefore, signaling will be installed and mitigation measures to control excessive noise and dust levels will be ensured through a robust mitigation and management plan in the proposed ESMPs or site-specific ESMP Checklists. Traffic/Road Safety Management Plans with appropriate measures to ensure the safety and wellbeing of nearby communities and road users during construction and for the operation phase will be prepared in cooperation with the local authorities, include traffic police.

General guidelines for traffic management plans are included in ESMF to guide contractor to prepare site specific plans. Special guidelines will be given for sensitive sites like schools, hospitals, religious places, etc.

The Traffic Management Plan will be prepared by the Contractor prior to commencing with reconstruction/rehabilitation activities.

It is also necessary to prepare the Emergency Response Plans with procedures to respond to accidental leaks, spills, emissions, fires, and other unforeseen crisis events.

8.5 ESS5 LAND ACQUISITION, RESTRICTIONS ON LAND USE AND INVOLUNTARY RESETTLEMENT



Objectives of the ESS5: to avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement by exploring project design alternatives; to avoid forced eviction; to mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use by: (a) providing timely compensation for loss of assets at replacement cost⁶ and (b) assisting displaced persons in their efforts to improve, or at least restore, their livelihoods and living standards, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher; To improve living conditions of poor or vulnerable persons who are physically displaced, through provision of adequate housing, access to services and facilities, and security of tenure; To conceive and execute resettlement activities as sustainable development programs, providing sufficient investment resources to enable displaced persons to benefit directly from the project, as the nature of the project may warrant; To ensure that resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultation, and the informed participation of those affected.

Where involuntary resettlement is unavoidable, it will be minimized and appropriate measures to mitigate adverse impacts on displaced persons (and on host communities receiving displaced persons) will be carefully planned and implemented.

The project will finance rehabilitation, reconstruction and/or upgrade of the dirt roads to asphalt of local rural roads and streets as well as local roads in urban areas. The interventions will not cause large land take impacts. Most probably there will be small and narrow linear impacts or site impacts for spot widening. It is not expected that there will be need for resettlement or demolition of any structure. Nor it is expected impacts to livelihoods because of the land takes. The Resettlement Policy Framework is prepared because the program during the preparation will not be able to identify all investments. Only some sub-projects to be implemented during the first year will be known and for those if there will be land impacts site specific Resettlement Action Plans will be prepared. There will be no need for expropriation in the LRCP project as all roads / streets are existing and no additional surface will be occupied for carrying out reconstruction / rehabilitation activities (no information available at this moment, but the MoTC has decided to avoid projects with any need for land acquisition due to the long time needed for expropriation procedure.

8.6 ESS6 BIODIVERSITY CONSERVATION AND SUSTAINABLE MANAGEMENT OF LIVING NATURAL RESOURCES

ESS6 recognizes the importance of maintaining core ecological functions of habitats, including forests, and the biodiversity they support. Habitat is defined as a terrestrial, freshwater, or marine geo-graphical unit or airway that supports assemblages of living organisms and their interactions with the nonliving environment. All habitats support complexities of living organisms and vary in terms of species diversity, abundance and importance. This ESS also addresses sustainable management of primary production and harvesting³ of living natural resources.



Objectives of the ESS6: to protect and conserve biodiversity and habitats; to apply the mitigation hierarchy and the precautionary approach in the design and implementation of projects that could have an impact on biodiversity and to promote the sustainable management of living natural resources.

The proposed operation's sub-projects are expected to be restricted to existing road corridors and therefore impacts on habitats is expected to be limited. Nevertheless, as the location of roads are still not identified, some of the rehabilitation works might be carried out in nature protected areas and natural habitats. The potential impacts will only be identified during project design when specific routes are known, and should be addressed in the ESMF, as well as in the subsequent ESMPs. The ESMF will therefore define procedures for identifying and managing sub-projects potentially affecting

natural habitats. No activities will be allowed in critical habitats¹. ESMF will provide overview of existing protected areas and identify potentially critical.

In the screening phase, the ESS should support the LSG unit and PIU to identify if the project activities are going to be performed in the protected areas taking into account the nationally and internationally recognized and designated protected areas. If the road/streets are located in protected areas, the following steps should be done:

- The ESS should perform the site visit accompanying with the LSG unit representative;
- The site visit should identify the exact location of the road/streets in terms of vicinity of protection areas, type of activities proposed for reconstruction/rehabilitation within the Main Design for the project and other details;
- Advice from MoEPP should be sought if the proposed project will impact critical habitats,
- The development of site-specific ESMP is mandatory for this kind of projects (although their type of project activities belong to those with moderate/low risks, it means the risk classification goes up in order to identify the biodiversity and any critical habitats (on and near the project location) and to propose the preventive or mitigation measures. The ESMP would be prepared by the LGU with support of ESS.

8.7 ESS8 CULTURAL HERITAGE



Objectives of the ESS8 are the following: to protect cultural heritage from the adverse impacts of project activities and support its preservation; to address cultural heritage as an integral aspect of sustainable development and to promote meaningful consultation with stakeholders regarding cultural heritage. ESS8 sets out measures designed to protect cultural heritage throughout the project life cycle.

Although the proposed operation will not require the construction of new roads, physical works excavations, movement of earth, quarrying and impounding and associated civil works will be undertaken. These types of activities may lead to contacting with both known and unknown physical and cultural resources. Nevertheless, due to the country's cultural richness, during the earthworks chance finds might be possible. For that reason, ESMF includes provisions on chance finds and required practices. It is unlikely that there will be intangible cultural heritage impacted by this project.

8.8 ESS10 STAKEHOLDER ENGAGEMENT AND INFORMATION DISCLOSURE

Stakeholder engagement is an inclusive process conducted throughout the project life cycle. Where properly designed and implemented, it supports the development of strong, constructive and

¹ Critical habitat is defined as areas with high biodiversity importance or value, including: (a) habitat of significant importance to Critically Endangered or Endangered species, as listed in the IUCN Red List of threatened species or equivalent national approaches; (b) habitat of significant importance to endemic or restricted-range species; (c) habitat supporting globally or nationally significant concentrations of migratory or congregatory species; (d) highly threatened or unique ecosystems; (e) ecological functions or characteristics that are needed to maintain the viability of the biodiversity values described above in (a) to (d).

responsive relationships that are important for successful management of a project's environmental and social risks. Stakeholder engagement is most effective when initiated at an early stage of the project development process, and is an integral part of early project decisions and the assessment, management and monitoring of the project's environmental and social risks and impacts.

This ESS must be read in conjunction with ESS1. Requirements regarding engagement with workers are found in ESS2. Special provisions on emergency preparedness and response are covered in ESS2 and ESS4. In the case of projects involving involuntary resettlement, Indigenous Peoples or cultural heritage, the Proponent will also apply the special disclosure and consultation requirements set out in ESS5, ESS7 and ESS8.



Objectives of the ESS10 are: to establish a systematic approach to stakeholder engagement that will help Proponents identify stakeholders and build and maintain a constructive relationship with them, in particular project-affected parties; to assess the level of stakeholder interest and support for the project and to enable stakeholders' views to be taken into account in project design and environmental and social performance, etc.

Direct beneficiaries of the sub-projects will be the communities using the respective local roads. Local governments are the beneficiaries on the institutional dimension as they are directly responsible for the maintenance of the infrastructure roads that will be improved with the project. The stakeholder engagement plan will define the institutional stakeholders direct and indirect and will propose how the communication on the institutional level will be managed during the preparation and implementation of the project. These will be communication between local governments with the Ministry of Transport, Public Enterprise for State Roads as well as non-state actors relevant for local government such as ZELS - Association of Units of Local Governments. The direct beneficiaries are communities using relevant roads for access to social services, business or any other activities. The stakeholder engagement plan will assess and provide strategies for the engagement of the communities into local government decision bodies for three phases: (i) for the selection of the local roads to be rehabilitated (ii) engagement during the implementation - works period and (iii) also the Engagement Plan will assess and provide proposal for the community engagement in the post reconstruction - maintenance phase. The project will be used to strengthen capacity of the local government in the dialogue with the communities in local road network maintenance.

Environmental and Social Commitment Plan (ESCP)

ESCP presents one summary document that incorporates the material measures and actions that are required for the project to achieve compliance with the ESSs over a specified timeframe in a manner satisfactory to the World Bank. The ESCP should be developed as information regarding the potential risks and impacts of the project, it will take into account the findings of the environmental and social assessment, the Bank's environmental and social due diligence and the results of engagement with stakeholders. Preparation of the ESCP should start as early as possible, normally at the time of project scoping, and will serve as a tool to facilitate the identification of potential environmental and social risks and impacts and mitigation measures. The draft ESCP will be disclosed as early as possible, and before project appraisal.

The ESCP will be an accurate summary of the material measures and actions to address the potential environmental and social risks and impacts of the project in accordance with the mitigation hierarchy

and other requirements of WB ESF. It will form the basis for monitoring the environmental and social performance of the project.

For the Local Road Connectivity Project the preparation of the ESCP started in the early stage, in parallel when the ESMF was developed taking into account the type of projects, their risks and impacts and type of environmental and social due diligence instruments that is needed to be developed for site – specific road/streets projects across the country (ESMPs for moderate and substantial project risks). The ESCP for the LRCP project includes a summary of the proposed measures and actions to prevent or mitigate the project’s potential environmental and social risks and impacts on the environment, but also on the workers involved and community living in the sub-project location vicinity. The ESCP covers the monitoring and regular reporting activities and the frequency of reporting, explain what type of management tools and instruments will be used (e.g. development of this ESMF, RPF, SEP and site-specific ESMPs and ESMP Check List). The ESCP provide guidance for management of the Contractors and their sub-contractors (need to ask the Contractors to develop and implement the Labor Management Procedures, to develop and maintain the Grievance mechanism, etc.), but also to develop other specific environmental and social plans in order to prevent the risks and impacts (e.g., development of Waste Management Plant for proper management of all waste streams that could be generated and their re-use, recycle if it is possible and proper final disposal, development of Community safety Plan especially important for population movement during the road/streets reconstruction/rehabilitation, temporary driving routes and prevention of dust, vibration disturbance.).

The prepared ESCP (

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8.8.1 *Potential environmental and social impacts for construction/upgrading/reconstruction of local roads/streets*

The following impacts are expected to occur during the implementation of the above activities. The intensity of the impacts will depend on the duration of the project activities, location, quantities and types of materials used, the type of activities that will be performed and the engaged staff and construction equipment and vehicles.

It is expected that when performing the activities for upgrading of the existing dirt local roads, the impacts will be **greater** due to: the long period of performance, greater volume of activities, a longer exposure period at increased noise levels, greater quantity of materials to be used, locations for their disposal, locations for the construction equipment, a large number of people engaged for performing the construction activities, larger quantities of waste that will be generated.

Construction phase

Project realization will improve the current condition of road infrastructure on local level that will contribute to equal regional development, improving accessibility to public facilities and services, especially in the rural areas, which will overall improve the socio-economic situation in the country.

Mainly the potential environmental impacts are expected as a result of the preparatory and construction/reconstruction works and presence of construction equipment and machinery on a very limited location.

Project activities during the phase of construction/reconstruction/rehabilitation/upgrading of local roads/streets will cause the following potential adverse environmental impacts in the surrounding of the construction site:

- a. **Emissions in the air** from dust and exhaust gases are expected from the operation of the construction machinery for excavation of soil, removal of the derogated asphalt, transport of construction materials and transportation of the excavated soil and generated waste to landfill;
- b. **Increased noise level**- because of the presence of machinery, movement of vehicles and construction mechanisation and performing construction/ reconstruction activities. The noise impact varies due to the distance from the construction site to the receptors as well as depends of the duration of construction work performed.

According national regulations (Rulebook on the locations of the measuring stations and the noise measuring points - Official Gazette of the RNM No. 120/08), 4 areas with noise protection levels are defined and noise limit values for each of these 4 areas according Rulebook on the limit values of the level of noise in the environment (Official Gazette of the RNM No. 147/08).

- *Area with a first degree of noise protection* includes areas of tourism and recreation, areas near health institutions for hospital treatment, and areas of national parks and natural reserves;
- *Area with a second degree of noise protection*, includes areas primarily intended for residential use, residential districts, areas in the vicinity of educational institutions, educational facilities and social protection services for adults and children;

- *Area with a third degree of noise protection*, correspond to an area where some human activities with noise disturbance are accepted. These include commercial areas, areas with mixed housing/residential, craft activities and production activities (combined areas);
- *Area with fourth degree of noise protection*, correspond to an area in which actions are allowed that can cause the appearance of greater environmental noise. It includes non - residential areas exclusively intended for industrial activities.

The noise limit values for each of the abovementioned areas are prescribed by the national legislative (see Table 3).

Table 14 Noise protected areas and limit values

Area defined according to the degree on noise protection	Noise limit values (dB)		
	L _d	L _e	L _n
Area with degree of noise protection I (hospitals, national parks, natural reserves)	50	50	40
Area with degree of noise protection II (residential)	55	55	45
Area with degree of noise protection III (mixed-residential and commercial area)	60	60	55
Area with degree of noise protection IV (industrial area)	70	70	60

- c. Different **waste streams** would be generated during the construction/upgrading/reconstruction/rehabilitation activities: excavated soil, asphalt, municipal waste, packaging waste, pipes for drainage, excess cables, biodegradable waste, possible small amounts of hazardous waste from fuels leakage from mechanization, oils, etc. For proper management of the generated waste streams in the construction zone, the Contractor will prepare a Waste Management Plan, get it approved by the competent municipality staff and strictly follow during the implementation. The Waste Management Plan should include guidelines for keeping records of: type of generated waste, type of waste (hazardous, non-hazardous, biodegradable, etc.), quantity of generated fractions of waste and location for its temporary storage, location for its final disposal by an authorized company. The Contractor is obliged to sign an agreement with municipal communal enterprise for taking generated non-hazardous waste from the construction site. If hazardous waste is generated at the construction site, the Contractor should sign Contracts with authorized collectors and transporters thereof.

For proper waste management it is essential that the communication between Contractor and the municipality staff (Municipality on which territory the construction activities will take part) is established from the beginning of sub-project, in order to get guidance on where to dispose different waste streams. It is also important to keep records on temporary and final disposal of wastes.

- d. **Water pollution** – When the construction site is located near water bodies (spring/river/lake), it is strictly forbidden to dispose waste generated during the construction near or into the water bed, due to possible pollution, increased sedimentation and disruption of the ecological status/water and flow regime of the water body.

All types of generated wastes should be temporary disposed on designated locations within the construction site, which should be demarcated and protected from accidental leakage of the waste and pollution of the soil and underground waters. Mobile toilets must be placed and regularly maintained by the authorized legal entity in order to prevent pollution of waters. Accidental spills will be prevented.

- Impacts on soil - can be expected expressed as soil erosion and soil contamination (from waste storage, leakages of fuel and oil spills from vehicles, etc.). Also emission of gases, dust, heavy metals from construction machines and transportation vehicles leads to the contamination of surrounding soil.
- Impact on Biodiversity–While biodiversity impacts will be considered individually for sub-projects, especially for those located in rural areas, overall no significant, long term negative impact on biodiversity is expected. If there is a need for cutting of trees on the sub – project locations during the phase of clearing the sites, good practice should be applied for compensatory planting or replanting. Only native plants will be used in replanting and greening.
- Cultural heritage – All construction activities must stop if cultural heritage/aerologic site are found during the construction phase and the Contractor is obligate to stop works and inform state competent authority cultural heritage protection office as well as follow their instructions. All EAs will contain chance finding closes.
- Community health and safety - Taking into consideration that the local roads/streets are mainly located in the urban/rural areas with frequent flow of the population, the Contractor is obliged to meet the community safety requirements according to the GIIP and national regulation before, during and upon completion of sub-project activities.
- Traffic Safety – Considering the fact that the project includes activities that are road related, there is moderate risk related to use of local roads which are part of the project activities.
- Occupational Health and Safety - The OHS Plan should contain guidelines for using Personnel Protective Equipment (PPE) during the civil works, proper prevention from possible injuries of the workers and local population during the construction phase. The Contractor must be obliged to meet the OHS requirements according to the GIIP and national regulation before, during and upon completion of sub-project activities. The Plan should contain guidelines for the use of PPE. The OHS Plan should be prepared by the Contractor before starting with the reconstruction/rehabilitation activities.
- Institutional Capacity for realization of Sub-Projects – Most of the municipalities do not have sufficient human resources and in-house technical expertise to cope with the WB safeguard requirements. The lack of qualified staff with necessary knowledge can become a factor in the process of the Project implementation. Thus, the Project should support ensuring adequate capacity for the Project implementation (through hiring Environmental and Social consultant to assist municipalities and local governments) and through provision of respective trainings, in order to build sustainable capacity within municipalities and local governments, which will be needed for no-project activities.

8.8.2 Potential impacts in the operational phase of the constructed/reconstructed/rehabilitated local roads/streets

In operational phase of the project similar environmental impacts are expected as a result of implementation of sub-projects: generation of different types of waste (mainly municipal waste) by traffic participants (drivers, passengers, and pedestrians), emissions to air as a result of frequent traffic and increased noise level. The regular preventive maintenance of the roads/streets need to be performed by each LSGUs.

9 ENVIRONMENTAL DUE DILIGENCE PROCEDURE FOR LRCP

As per the provisions of the national legislation, the ESIA procedure is conducted according to the scale of the project.

Step 1 – national procedure - *Notification Letter to the Ministry of Environment and Physical Planning (MoEPP)*

The procedure starts when the sub-project proponent submits a ***Notification Letter to the Ministry of Environment and Physical Planning (MoEPP)***. Notification Letter should be prepared according to the requirements of the national legislation containing information about the sub-project proponent, project scope, and main project activities, identification of the potential environmental impacts and evaluation of the impacts.

Step 2 – national procedure – *Screening of investments*

Upon receipt of the Notification Letter submitted by the sub-project proponent, based on project location, vicinity of sensitive/protected areas and cultural heritage objects, planned project activities and potential impacts, MoEPP decides whether a proponent is required to implement the full ESIA procedure or he/she need to prepare only EIA Report-Elaborate. On the Figure 19, the full screening process has been presented. **The sub-projects with high risks and major impacts due to their complexity are excluded from the scope of LRC Project**, (those would be project that require full EIA process).

Step 3 – national procedure – *National due diligence documents and decisions*

There are two categories to classify proposed sub-project activities in frame of LRC Project (marked within the yellow line box on Figure 19), which define which environmental and social due diligence instrument shall be used:

1. For the small-scale projects with mainly moderate impacts on the environment, the MoEPP shall request the LSGUs to develop the EIA Report - Elaborate. The EIA Report (Elaborate) prepared by the proponent should be submitted to the Municipality/City of Skopje (depending on type of the project) for approval and issuing the Decision. The issued Decision should be submitted together with the EIA Report (Elaborate) and sub-project proposal to the MTC PIU.
2. For very simple projects with very low environmental and social impacts, the MoEPP shall inform the sub-project proponent that no environmental assessment is required and no need for preparation of any document. The issued document confirming that there is no need for preparation of any environmental and social due diligence document.

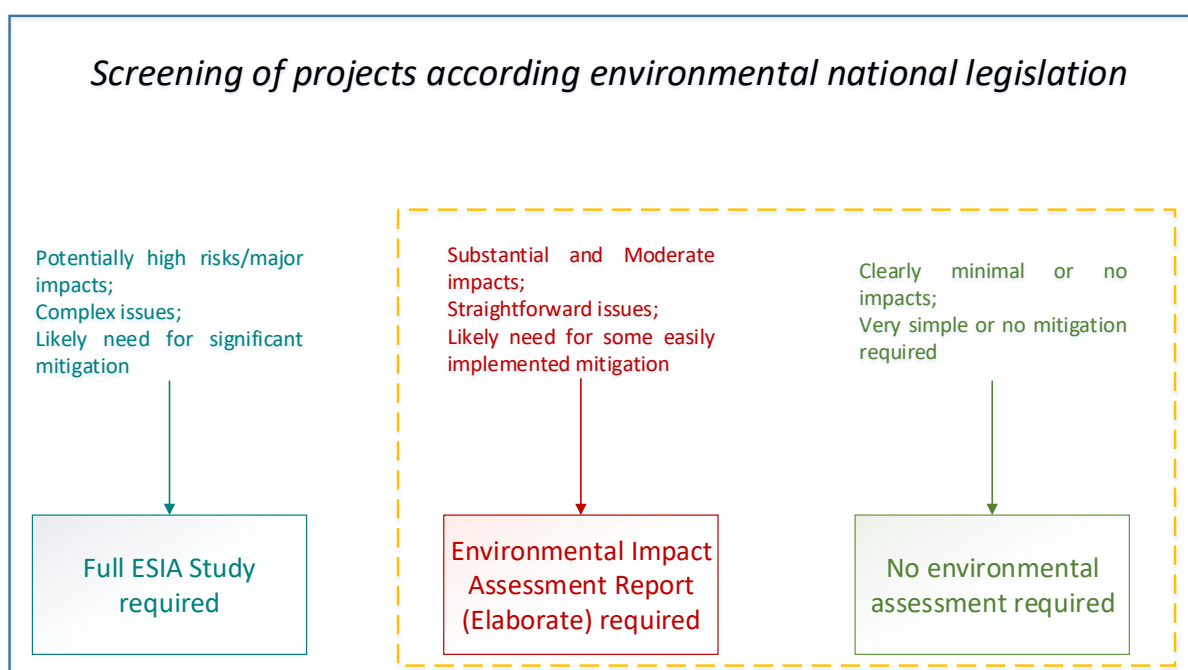


Figure 19 Screening projects according environmental national legislation

9.1 SCREENING STEPS AS PER THE WORLD BANK ENVIRONMENTAL AND SOCIAL STANDARDS

The Borrower with support of PIU ES specialist will have responsibility to undertake environmental and social assessment of the proposed sub-project activities. The LRCP screening of the projects according to ESF builds on finalized national procedure.

LRCP environmental screening procedure will help the MTC PIU to determine the environmental risk associated with the proposed sub-project activities as per ESF, assign respective environmental categories and identify the type of environmental and social due diligence document to be developed by the ES specialist jointly with municipalities, or reject applications which are unacceptable due to the nature of the proposed activities.

Step 1 - Environmental and Social (ES) Screening Form (Annex 1) by the Borrower together with ESS.

The ESS Form contains questions about the project (type of the proposed activities - reconstruction, need for acquisition of land, use of hazardous or toxic materials, impacts on protected areas, etc.)

Step 2 – Determining risk and due diligence based on the review of the national documents and ESS Form

Based on the ES screening form ES specialist determines risk and type of the due diligence documents required and may ask for additional information to be provided or included in the due diligence documents

Preliminary screening according to the World Bank risk classification identifies 2 categories of the sub-projects: a) with substantial risk, b) with moderate and low risk.

The ES Screening Form helps the ES specialist to determine the sub - project risk classification based on screening criteria and preliminary impact assessment, and to identify the required type of environmental due diligence document for each sub – project.

Determining risk will take into account relevant issues, such as the type, location, sensitivity, and scale of the project; the nature and magnitude of the potential environmental and social risks and impacts; and the capacity and commitment of the LGU and Ministry of transport and communications to manage the environmental and social risks and impacts in a manner consistent with the ESSs.

The following scheme shows the types of sub project activities that could help determining the environmental and social risk categorization. Even though some activities related to scale and type might fall under moderate risk, if location is sensitive (protected areas) risk might be increased.

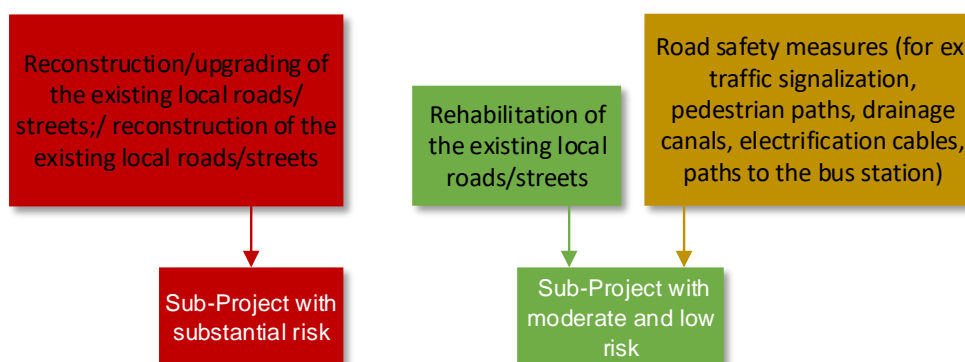


Figure 20 Preliminary screening of sub – projects according to the World Bank categorization

As part of the project includes specific activities, each of them will be separately checked for determining the environmental and social risk category.

When risk is determined, LSGUs will proceed with the preparation of due diligence documents for the site specific projects: a) for substantial risk Environmental and Social Management Plan and b) for moderate risk Environmental and Social Management Checklist. ES specialist will closely supervise and facilitate preparation of due diligence documents.

Depending on the specificity of project ESS might require additional information. For example, if the road segment will pass protected area, opinion of the Ministry of Environment should be sought on the impact to natural and critical habitats. Also, section of ESMP should include nature impact assessment.

ES specialist will issue an opinion to LGU on the type of due diligence report and specify additional information required.

9.2 DEVELOPMENT OF THE APPROPRIATE ESS DUE – DILIGENCE DOCUMENTS

Step 3 – Preparation of due diligence documents

Depending on sub-project's risk category, assigned based on the ESS screening, the LGUS will with the ES specialist support prepare an environmental and social due diligence instrument, which can be as shown in the chart below:

- a) “Sub - Projects with substantial risk” requires an site-specific ESMPs, which should include site-specific information (e.g. environmentally sensitive areas, or need to better define and understand potential issues, brief description of impacts specifying well-defined mitigating measures and adopting accepted operating practices and monitoring).

With substantial risk can be assigned to sub – projects that include:

- upgrading of existing local roads/streets (soil improvement, embedding of crushed stone material, setting a tampon layer, installation of culverts, shoulders, construction of drainage canals for storm water, asphaltting the road) and
- reconstruction of the existing local roads/streets (straightening curves, asphaltting the part of the road)

The template for the content of the ESMP is presented in Annex 2. It consists of the introduction describing sub-project characteristics, base line data (geology and soil, climate characteristics, seismology, sensitive receptors, air quality, waste, soil, flora and fauna, noise), potential impacts and their assessment, and environmental mitigation and monitoring plan for the all sub - project phases with planned costs in each of the sub - project phases as well as responsibility for implementation of the mitigation measures.

- b) “Sub - Projects with moderate risk” are those where the environmental impacts are less adverse than those “Sub - Projects with substantial risk” **in terms of their nature, size and location, as well as the characteristics of the potential environmental impacts (moderate/minor).**

With moderate risk will be assigned the sub - projects which include **only rehabilitation of the existing local roads/streets** (*improving the condition of the road without changing the basic functional characteristics – removing of damaged asphalt, cleaning of the channels, asphaltting, etc.*) and improvements of road safety measures (*for ex. apply the traffic signalization, post the electrification cables, urban equipment, etc.*)

“Sub - Projects with moderate risk” require preparation of the ESMP Checklist by the LSGUs, which will help assess potential environmental impacts associated with the proposed sub-project, identify potential environmental improvement opportunities and recommend measures for to the prevention, minimization and mitigation of adverse environmental and social impacts.

The template for Environmental and Social Management Plan (ESMP) Checklist is presented in Annex 3. It consists of a short introduction to the sub-project (project description, planned activities and sensitive receptors), overview of environmental and social impacts, purpose of the ESMP Checklist and disclosure requirements, application of ESMP Checklist, monitoring and reporting procedures and distribution of responsibilities.

All documents need to be prepared in English, Macedonian and Albanian language.

Contingent Emergency Response Component (CERC)

The CERC component will follow up same preparation of due diligence documents as other projects. The main aim would be to have environmental and social due diligence document prepared before the commencement of procurement process, however later preparation would also be acceptable if all parties are trained on ESMF requirements and given the general ESMP checklist.

9.2.1 PUBLIC DISCLOSURE AND CONSULTATIONS

Step 4 – Review of the ESMPs and ESMP checklists

The LSGUs submit draft environmental and social due diligence instrument for the review and approval of the PIU ES specialist, who then (when confident that the document meets WB quality and

content requirements) submit the draft documents for the review and clearance by the World Bank. After the clearance is obtained, the documents have to be publicly disclosed.

Due to the currently unsatisfactory capacity of the LGUs for implementation of ESS as well as within the Ministry of transport and communications, it is recommended that all ESMP are submitted to the Bank for the prior approval. On the other hand, ESMP checklists will be prior reviewed by the Bank until World Bank Environmental Specialist is assured that capacity at PIU is satisfactory for reviewing of ESMP checklists. Capacity will be assessed on annual basis and recommendation for review will be set based on capacity assessment.

Step 5 – Public disclosure of documents, public consultation

Employees within PIU for LRCP will be responsible for publishing the documents to the public and introducing the public in the whole process of project realization.

- a) Disclosure package for Draft ESMP will include the following documents: Public Announcement for organization of the public hearing events, Draft version of ESMP developed for each sub - project; Agenda for public hearing events; Form for submitting comments and suggestions, Grievance form.

The disclosure package will be publicly available in Macedonian and Albanian (as well as English) immediately upon its availability, on the websites of the relevant Municipalities (on the which territory the sub - project will be implemented), and the Ministry of transport and communications (<http://mtc.gov.mk/>). Hard copies will be available on municipal board. The website and municipal board announcement will also have information on public consultation meeting.

Approximately two weeks into disclosure of the draft ESMP, the LSGUs will conduct public consultation meeting in order to inform the public on the proposed sub-project activities, anticipated impacts and risks and the ways of their mitigation. Should there be any important feedback provided during the public consultation meetings, such feedback should be duly addressed and incorporated in the final document.

Based on the comments received by the stakeholders (written and received during public consultation meeting), the minutes of meeting will be prepared, including the list of participants and main comments on the prepared document. **The final ESMP will be submitted to the PIU for the final approval of the ES specialist. After the approval of the ESMP the document will be redisclosed in Macedonian and English language together with Minutes of meeting from the conducted public hearing event.**

- b) Disclosure package for the draft Environmental and Social Management Plan (ESMP) Checklist will include the following documents: Draft version of ESMP Checklist, Public Announcement and Form for submitting comments and suggestions.

The disclosure package will be publicly available in Macedonian (as well as English) immediately upon its availability, on the websites of the relevant Municipalities (on the which territory the sub - project will be implemented), and the Ministry of transport and communications (<http://mtc.gov.mk/>). Hard copies will be available on municipal board.

All relevant comments and suggestions received by the stakeholders will be included into the final ESMP checklist and will be submitted to the PIU for the approval by the MoTC Environmental Specialist and World Bank Specialist. After the approval of the ESMP the document will be redisclosed in Macedonian and English language.

Step 6 – Inclusion of ESMPs and ESMP Checklist in bidding documents and contractors / supervising engineer contracts.

All approved documents would become part of the bidding package or at least part of the contract signed with the contractor. Contractor would be in charge of implementation of mitigation plan during construction while supervising engineer for implementation of monitoring plan. Reporting would be defined for both parties.

Figure 21 provides a schematic diagram of the procedure that needs to be followed by LSGUs for addressing environmental and social concerns of sub-project implementation.

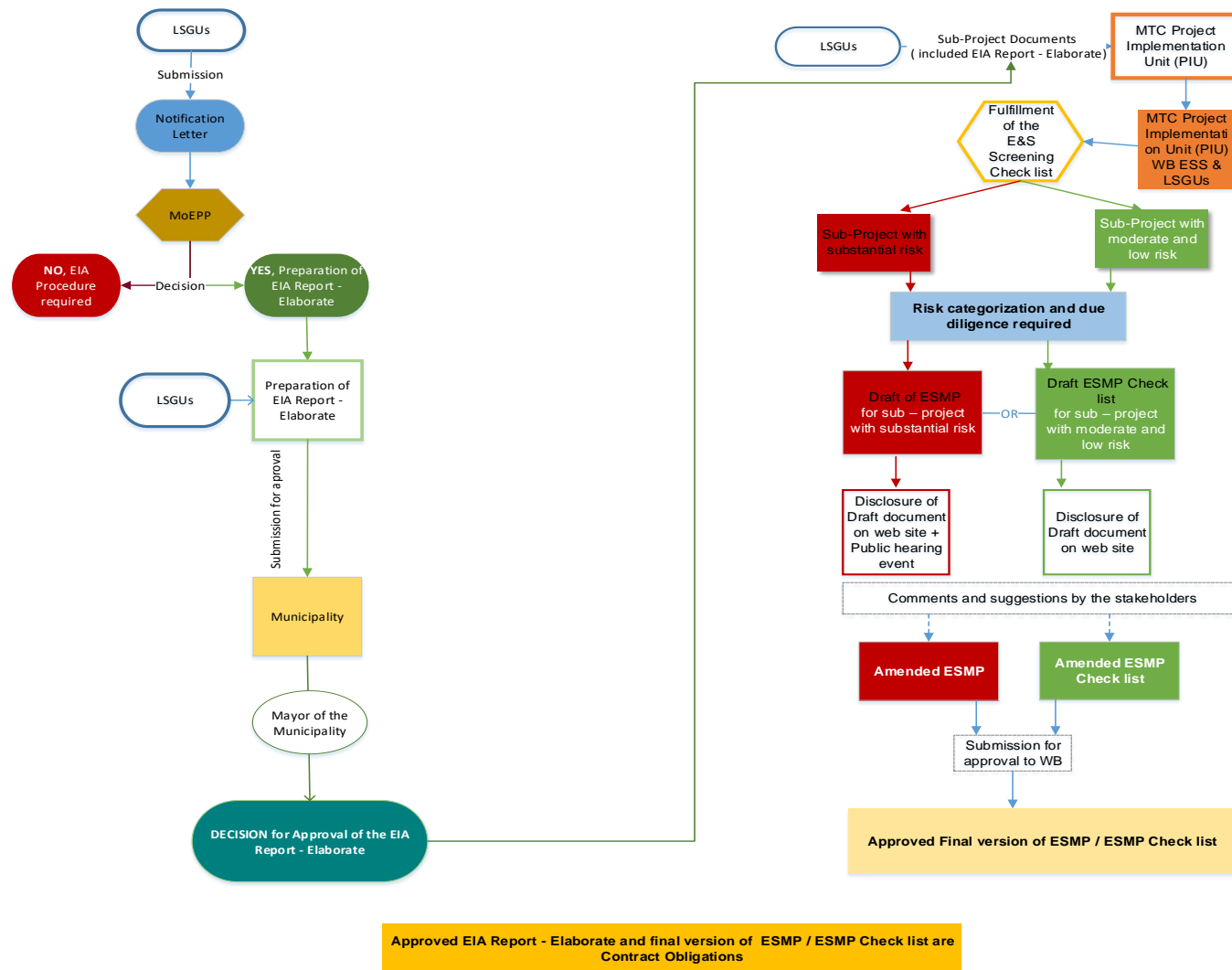


Figure 21 Procedure for identification and development of appropriate environmental and social due diligence instruments

10 SOCIAL DUE DILIGENCE INSTRUMENTS

There are several **Social Due Diligence instruments** that are to be used within the activities planned for this project.

1) RESSETTLEMENT POLICY FRAMEWORK (RPF). RPF is a Project level resettlement instrument aiming to set forth resettlement principles, organizational arrangements, and design criteria to be applied to subprojects to be prepared during project implementation. It contains clear definitions of conditions under which the resettlement (for a specific project, a sector program or within a political entity like a state or a province) will be planned and implemented. It defines issues like entitlement, principles of compensation, grievance processes and other legal procedures. An RPF is required for projects with subprojects or multiple components that cannot be identified before project appraisal.

2) Resettlement Plan. According to the ESS5 the scope of requirements and level of detail of the resettlement plan vary with the magnitude and complexity of resettlement.

Where land acquisition or restrictions on land use are unavoidable, the LSGU as a sub-project developer, under MoTC's supervision, will as part of the environmental and social assessment, conduct a census to identify the persons who will be affected by the project, to establish an inventory of land and assets to be affected, to determine who will be eligible for compensation and assistance, and to discourage ineligible persons, such as opportunistic settlers, from claiming benefits.

To address the issues identified in the environmental and social assessment, the LSGU as a sub-project developer, under MoTC's supervision, will prepare a plan proportionate to the risks and impacts associated with the project:

- a. For sub - projects with minor land acquisition or restrictions on land use, as a result of which there will be no significant impact on incomes or livelihoods, the plan will establish eligibility criteria for affected persons, set out procedures and standards for compensation, and incorporate arrangements for consultations, monitoring and addressing grievances;
- b. For sub - projects causing physical displacement, the plan will set out the additional measures relevant to relocation of affected persons;
- c. For projects involving economic displacement with significant impacts on livelihoods or income generation, the plan will set out the additional measures relating to livelihood improvement or restoration; and
- d. For sub - projects that may impose changes in land use that restrict access to resources in legally designated parks or protected areas or other common property resources on which local people may depend for livelihood purposes, the plan will establish a participatory process for determining appropriate restrictions on use and set out the mitigation measures to address adverse impacts on livelihoods that may result from such restrictions

Identification of the need for RAP development by individual sub-project will be conducted by the PIU member responsible for Environmental and Social issues, upon fulfillment of the RAP Identification Need sheet, set in the **Annex 1** of the **Resettlement Policy Framework**, a separate document specifically designed for this project.

3) Sub-projects will avoid impacts on Cultural Heritage. When avoidance of impacts is not possible, the LSGU, as a sub-project developer, will identify and implement measures to address impacts on cultural heritage in accordance with the mitigation hierarchy. Where appropriate, the LSGU, as a sub-project developer will develop a **Cultural Heritage Management Plan**. The sub-project will implement globally recognized practices for field-based study, documentation and protection of cultural heritage in connection with the project, including by contractors and other third parties.

4) Stakeholder Engagement Plan (SEP) is an instrument that is describing the planned stakeholder consultation and engagement process for the Project and sub-projects, as well as the grievance mechanism for people to raise any concerns about the Project activities.

Stakeholder refers to individuals or groups who are affected or likely to be affected by the project (**project-affected parties**) and may have an interest in the project (**other interested parties**).

The term “stakeholder engagement” is a way to describe a broader, more inclusive and continuous process between a project developer and those potentially affected by a (sub-) project.

Stakeholder engagement can encompass a range of activities and approaches, including consultation, engagement, external relations, information disclosure and dissemination, and community participation. Stakeholder Identification and Analysis involves determining who the project stakeholders with more in-depth look at the interests of stakeholder groups, how they will be affected, and what influence they can have on a project. **Grievance Mechanism and Management** must be part of it.

MoTC, along with the LSGUs (individually), will engage with stakeholders as an integral part of the project’s environmental and social assessment and project design and implementation. Each sub-project will have to be publicly disclosed in the local and national media and to the local stakeholders on a presentation meeting held in the premises of the respective LSGU, where the sub-project will take place.

The sample Table of Content for the four important Social Due Diligence Instruments can be found in the Annex 9, 10, 11 and 12.

5) Labor Management Procedure (LMP) The purpose of the LMP is to facilitate planning and implementation of the project. The LMP identify the main labor requirements and risks associated with the project, and help the Borrower to determine the resources necessary to address project labor issues. The LMP is a living document, which is initiated early in project preparation, and is reviewed and updated throughout development and implementation of the project.

The document should contain the following chapters:

1. OVERVIEW OF LABOR USE ON THE PROJECT
2. ASSESSMENT OF KEY POTENTIAL LABOR RISKS
3. BRIEF OVERVIEW OF LABOR LEGISLATION: TERMS AND CONDITIONS
4. BRIEF OVERVIEW OF LABOR LEGISLATION: OCCUPATIONAL HEALTH AND SAFETY
5. RESPONSIBLE STAFF
6. POLICIES AND PROCEDURES
7. AGE OF EMPLOYMENT
8. TERMS AND CONDITIONS
9. GRIEVANCE MECHANISM
10. CONTRACTOR MANAGEMENT

11. COMMUNITY WORKERS
12. PRIMARY SUPPLY WORKERS

11 WB ESS REQUIREMENTS ADDRESSED TO THE LRCP

The World Bank is committed to supporting developmental projects, while eliminating or minimizing any adverse impacts or risks on the environment, society and human health. These impacts can be severe or moderate, localized or regional, short or long term. To minimize and manage environmental and social impacts, the Bank’s ESS are a key process of the Bank due diligence. These standards provide a mechanism and tools for ensuring integration of environmental concerns and social issues into the planning and implementation of development projects financed by the Bank. The Environmental and Social Standards (ESS) – ESS2, ESS3, ESS4, ESS6, ESS10 that are relevant to the LRCP are described on the following table.

Table 15 Relevance of the WB ESS triggered to the LRCP

WB Environmental and Social Standards (ESS)	Relevance of the Environmental and Social Standards on the LRCP
<i>ESS1 Assessment and Management of Environmental and Social Risks and Impacts</i>	For each sub – project under the LRCP project will be conducted environmental and social risk assessment in order to identify the possible impacts and to propose appropriate measures to avoid, minimize or compensate, all presented in the ESMP or ESMP Checklist. Those measures should be implemented by the Contractor during the construction activities and operator in the operation phase.
<i>ESS2 labor and working conditions</i>	<p>Sub-project will develop and implement written labor management procedures applicable to the project. These procedures will set out the way in which project workers will be managed, in accordance with the requirements of national law and ESS2.</p> <p>To the extent that provisions of national law are relevant to project activities and satisfy the requirements of this ESS, the sub-project will not be required to duplicate such provisions in labor management procedures.</p> <p>The procedures will address the way in which ESS will apply to different categories of project workers including direct workers, and the way in which the Borrower will require third parties to manage their workers.</p> <p>The Contractor will ask from sub – contractors to comply with WB ESS and ILO requirements. Template for Labor Management Procedures is provided in Annex 13 and it can also be downloaded from the original source, on the link below .</p>
<i>ESS3 Resource efficiency and pollution prevention and management</i>	<p>Contractor will use materials and raw materials in an efficient way with maximum utilization and avoiding losses. For realization of this measures the Contractor will conduct training for employee for proper use and appropriate storage of raw materials and by using of equipment and machinery that meets all standards</p> <p>Contractor will implement all necessary measures in order to avoid and minimize pollution from the project activities (air pollution, dust control, hazardous materials, and hazardous waste).</p> <p>Contractor will use only legal and licensed material and raw material suppliers.</p> <p>Construction activities (such as clearing of vegetation and reconstruction of roads), and operational activities (such as maintenance) can result in increased turbidity via suspension of sediment in the water column. In addition, the introduction of pollutants can have adverse impacts on aquatic flora and fauna (including benthic communities), and human health, for example excessive nutrient loading leading to eutrophication, oxygen depletion, and toxic algal blooms.</p> <p>The Contractor should limit and reduce sediment load in order to avoid pollution of water resource in the project location vicinity, to avoid the dispose the inert waste, stones, building materials near the water banks, or to refill the mechanization with fuel on the project location.</p> <p>Taking into account the importance of road drainage, the Contractor should implement the stormwater management measures that will prevent the stream erosion and flooding.</p> <p>The proper drainage should be constructed and in operational phase, the regular inspection and maintenance should be provided.</p>
<i>ESS4 Community health and safety</i>	<p>ESMP should address OHS measures. Traffic Management Plan Should be prepared by the contractor.</p> <p>As part of its bid the successful Contractor is required to submit a preliminary TMP, which will ultimately form part of the ESMP. Before work commencement updated TMP will be submitted to ESS. It will be presented to the workers on regular basis.</p>

WB Environmental and Social Standards (ESS)	Relevance of the Environmental and Social Standards on the LRCP
	<p>The traffic management plan will provide for: a) the safety of the workers at the worksite and the public passing through or adjacent to the worksite; b) overall strategy for the management of traffic, including traffic staging methodology during various stages of the work; c) temporary traffic management arrangement for each stage of the works (including delivery of raw material on site); d) arrangement and number of traffic controllers required for each stage of the works; e) emergency access – for both workers and any emergency services vehicles travelling through the worksite any unusual hazards or job specific requirements e.g. nearby school or access to shops; f) use of alternative routes or detours as required; g) provision for over-dimensional vehicles; h) provision of safe passage for pedestrians, cyclists and people with disabilities; i) provision for, and impact on, public transport (e.g. delay to buses/trams, restrictions on passenger access to bus or tram stops, potential for traffic to queue across an adjacent railway crossing), including where possible, priority for public transport; j) provision for access to abutting properties; k) duration and times for conducting the works (e.g. day or night operation); l) traffic management arrangements at the worksite outside normal working hours or when workers are not present at the site (after-care); m) arrangements to address and monitor the risk of end-of-queue collisions due to a build-up of traffic at worksites; n) emergency response procedures and contact details; o) the actions to be taken to address crashes – including the requirement for root-cause analyses as a means to understand if further traffic management needs to be put in place to mitigate the risks and to help prevent that situation re-occurring; and, p) communication arrangements.</p>
<p>ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement</p>	<p>During implementation of the LRCP Project, there is a possibility for small scale land acquisition to occur, mainly as a result of civil works planned under a limited number of components of the Project. Where land acquisition or restrictions on land use are unavoidable, the LSGU as a sub-project developer, under MoTC's supervision, will as part of the environmental and social assessment, conduct a census to identify the persons who will be affected by the project, to establish an inventory of land and assets to be affected, to determine who will be eligible for compensation and assistance, and to discourage ineligible persons, such as opportunistic settlers, from claiming benefits.</p> <p>To address the issues identified in the environmental and social assessment, the LSGU as a sub-project developer, under MoTC's supervision, will prepare a plan proportionate to the risks and impacts associated with the project:</p> <ol style="list-style-type: none"> a. For sub - projects with minor land acquisition or restrictions on land use, as a result of which there will be no significant impact on incomes or livelihoods, the plan will establish eligibility criteria for affected persons, set out procedures and standards for compensation, and incorporate arrangements for consultations, monitoring and addressing grievances; b. For sub - projects causing physical displacement, the plan will set out the additional measures relevant to relocation of affected persons; c. For projects involving economic displacement with significant impacts on livelihoods or income generation, the plan will set out the additional measures relating to livelihood improvement or restoration; and d. For sub - projects that may impose changes in land use that restrict access to resources in legally designated parks or protected areas or other common property resources on which local people may depend for livelihood purposes, the plan will establish a participatory process for determining appropriate restrictions on use and set out the mitigation measures to address adverse impacts on livelihoods that may result from such restrictions.
<p>ESS6 Biodiversity conservation and sustainable management of living natural resources</p>	<p>The Contractor will take care to minimize unnecessary losses of soil, cutting of trees, greenery during the implementation of project activities.</p> <p>Project should not be implemented in critical habitats. Critical habitat is defined as areas with high biodiversity importance or value, including: (a) habitat of significant importance to Critically Endangered or Endangered species, as listed in the IUCN Red List of threatened species or equivalent national approaches; (b) habitat of significant importance to endemic or restricted-range species; (c) habitat supporting globally or nationally significant concentrations of migratory or congregatory species; (d) highly threatened or unique ecosystems; (e) ecological functions or characteristics that are needed to maintain the viability of the biodiversity values described above in (a) to (d).</p> <p>If sub projects will take place in protected area, opinion will be sought opinion from MoEPP if the sub project will impact any critical habitats. In addition, ESMP will include discussion on natural and critical habitats risks and impacts.</p>

WB Environmental and Social Standards (ESS)	Relevance of the Environmental and Social Standards on the LRCP
	Mitigation measures should be prescribed and implemented in order to minimize the impact on the protected area.
ESS8 Cultural Heritage	<p>A chance finds procedure is procedure which will be followed if previously unknown cultural heritage is encountered during project activities. It will be included in all contracts relating to construction of the project, including excavations, demolition, movement of earth, flooding or other changes in the physical environment.</p> <p>In case of any chance finds during excavation and general works, the works will cease immediately, the area will be secured and the relevant authorities will be informed within 24 hours of said finds. The instructions received from the authorities and national law will be followed.</p>
ESS10 Stakeholder engagement and information disclosure	During the realization of the LRCP project all prepared documents will be publicly available on the MTC web site and municipalities web sites. Hard copies will also be available. Stakeholders can submit their comments during all project cycle and for that purpose Form for submitting comments on prepared documents, on project activities will be prepared and available on: municipal web page, MTC web page and on the construction sites.

12 IMPLEMENTATION AND REPORTING ARRANGEMENTS

Environmental monitoring during project implementation provides information about key environmental aspects of the project, particularly the environmental impacts of the project and the effectiveness of mitigation measures. Such information enables the sub-project proponent and the Bank to evaluate the success of mitigation as part of project supervision, and allows corrective action to be taken when needed.

Project Implementation Unit (PIU) under MTC will be responsible to ensure the implementation of the provisions of the ESMF by all parties, such as LSGUs and Contractors, including environmental and social monitoring, evaluation and reporting.

The ES specialist will be engaged by the MTC PIU and will be responsible for ensuring proper environmental management of all Project activities, conduct environmental supervision by carrying out document reviews, site visits and interviews with Contractor, Construction Supervisors (or responsible persons), and municipality staff. In the regular project reporting frequency (e.g. quarterly or on semi-annual period), the progress status will be presented, but also part on the environmental and social issues (e.g. how many ESMP or ESMP Check Lists were developed for which sub-project, how the public disclosure was performed, any critical issues raised and how they were solved, etc.

ES specialist should also supervise Contractors' compliance with site-specific ESMPs and ESMP Checklists, and visit each sub-project at least once a month. Upon completion of each site visit the ESS should prepare Monitoring Report reflecting main issues and arrangements and timing for their solution (a template of the Monitoring Report is (given in Annex 6) and submit those Monitoring reports to the PIU. On regular project progress reporting, the special attention should be put on the monitoring of implementation of environmental and social measures proposed in the Environmental and Social due diligence document and how the non-compliances were solved.

It is also recommended to hold regular meetings with the Project Manager, Contractor, representatives from MTC, responsible person from the LSGUs and the ES specialist on a monthly basis.

The reporting on the environmental compliance of the Project activities shall be as follows:

- Supervising Engineers to sub-project proponent;
- Sub-project proponent to MTC and its PIU at least twice per month.

Specific responsibilities for the identification, assessment and addressing environmental and social aspects of the sub - project activities shall be set as follows:

- preparation of site-specific ESMPs – by LGUs under the close guidance of the PIU ES specialist;
- Review and approval of site-specific ESMPs – by PIU (ES specialist) and then by the Bank;
- Integration of site-specific ESMP into Bidding Documents and respective Contracts – by PIU;
- Execution of site-specific ESMPs- by the respective Contractor(s) and PIU;
- Monitoring and reporting of compliance with ESMF and site-specific ESMPs – by PIU (ES specialist).

Satisfactorily ESMP/ESMP Checklist implementation report accepted by the PIU will be a condition for compensation payment which can be withheld in the case of implementation report rejection due to

incompliance, or failure to implement corrective measures. In the works case, contract with the Contractor can be terminated.

13 ANNEXES

Annex I Environmental Screening Criteria (Form)

Screening Checklist (to be filled in by the Local Governing Unit)

No.	Screening Questionnaire					Additional Clarifications
		Yes	No	Not known	Not applicable	
1	Will the intervention include new construction? (extension)					
2	According to national legislation does the project require full scope EIA?					
3	According to national legislation does the project require EIA Elaborate? (please attach)					
4	Has the Decision on EIA Elaborate or opinion that it is not needed been issue? (please attach)					
5	Is the project taking place in the protected or sensitive area?					
6	Will the project affect endangered flora or fauna?					
7	Will the project impact coastal areas, marshes?					
8	Will the project impact water bodies such as rivers, lakes, streams, wells, etc.?					
9	Will the project impact international waters?					
10	Does the project support activities on WB Exclusion list?					
11	Is the project taking place in the site protected or rich with archeological, cultural heritage or religious features?					
12	Does the construction/rehabilitation of roads include culverts, bridges, and other structures (please describe)					
13	Will the project impact archeological or cultural heritage sites?					

14	Will the project potentially cause landslides or erosion?					
15	Is the blasting (of stone or other materials) foreseen?					
16	Will the project produce emissions to air (e.g. of ozone depleting substances, air pollutants, green-house-gases emissions, dust, etc.)?					
17	Will the project generate quantities of non-hazardous wastes?					
18	Will the project generate hazardous wastes?					
19	Will the project activities produce excessive noise and vibrations?					
20	Will the project produce negative impact to soil (erosion, contamination, etc.)?					
21	Will the project source materials from quarries, cement plants, asphalt plants, etc.					

Screening Report (to be filled in by ADF)

Sub-project title:
Beneficiary (Local Governing Unit):
Environmental impact risk category <ul style="list-style-type: none"> <input type="radio"/> Substantial <input type="radio"/> Moderate
Necessary due diligence related to environmental protection <i>(Please indicate necessary due diligence depending on the environmental impact risk category)</i> For a substantial risk sub projects <ul style="list-style-type: none"> <input type="radio"/> Environment and Social Management Plan (ESMP) Other requirements:

<p>_____</p> <p>For a moderate risk sub projects</p> <ul style="list-style-type: none"> ○ Environmental and Social Management Plan Checklist ○ Other requirements: _____
<p>Obligation of disclosure</p> <p><i>(Please mark the obligation of disclosure of above indicated documents depending on the project category)</i></p> <p>For a Moderate risk sub project</p> <p>disclose the document on Beneficiary's and Ministry web page</p> <p>hard copy should be available for the public (at premises of Ministry and Beneficiary)</p> <p>a process for stakeholders and general public, to be able to submit comments, should be established – through mail, website and through other means</p> <p>For a Substantial risk sub projects</p> <p>disclose the document on Beneficiary's and Ministry web page</p> <p>the public should be included in the procedure of environmental impact assessment through the public consultation meeting (organised near the potentially affected persons)</p> <p>hard copy should be available for the public</p> <p>a process for stakeholders to be able to submit comments should be established – through mail, website and through other means</p>
<p>First name, last name and signature of responsible person completing the questionnaire:</p>
<p>Environmental impacts identified (short description and note on significance)</p>
<p>Social impacts and cultural heritage impacts</p>
<p>Additional comments:</p>
<p>Date:</p>

Annex II Content of the ESMP (for Projects with substantial risk)

An ESMP consists of the set of mitigation, monitoring, and institutional measures to be taken during implementation and operation of a project to eliminate adverse environmental and social risks and impacts, offset them, or reduce them to acceptable levels. The ESMP also includes the measures and actions needed to implement these measures. The Borrower will (a) identify the set of responses to potentially adverse impacts; (b) determine requirements for ensuring that those responses are made effectively and in a timely manner; and (c) describe the means for meeting those requirements.

Depending on the project, an ESMP may be prepared as a stand-alone document or the content may be incorporated directly into the ESCP. The content of the ESMP will include the following:

(a) Mitigation

- The ESMP identifies measures and actions in accordance with the mitigation hierarchy that reduce potentially adverse environmental and social impacts to acceptable levels. The plan will include compensatory measures, if applicable. Specifically, the ESMP: (i) identifies and summarizes all anticipated adverse environmental and social impacts (including those involving indigenous people or involuntary resettlement); (ii) describes—with technical details—each mitigation measure, including the type of impact to which it relates and the conditions under which it is required (e.g., continuously or in the event of contingencies), together with designs, equipment descriptions, and operating procedures, as appropriate; (iii) estimates any potential environmental and social impacts of these measures; and (iv) takes into account, and is consistent with, other mitigation plans required for the project (e.g., for involuntary resettlement, indigenous peoples, or cultural heritage).

(b) Monitoring

- The ESMP identifies monitoring objectives and specifies the type of monitoring, with linkages to the impacts assessed in the environmental and social assessment and the mitigation measures described in the ESMP. Specifically, the monitoring section of the ESMP provides (a) a specific description, and technical details, of monitoring measures, including the parameters to be measured, methods to be used, sampling locations, frequency of measurements, detection limits (where appropriate), and definition of thresholds that will signal the need for corrective actions; and (b) monitoring and reporting procedures to (i) ensure early detection of conditions that necessitate particular mitigation measures, and (ii) furnish information on the progress and results of mitigation.

(c) Capacity Development and Training

- To support timely and effective implementation of environmental and social project components and mitigation measures, the ESMP draws on the environmental and social assessment of the existence, role, and capability of responsible parties on site or at the agency and ministry level.
- Specifically, the ESMP provides a specific description of institutional arrangements, identifying which party is responsible for carrying out the mitigation and monitoring measures (e.g., for operation, supervision, enforcement, monitoring of implementation, remedial action, financing, reporting, and staff training).
- To strengthen environmental and social management capability in the agencies responsible for implementation, the ESMP recommends the establishment or expansion of the parties responsible,

the training of staff and any additional measures that may be necessary to support implementation of mitigation measures and any other recommendations of the environmental and social assessment.

(d) Implementation Schedule and Cost Estimates

- For all three aspects (mitigation, monitoring, and capacity development), the ESMP provides (a) an implementation schedule for measures that must be carried out as part of the project, showing phasing and coordination with overall project implementation plans; and (b) the capital and recurrent cost estimates and sources of funds for implementing the ESMP. These figures are also integrated into the total project cost tables.

(e) Integration of ESMP with Project

- The Borrower's decision to proceed with a project, and the Bank's decision to support it, are predicated in part on the expectation that the ESMP (either stand alone or as incorporated into the ESCP) will be executed effectively. Consequently, each of the measures and actions to be implemented will be clearly specified, including the individual mitigation and monitoring measures and actions and the institutional responsibilities relating to each, and the costs of so doing will be integrated into the project's overall plan.

Content

INTRODUCTION

PROJECT DESCRIPTION

BASELINE DATA

- Population
- Health and Safety
- Geology and soil
- Climatic characteristics
- Seismology
- Air quality
- Waste
- Water resources
- Soil
- Flora and Fauna
- Noise
- Cultural heritage

SENSITIVE RECEPTORS

POTENTIAL IMPACT AND IMPACT ASSESSMENT

- Potential Impacts on the Air quality
- Potential Impacts on water (water protection and drainage) and soil
- Impact of generated waste streams
- Potential impacts on workers and community health and safety
- Potential socio-economic impacts
- Noise Impact
- Potential Impacts on the Flora and Fauna
- Potential Impacts on Cultural Heritage

CAPACITY BUILDING AND TRAININGS FOR USERS AND CONTRACTORS

PUBLIC CONSULTATION

ENVIRONMENTAL AND SOCIAL MITIGATION PLAN

ENVIRONMENTAL AND SOCIAL MONITORING PLAN

Annex III Templates of the environmental and social mitigation and monitoring plan tables (part of ESMP)

A. ENVIRONMENTAL AND SOCIAL MITIGATION PLAN

I. Civil Works Implementation phase (preparation phase could be included as well)

Potential impact		Impact scale	Proposed mitigation measures	Responsibility	Costs
	Project activity:				
<i>a) OH&S issues</i>					
<i>b) Community safety issues</i>					
<i>c) Waste management</i>					
<i>d) Water usage and discharge</i>					
<i>e) Noise</i>					
<i>f) Air emissions and air quality</i>					

Potential impact		Impact scale	Proposed mitigation measures	Responsibility	Costs
	Project activity:				
<i>g) Biodiversity (flora and fauna)</i>					
<i>h) Chance finds</i>					
<i>i) Other</i>					
<i>j) Other</i>					

II.Operational phase

Potential impact	Impact scale	Proposed mitigation measures	Responsibility	Costs
Project activity:				

B. ENVIRONMENTAL AND SOCIAL MONITORING PLAN

I. Civil Works Preparation and Implementation phase

<i>What parameter is to be monitored?</i>	<i>Where is the parameter to be monitored?</i>	<i>How is the parameter to be monitored?</i>	<i>When is the parameter to be monitored (frequency of measurement)?</i>	<i>Why is the parameter to be monitored?</i>	<i>Construction cost</i>	<i>Responsibility</i> <i>Operations of the new access roads and buildings</i>
Project activity:						

II. Operational phase of the sub - project

<i>What parameter is to be monitored?</i>	<i>Where is the parameter to be monitored?</i>	<i>How is the parameter to be monitored?</i>	<i>When is the parameter to be monitored (frequency of measurement)?</i>	<i>Why is the parameter to be monitored?</i>	<i>Operational cost</i>	<i>Responsibility</i> <i>Operations of the new access roads and buildings</i>

Annex IV Template environmental and social management plan (ESMP) checklist (for Projects with moderate and low risk)

Content

1. Introduction

The road infrastructure in the RNM consists of national, regional and local roads where approximately 65% of the total length of all roads are local roads. National and regional roads are under the competences of the institutions and enterprises at the national level, while for the local roads infrastructure the competences are under the local authorities.

The local roads network is in poor condition, as a result of unsatisfactory road maintenance due to non-existent financing mainly because of weakness of international investment in the transport and distribution sector etc. As the main reason for the bad condition of the roads is that, every Region of the RNM manages with different financial capacities that renders some Regions with not enough finances to reconstruct/rehabilitate the existing roads leading to hospitals, schools and markets so this issue brings social problems as well.

For the purpose of rehabilitation of existing local road infrastructure (urban / rural streets, regional and local roads), pedestrian paths, street lighting, water drainage and capacity building of the municipal staff, 70 million Euro investment secured by the World Bank, will be invested through the Ministry of transport and communications by implementation of the Local Roads Connectivity Project (LRCP).

2. Environmental Category

For addressing the potential environmental and social concerns of the Project the Environmental and Social Management Framework (ESMF) was prepared (as part of the LRCP of the MTC) in June 2019, by the Environmental and Social (ES) specialist which is in accordance with the requirements of the World Bank. The ESMF represents a tool for Assessment and Management of Environmental and Social Standards, which allows conducting of an in-depth analysis of the environmental and social issues.

Preliminary screening according to the World Bank risk classification identifies two risk categories of the sub-projects: with substantial risk or with moderate risk for which different due diligence instruments need to be prepared.

“Projects with substantial risk” require site-specific ESMPs, which should include site-specific information with mitigation measures and monitoring plan.

“Projects with moderate risk” require preparation of the ESMP Checklist that identify potential environmental improvement opportunities and recommend measures for the prevention, minimization and mitigation of adverse environmental and social impacts.

Sub project environmental screening table for LRCP Project

Types project activities	Environmental Assessment due diligence documents required	Applicable to:
1	Environmental and Social Management Plans (ESMP) for each individual reconstruction (sub-project)	Reconstruction work of the local roads (intervention into the road body, structure, in addition to substituting of the pavement whereby upgrade works will intervene in reinforcing of the road body and installing of new pavements)
2	ESMP Checklist	Rehabilitation of the existing local roads/streets (improving the condition of the road without changing the basic functional characteristics – changing of the asphalt layer and substitution with the new layer, re-pavement, pothole repairing, patching and any other road surface fixing, etc.) Sub projects in protected areas

3. Potential Environmental Impacts

From the implementation of the LRCP potential risks and impacts are expected to be temporary and/or reversible; low in magnitude and site-specific. These impacts are related to:

- ❖ dust nuisance and gaseous emissions,
- ❖ potential pollution of soil and water resources (accidental spillage of machine oil, lubricants, fuel, etc...),
- ❖ generation of different types of hazardous and non - hazardous waste,
- ❖ noise,
- ❖ brief disturbance to biotope,
- ❖ possible temporary disruption of current traffic circulation,
- ❖ traffic safety,
- ❖ damage to access roads.

4. Purpose of the Checklist ESMP

ESMP checklist will be used for the projects for rehabilitation of the local roads - plain, less risky sub projects that usually only involve change of asphalt or drainage on exiting road. ESMP checklist provides “pragmatic good practice” and it is designed to be user friendly and compatible with WB safeguard requirements. This document will help assess potential environmental impacts associated with the proposed sub-project, identify potential environmental improvement opportunities and recommend measures for to the prevention, minimization and mitigation of adverse environmental and social impacts.

ESMP Checklist is a document prepared and owned by beneficiary. The design and implementation process for the envisaged in the subproject will be conducted in three phases:

- 1) General identification and scoping phase, in which the rehabilitation of the road works that need to be carried out. At this stage according to the carried out works the potential negative/adverse impacts can be identified. The parts 1, 2 and 3 are drafted. The second part

of the ESMP Checklist contains all of the typical activities and their relation with the typical environmental issues and appropriate mitigation measures.

- 2) This phase contains the project specifications and the bill of quantities for the construction works and other services related to the subproject. In this phase the tender and the award of the works contracts and also the obligations defined in the contract of the Contractor are defined. At the tendering stage the ESMP Checklist needs to be publicly submitted.
- 3) During the implementation phase the Contractor implements ESMP Checklists mitigation and monitoring, while environmental compliance (with ESMP Checklist and environmental and health and safety (H&S) regulation) and other qualitative criteria are implemented on the respective site and application checked/supervised by the site supervisor, which include the site supervisory engineer or supervisor of the project

During the construction phase of the project the mitigation and monitoring measures prescribed in the ESMP Checklists are implemented by the Contractor. The compliance of the environmental and qualitative criteria are examined by the supervisor i.e. engineer. The Contractor's environmental compliance is proven through the monitoring and mitigation plan.

Practical application of the ESMP Checklist will include the achievement of Part I for having and documenting all relevant site specifics. In the second part, the activities to be carried will be checked according to the envisaged activity type and in the third part the monitoring parameters (Part 3) will be identified and applied according to activities presented in Part 2.

The whole ESMP Checklist filled in table for each of the type of work will be attached as integral part of bidding and work contracts and as analogue with all technical and commercial conditions which should be signed by the contracting parties.

5. Application of the Checklist ESMP

After completing the Environmental and Social Screening Checklist by the ESS Specialist it has been determined that, this project is classified as a "project with moderate risk".

The ESMP Checklist is used for projects that cover **only rehabilitation of the existing local roads/streets** (changing of the asphalt layer and substitution with the new layer, re-pavement, pothole repairing, patching and any other road surface fixing.).

The Checklist is divided in 4 parts:

- Introduction in which the project is introduced, definition of the environmental category, and Checklist ESMP concept explained;
- Part 1 - Descriptive part of the project ("site passport") where the location, legislation, project description and public consultation process is given;
- Part 2 - Analysis of the environmental and social aspects for every activity through yes/no questions followed by mitigation measures for each activity;
- Part 3 - Plan for monitoring of the activities during the 3 phases: preparation, construction and operation.

The ESMP Checklist for the rehabilitation works contains the environmental impacts and suitable mitigation measures in order to reduce to minimum the impacts on the environment (air, noise and

water pollution). It also offers management practice for hazardous and non-hazardous wastes and measures for control of the discharged medium at the construction site. In the ESMP Checklist there are steps that need to be done if at the rehabilitation site there are objects of cultural / archeological significance.

6. Monitoring and reporting

For the monitoring of the due diligence, the site supervisor or responsible person appointed by the Municipality including environmental and civil engineer that will supervise their part of the project activities as listed in the monitoring plan (part 3).

In the table part of the document clear mitigation and monitoring measures are explained in detail with the purpose to be included in the works contracts.

The mitigation measures for the project activities include the use of Personal Protective Equipment (PPE) by workers on site, air pollution prevention, amount of water used and discharged at the site, wastewater treatment, maintenance of the proper sanitary facilities for workers, waste collection of separate types (soil, metals, plastic, hazardous waste, e.g. paint residues, motor hydraulic oil), amounts of waste, proper organization of disposal pathways and facilities, or reuse and recycling wherever possible. In addition to Part 3, the site supervisors should check whether the contractor complies with the mitigation measures in Part 2.

If there are non-compliances in the monitoring report penalties previously introduced in the contract will be issued. For extreme cases, a termination of the contract shall be contractually tied in.

Is very important for providing continuous performance of the project activities and successful completion of overall project through good communication between all involved stakeholders (Contractor, Supervisor, municipal staff, PIU from MTC and other relevant persons from the Municipality).

Annex V Checklist ESMP for the rehabilitation works

PART 1: INSTITUTIONAL & ADMINISTRATIVE				
Country	Republic of North Macedonia (RNM)			
Sub-Project title	Local Road Connectivity Project, RNM			
Scope of sub-project and particular activities	Rehabilitation of the existing local			
Institutional arrangements (Name and contacts)	WB (Project Team Leader)	Project Management	Local Counterpart and/or Recipient	
	To be decided Tel: email:	To be decided Tel: email:	To be decided Tel: email:	
Implementation arrangements (Name and contacts)	Safeguard Supervision	Local Counterpart Supervision	Local Inspectorate Supervision	Contactator
	To be decided Tel: email:	To be decided Tel: email:	To be decided Tel: email:	To be decided Tel: email:
Implementation arrangements (Name and contacts)	Supervision** (Upon completion of the procedure, the name and contact of the Supervising Engineer will be added to the fields below).			
	Will be determined after completing the public procurement procedures for the sub-project need.			
SITE DESCRIPTION				
Name of site				
Describe site location (geographic description)	Annex 1: Site information (figure from the site) [x]Y [] N			
Who owns the land?				
Geographic description				
LEGISLATION				
Identify national & local legislation & permits that apply to sub-project activity(s)	<ul style="list-style-type: none"> ▪ Law on Environment (Official Gazette No.53/05,81/05,24/07,159/08, 83/2009, 124/2010, 51/2011, 123/12, 93/13, 163/13, 42/14, 44/15 129/15, 192/15, 39/16, 99/18); ▪ Law on Waters (Official Gazette No. 87/08, 6 / 09, 161/09, 83/10, 51/11, 44/12, 163/13); ▪ Law on Waste (Official Gazette No. 68/04, 71/04, 107/07, 102/08, 134/08, 124/10 and 51/11, 123/12, 147/13, 163/13, 146/15, 192/15); ▪ List of Waste Types (Official Gazette No. 100/05); ▪ Law on Nature Protection (Official Gazette No. 67/06, 16/06, 84/07, 59/12, 13/13, 			

	<p>163/13, 146/15);</p> <ul style="list-style-type: none"> ▪ Law on Noise Protection (“ Official Gazette No. 79/07, 124/10, 47/11, 163/13, 146/15); ▪ Law on Chemicals (Official Gazette of the Republic of RNM No. 145/10, 53/11, 164/13, 116/15 and 149/15); ▪ Law on Ambient Air Quality (Official Gazette No. 67/04 with amendments Nos. 92/07, 35/10, 47/11, 59/12, 163/13, 10/15, 146/15); ▪ Law on Protection of Cultural Heritage (Official Gazette No. 20/04, 115/07, 18/11, 148/11, 23/13, 137/13, 164/13, 38/14, 44/14); ▪ Law on Occupational Health and Safety (Official Gazette No. 92/07, 98/10, 93/11, 136/11, 60/12, 23/13, 25/13, 164/13); ▪ Law for Health Protection (Official Gazette No. 07/07, 44/11, 145/12, 87/13); ▪ Law on Access to Public Information (Official Gazette of RM no. 13/06, 86/08, 06/10, 42/14, 148/15, 55/16); ▪ Law on Traffic Safety (Official Gazette of RM no. 169/15, 55/16); ▪ Law on public roads (Official Gazette of RM no. 84/08).
PUBLIC CONSULTATION	
Identify when / where the public consultation process took place and what were the remarks from the consulted stakeholders	The draft Environmental and Social Management Plan (ESMP) Checklist (for the projects with moderate risk) will be available for the public for 14 days on web site of the Municipality and the web site of the MTC PIU. All relevant comments and suggestions received by the stakeholders will be included into the final ESMP checklist and will be submitted to the PIU for the approval by the MTC Environmental Expert and World Bank Specialist. <u>Approved Final version of ESMP Checklist should be included in the Grant Agreement with the proponent and respective bidding documents and construction contracts.</u>
INSTITUTIONAL CAPACITY BUILDING	
Will there be any capacity building?	<input type="checkbox"/> N or <input type="checkbox"/> Y

PART 2: ENVIRONMENTAL /SOCIAL SCREENING			
Will the site activity include/involve any of the following potential issues/risks:	Activity	Status	Additional references
	A. General conditions		See Section A
	B. General Rehabilitation activities		
	<ul style="list-style-type: none"> • Site specific vehicular traffic • Increase in dust and noise from rehabilitation activities • Generation of waste • Transport of materials and waste 	[] Yes [] No	If “Yes”, See Section A, B below
	C. Activities taking place near water bodies such as rivers, lakes, international waters, etc.		
	<ul style="list-style-type: none"> • Increase in sediments loads in water bodies • Changes of water flow • Pollution of water due to temporary waste disposal or spill leakages 	[] Yes [] No	If “Yes”, See Section A, B, C below
	D. Impacts on forests and/or protected areas		
	<ul style="list-style-type: none"> • Vicinity of recognized protection area • Disturbance of protected animal habitats • Cutting of trees/forest 	[] Yes [] No	If “Yes”, See Section A, B, D below
	E. Impacts on surface drainage system	[] Yes [] No	If “Yes”, See Section A, B, E below
F. Vicinity of any historical building/s or areas			
<ul style="list-style-type: none"> • Risk of damage to known/unknown historical buildings/areas 	[] Yes [] No	If “Yes”, See Section A, B, F below	
G. Traffic and Pedestrian Safety			
<ul style="list-style-type: none"> • Site specific vehicular traffic • Site is in a populated area 	[] Yes [] No	If “Yes”, See Section A, B, G below	

PART 2: ENVIRONMENTAL /SOCIAL SCREENING		
	H. Usage of hazardous or toxic materials and generation of hazardous waste ²	
	<ul style="list-style-type: none"> Removal and disposal of toxic and/or hazardous waste during the rehabilitation activities Storage of machine oils and lubricants 	<input type="checkbox"/> Yes <input type="checkbox"/> No If "Yes", See Section A, B, H below
	I. Installation of power line poles	
	<ul style="list-style-type: none"> Relocation of power line poles Dismantling of the power line poles Underground cabling of power line 	<input type="checkbox"/> Yes <input type="checkbox"/> No If "Yes", See Section A, B, I below
	J. Land acquisition ³	<input type="checkbox"/> Yes <input type="checkbox"/> No If "Yes", See Section A, B, J below

² Toxic/hazardous materials include but not limited to fuels, motor/hydraulic oils, lubricants, toxic paints, etc.

³ Land acquisition covers people's displacement, lifestyle changes, disturbance of private ownership and affecting people living and / or staying or running a business (kiosks) on the land or near by

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
<p>A. General Conditions</p>	<p>Community OH&S for workers</p>	<p><u>Community and OH&S measures:</u></p> <p>(a) The local construction and environment inspectorates and communities in the Municipality should be notified for the project activities rehabilitation of the local road/street;</p> <p>(b) The public in the Municipality should be notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works, municipal information table and municipal website www.xy.com);</p> <p>(c) All legally required permits have been acquired for the project activities;</p> <p>(d) Preparation and implementation of the Site Management Plan;</p> <ul style="list-style-type: none"> • Appropriate installation of signposting of the project site will inform workers of key rules and regulations to follow; • Ensure appropriate marking out and out of the construction site /section by section; • Access to the family houses, markets, play yards for kids, village church should be provided; • Placed warning tapes signaling forbidden entrance of unemployed persons; • Temporary material storage should be clearly marked. <p>(e) Preparation prior to commencement of works and implementation of the Traffic Management Plan;</p> <p>(f) All work will be carried out in a safe and disciplined manner designed to minimize impacts on workers, citizens using the road and environment;</p> <p>Labor procedures at least includes:</p> <ul style="list-style-type: none"> • Sign a Contract for engagement of personnel trained for specific work positions • Hiring only qualified and experienced workers • Respecting the 8 hours working time for workers • Introducing the Labor procedure by the Contractor that should also be followed by the sub – contractors • Development of an Dynamic Plan for implementation of the project activities • Conducting H&S risk assessment for each work place

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		<ul style="list-style-type: none"> • Development of an OH&S Plan • Provisions of OH&S training by the Contractor • Regular medical checks for workers • Appoint a person responsible/trained for delivery of first aid medical support in case of incident • Ensuring the use of safe machines and safe operation of machines <p><u>OH&S measures for workers:</u></p> <p>(g) Machines should be handled only by experienced and trained personnel, thus reducing the risk of accidents;</p> <p>(h) Workers who will be engaged, will be trained and comply with international good practice (will always wear hats, masks and safety glasses, harnesses and safety boots, and other work specific protective equipment).;</p> <p>(i) Community and Worker’s OH&S measures should be applied (first aid, protective clothes for the workers, appropriate machines and tools);</p> <p><u>Firefighting measures:</u></p> <p>(j) Constant presence of firefighting devices should be ensured on site in case of fire or other damage. Their position is communicated to workers and marked. The level of fire-fighting equipment must be assessed and evaluated through a typical risk assessment;</p> <p>(k) A person should be appointed on the site responsible for the fire protection;</p> <p>(l) Procedures in the case of fire are conveyed to all employees;</p> <p>(m) The part of the road that is not under rehabilitation should be kept clean.</p>
	Cultural heritage preservation	<p>(a) In the case of chance finding, the site will be fenced (protected) and authorities (Ministry of Culture, Directorate for Protection of Cultural Heritage) will be informed within 24 hours following the national procedures. Works will recommence upon approval of competent authorities. Their instructions will be followed in the further works;</p> <p>(b) If rehabilitation works take place close to a designated archeological sites, or are located in a designated archeological sites, notification shall be made and approvals/permits be obtained from local authorities and all rehabilitation activities planned and carried out in line with local and national legislation;</p>

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		<p>(c) Adequate care and awareness rising shall be taken to enlighten construction workers on the possible unearthing of archaeological relics;</p> <p>(d) It shall be ensured that provisions are put in place so that artefacts or other possible “chance finds” encountered in excavation or rehabilitation are noted and registered, responsible officials contacted, and works activities delayed or modified to account for such finds</p>
	Accidents prevention	<p>(a) Spill prevention kit, which will prevent further extension of the spillage, should be available on site;</p> <p>(b) Firefighting distinguishers should be attested and in proper condition;</p> <p>(c) Work site should be protected by a fence and proper signalization;</p> <p>(d) Traffic around the project site should operate strictly in accordance with the Traffic Management Plan;</p> <p>(e) Vehicles and construction machinery should be attested and in proper working condition.</p>
B. General Rehabilitation activities	Air Emission and Air Quality	<p>(a) On dry and windy days the construction site, transportation routes and materials handling sites should be water sprayed if needed;</p> <p>(b) Washing of road transport vehicles and wheels will be conducted regularly, in previously identified sites equipped with, minimally, oil and grease collector;</p> <p>(c) To minimize dust the construction materials should be stored in appropriate places and be covered;</p> <p>(d) When transporting waste/materials the vehicles mu be covered in order to decrease the dust emission;</p> <p>(e) The speed of the vehicles needs to be adjusted accordingly on the project location (40km/h);</p> <p>(f) All machinery needs to be equipped with appropriate emission control equipment;</p> <p>(g) Ensure all vehicles and machinery use petrol from official sources (licensed gas stations) and on fuel determined by the machinery and vehicles producer;</p> <p>(h) Ensure all transportation vehicles and machinery is regularly maintained and attested;</p> <p>(i) Excavation and other clearing activities and earthwork must be done during agreed working times and permitting weather conditions to avoid drifting of sand and dust into neighboring area.</p>

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
	Noise disturbance	<p>(a) The level of noise should not exceed national limited level (according to national legislation and EU requirement)</p> <ul style="list-style-type: none"> • Area with a first degree of noise protection, includes areas of tourism and recreation, areas near health institutions for hospital treatment, and areas of national parks and natural reserves (Ld – 50 dB, Le – 50 dB, Ln – 40); • Area with a second degree of noise protection, includes areas primarily intended for residential use, residential districts, areas in the vicinity of educational institutions, educational facilities and social protection services for adults and children(Ld – 55 dB, Le – 55 dB, Ln – 45) ; • Area with a third degree of noise protection, correspond to an area where some human activities with noise disturbance are accepted. These include commercial areas, areas with mixed housing/residential, craft activities and production activities (combined areas) (Ld – 60 dB, Le – 60 dB, Ln – 55); • Area with fourth degree of noise protection, correspond to an area in which actions are allowed that can cause the appearance of greater environmental noise. It includes non - residential areas exclusively intended for industrial activities (Ld – 70 dB, Le – 70 dB, Ln – 60); <p>(b) The construction work should be not permitted during the nights, the operations on site shall be restricted to the hours 7.00 -19.00;</p> <p>(c) Noise suppression measures must be applied to all construction equipment. During operations the engine covers of generators, air compressors and other powered mechanical equipment should be closed. Should the vehicles or equipment not be in good working order, the constructor may be instructed to remove the offending vehicle or machinery from the site;</p> <p>(d) Mechanical equipment is effectively maintained.</p>
	Waste management	<p>(a) The different waste types that could be generated at the rehabilitation site need to be identified and classified according to the List of Waste (Official Gazette no.100/05);</p>

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		<p>(b) Containers for each identified waste category are provided in sufficient quantities and positioned and marked for separate collection; The main waste would be classified under the Waste Chapter 17 “Construction and demolition wastes (including excavated soil from contaminated sites)” with the waste code 17 01 – Waste from concrete, asphalt, 17 05 04 – Excavated soil, 17 09 04 – Mixed waste from construction site; Small amount of solid municipal waste can be found (beverages, food), as well as packaging waste (bottles, paper, glass, etc.);</p> <p>(c) Communal service enterprise for waste collection is the responsible for communal and inert waste collection and transportation within the Municipality. The waste disposal will be performed in the local landfill. For the expected waste types from cleaning and rehabilitation activities the waste collection and disposal pathways and sites will be identified;</p> <p>(d) The construction waste will be separated from the general waste, liquid and chemical waste on site, by sorting in appropriate containers;</p> <p>(e) Construction and demolition waste from site needs to be instantly removed and reused if possible;</p> <p>(f) The records of waste disposal (waste manifest) will be regularly updated and archived</p> <p>(g) Only licensed collectors of waste will collect and dispose of the construction waste;</p> <p>(h) All of the records of the disposed waste will be kept as proof for proper management;</p> <p>(i) For the possible hazardous waste (motor oils, vehicle fuels) an authorized collector needs to be appointed to collect and dispose of it properly;</p> <p>(j) The materials should be covered during the transportation to avoid waste dispersion;</p> <p>(k) Burning of construction waste should be prohibited.</p>
	<p>Water and soil</p>	<ul style="list-style-type: none"> • In the event of hazardous spillage, it needs to be stopped and removed, then the site needs to be cleaned and the procedures and measures for hazardous waste management need to be followed: • Contractor must sign a Contract with authorized company/person to collect and transport the hazardous waste in accordance with national legislation with emphasis

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		<p>on the transportation of hazardous (toxic) goods: Issuing the license to company/person for collection and transportation of hazardous waste, Obligations for packaging and labelling of hazardous waste, Transportation of the hazardous waste;</p> <ul style="list-style-type: none"> ● According to the national legislation (List of wastes - Official Gazette no.100/05) the hazardous waste needs to be identified and classified <ul style="list-style-type: none"> ○ Applying appropriate packaging and labelling of the boxes with hazardous waste ● The packaging should follow the requirements of national legislation <ul style="list-style-type: none"> ○ -The label should present the hazardous classification code, attention note "HAZARDOUS WASTE", general data for the waste holder, R-risk phrase, S – safety phrase, quantity of waste, physical conditions of hazardous waste and graphical symbol ○ -The transport of hazardous waste is forbidden if it is not packaged and labelled according the national legislation requirements ○ -In the case of any run-off coming from the works, in order to avoid contamination of the area it needs to be collected on site and placed in a temporary retention basin; ● Install/provide and maintain proper sanitary facilities for workers (mobile toilets). These toilets need to be cleaned and the wastewater needs to be properly transported to be further treated by the company that has a license for maintaining and cleaning of the mobile toilets; ● Waste water collected at the site must not be released to the environment without prior treatment; ● The temporary or final disposal of any waste stream near the water courses is forbidden; ● Servicing of vehicles and machinery is forbidden to be conducted on the construction-site; ● Prevent as much as possible, oil and other pollutants leakages to water and soil; ● If necessary, the stream flow is made to bypass the construction area within drainage lines.

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
	Nature protection	<ul style="list-style-type: none"> (a) Reducing the size of the construction site due to the minimization of the land that will suffer a negative impact - Minimal green surface is to be removed.; (b) Disturbance of animals and collection of plants in the area is prohibited; (c) Prohibit the collection of firewood from and around working areas; (d) Rehabilitation activities should be performed by avoiding the important reproduction stages of protected species if works are done in proximity of protected areas; (e) Collection of the generated waste on daily basis, selection of waste, transportation and final disposal on appropriate places; (f) Destroyed plants need to be replaced by planting the new native species; (g) Strictly forbidden collection of plants and herbs from the vicinity of the site; (h) After finishing with rehabilitation activities, the location should be return to the pre work condition and if not possible than it will be adequately rehabilitated.
	Transport and Materials Management	<ul style="list-style-type: none"> (a) Rehabilitation routes are clearly defined; (b) Distribution of materials and other usages of the local road/street need to be announced and coordinated with the Municipality. The Contractor will take safety measures to prevent accidents; (c) All materials prone to dusting are transported in closed or covered trucks; (d) All materials prone to dusting and susceptible to weather conditions are protected from atmospheric impacts either by windshields, covers, watered or other appropriate means; (e) Roads are regularly swept and cleaned at critical points. Spilled materials are immediately removed from a road and cleaned. Access roads are well maintained; (f) Spilled materials are immediately removed from tracks and cleaned. Tracks are well maintained; (g) Access of the construction and material delivery vehicles are strictly controlled, especially during the wet weather; (h) Topsoil and stockpiles are kept separate; (i) Stockpiles are located away from drainage lines, natural waterways and places susceptible to land erosion;

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		(j) There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas, especially not in protected areas. (k) All loads of soil are covered when being taken off the site for reuse/disposal; (l) Stockpiles do not exceed 2m in height to prevent dissipation and risk of fall; (m) Producer of asphalt, gravel, concrete should possess all necessary working and emission permits and quality certifications; (n) Producer of asphalt, concrete has to present a proof of conformity with all national environmental and H&S legislation; (o) Ensure all transportation vehicles and machinery have been equipped with appropriate emission control equipment, regularly maintained and attested; (p)
C. Activities taking place near water bodies such as rivers, lakes, international waters, etc.?	Water pollution	(a) Good construction practices have to be implemented to avoid pollution of water in river/lake; (b) Organization of proper storage, handling and daily refilling the hazardous materials; (c) It is prohibited temporary or final storage or disposal of substances harmful to water (e.g. fuels for construction machinery, construction waste, etc.) near/in river bend of river/lake in wider surrounding of project locations, in order to prevent adverse impact on water quality and good ecological status of water courses; (d) The access roads to the project locations should be kept clean and tidy to prevent the build-up of oil and dirt that may be washed or drain during heavy rainfall; (e) The stormwater management measures should be applied in order to prevent the erosion and flooding (e.g., reduce sediment load, using oil/water separators for any significant oil is expected, avoid temporary/final disposal of different waste streams near the water banks, etc. .
D. Impacts on forests and/or protected areas	Ecosystem protection	(a) All recognized natural habitats and protected areas in the immediate vicinity of the activity will not be damaged or exploited, all staff will be strictly prohibited from hunting, foraging, logging or other damaging activities;

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		(b) For large trees in the vicinity of the activity, mark and cordon off with a fence large trees and protect root system and avoid any damage to the trees; (c) Adjacent wetlands and streams will be protected, from construction site run-off, with appropriate erosion and sediment control feature to include by not limited to hay bales, silt fences; (d)
E. Impacts on surface drainage system	Water quality	(a) There will be no unregulated extraction of groundwater, nor uncontrolled discharge of process waters, cement slurries, or any other contaminated waters into the ground or adjacent streams or rivers; the Contractor will obtain all necessary licenses and permits for water extraction and regulated discharge into the public wastewater system; (b) There will be proper storm water drainage systems installed and care taken not to silt, pollute, block or otherwise negatively impact natural streams, rivers, ponds and lakes by rehabilitation activities; (c) There will be procedures for prevention of and response to accidental spills of fuels, lubricants and other toxic or noxious substances; (d) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute natural surface water bodies.
F. Vicinity of any historical building/s or areas	Historical/cultural buildings/area preservation	(a) If there is a building designated as a historic structure in the surrounding or along the rehabilitation route the notification shall be made and approvals / permits should be obtained from local authorities (b) Apply all measures proposed by the competent authorities after the notification (c) Apply the preventive measures to avoid noise disturbance, vibrations, easy access during the ceremonials, etc. (d) Avoid the already known time period of a day when the specific ceremony has been performed (e.g. religious holidays)
G. Traffic and Pedestrian Safety	Direct or indirect hazards to public traffic and pedestrians by	The construction site including the regulation of the traffic will be accordingly secured by the Contractor. This includes but is not limited to:

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
	<p>rehabilitation activities</p>	<ul style="list-style-type: none"> (a) The Traffic Management Plan will be prepared with the municipal staff in order to provide proper traffic flow within the project area (and beyond) and to prevent possible traffic accidents; (b) The neighboring communities (located along/near the project site) need to be timely informed of the upcoming works; (c) In an event where the traffic will be interrupted the contractor in cooperation with the Municipality need to organize alternative routes; (d) Placing of sign posts, warning signs, barriers and traffic diversions signs (vertical signalization and signs at the beginning of the rehabilitation site): the passing citizens will be warned about the potential hazards; (e) Installed boards and signs must not interfere with traffic safety and visibility; (f) Adequate warning tapes and signage need to be provided and placed; (g) Forbidden of entrance of unemployed persons within the fence; (h) Traffic management system and staff training should be executed, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes; (i) Active traffic management should be conducted by trained and visible staff at the site, if required for safe and convenient passage for the public; (j) Set up a special traffic regime for the vehicles of the contractor during the period of rehabilitation (together with the municipal staff and police department) and installation of signs to ensure safety, traffic flow and access to land and facilities; (k) Announce timely alternative traffic regulation during the rehabilitation works to the local communities (if there will be one); (l) Ensure pedestrian safety. Special focus for safety of children if the school is in the vicinity (fence off the site, install safe corridors, regulate traffic manually in the peak hours, etc.); (m) Ensuring safe and continuous access to office facilities, shops and residences during rehabilitation activities;

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		(n) Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement.
H. Usage of hazardous or toxic materials and generation of hazardous waste	Toxic / hazardous materials management and Hazardous waste management	(a) Temporarily storage on site of all hazardous or toxic substances (including wastes) will be in safe containers labeled with details of composition, properties and handling information. Chemicals are managed, used and disposed, and precautionary measures taken as required in the Material Safety Data Sheets (MSDS); (b) The containers holding ignitable or reactive wastes must be located at least 15 meters (50 feet) from the facility's property line. Large amounts of fuel will not be kept at the site; (c) The containers of hazardous substances shall be placed in a leak-proof container to prevent spillage and leaking. This container will possess secondary containment system such as bunds (e.g. banded-container), double walls, or similar. Secondary containment system must be free of cracks, able to contain the spill, and be emptied quickly; (d) The containers with hazardous substances must be kept closed, except when adding or removing materials/waste. They must not be handled, opened, or stored in a manner that may cause them to leak; (e) Hazardous waste should not be mixed and will be transported and handled only by licensed companies in line with the national regulation; (f) Hazardous waste should be maintained according the national legislation by the company that has License for hazardous waste (g) (h) Paints with toxic ingredients or solvents or lead-based paints will not be used.
I. Installation/Relocation of power line poles	Occupational Health and Safety of workers	(a) Precautions should be taken when working on heights and under the voltage; (b) Avoid work on live wire conditions; (c) Energy efficient lights (LED) should be installed; (d) The lighting condition and the complete electrical installation should be checked before put in operation (e) The contract should be signed with the responsible company (EVN) for relocation of existing power poles

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
		(f) Measures taken during underground cabling
J. Land acquisition	Land acquisition	(a) If expropriation of land was not expected but is required, or if loss of access to income of legal or illegal users of land was not expected but may occur, that the Bank’s Task Team Leader shall be immediately consulted; (b) The approved Land Acquisition Plan (if required by the project) will be implemented (not expected in this project)

PART 3: MONITORING PLAN					
What	Where	How	When	By Whom	How much
<i>parameter is to be monitored?</i>	<i>is the parameter to be monitored?</i>	<i>is the parameter to be monitored (what should be measured and how)?</i>	<i>is the parameter to be monitored (timing and frequency)?</i>	<i>is the parameter to be monitored– (responsibility)?</i>	<i>is the cost associated with implementation of monitoring</i>
Preparatory phase					
Rehabilitation phase					

PART 3: MONITORING PLAN					
What	Where	How	When	By Whom	How much
<i>parameter is to be monitored?</i>	<i>is the parameter to be monitored?</i>	<i>is the parameter to be monitored (what should be measured and how)?</i>	<i>is the parameter to be monitored (timing and frequency)?</i>	<i>is the parameter to be monitored– (responsibility)?</i>	<i>is the cost associated with implementation of monitoring</i>
Operation Phase					

Annex VI Template of environmental and social monitoring report

Environmental and Social Monitoring Report

Project:		Municipality:	
Project Location:		Weather conditions:	
GPS coordinates: N: E:	Temperature		
	Precipitation		
	Humidity		
	Wind		
Date of site visit:		No. of visits within this Project:	
Municipality representatives			
Contractor representatives			
MTC (PIU) for LRCP project representatives			
Aim of the visit:			
Type of on-site activities:			
Mitigation measures applied and monitoring activities according the ESMPs	Progress achieved	Environmental and social non-compliances registered	
Next steps towards resolution of non-compliances registered at site			
Annexes (Photos from site visits/Copy of Licenses, Permits, etc.)			

Part of the annex should be mitigation and monitoring tables from ESMP, where comments would be provided to each measure / indicator on status of implementation

Environmental Social specialist: _____

Annex VII WB Exclusion List of non eligible activities for subprojects

- Production or trade in any product or activity deemed illegal under host country laws or regulations or international conventions and agreements, or subject to international bans, such as pharmaceuticals, pesticides/herbicides, ozone depleting substances, PCB's, wildlife or products regulated under CITES.
- Production or trade in weapons and munitions.
- Production or trade in alcoholic beverages (excluding beer and wine)¹
- Production or trade in tobacco¹.
- Gambling, casinos and equivalent enterprises¹.
- Production or trade in radioactive materials.
- Production or trade in unbonded asbestos fibers.
- Drift net fishing in the marine environment using nets in excess of 2.5 km. in length.
- Production or activities involving harmful or exploitative forms of forced labor/harmful child labor.
- Commercial logging operations for use in primary tropical moist forest.
- Production or trade in wood or other forestry products other than from sustainably managed forests.
- Commercial logging operations for use in primary tropical moist forest.
- Production, trade, storage, or transport of significant volumes of hazardous chemicals, or commercial scale usage of hazardous chemicals. Hazardous chemicals include gasoline, kerosene, and other petroleum products.
- Production or activities that impinge on the lands owned, or claimed under adjudication, by Indigenous Peoples, without full documented consent of such peoples.

Annex VIII Grievance Form

Reference No:	
Full Name and Surname: <i>(you can remain anonymous if you prefer or request not to disclose your identity to the third parties without your consent)</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 postal address _____ • By phone: _____ • By e-mail: _____
Preferred language of communication:	Macedonian Albanian Other:
Description of incident/grievance: What happened? Where did it happen? Who did it happen to? What is the result 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? 	
Signature: _____ Date: _____	
Please return this form to: PIU of LRCP <i>Ms. Harita Pandovska</i> email: harita.pandovska@mtc.gov.mk tel. + 389 (0)2 3145-497 Address: Ministry of Transport and Communications Dame Gruev Str. 6, 1000 Skopje, RN M	

Annex IX Table of Content of Resettlement Policy Framework

- 1) Description of the project
- 2) Principles and objectives
- 3) Description of the process for preparing and approving resettlement plans
- 4) Estimated displacement impacts and estimated numbers and categories of displaced persons
- 5) Eligibility criteria
- 6) Legal framework
- 7) Methods of valuing affected assets;
- 8) Organizational procedures for delivery of compensation and other resettlement assistances
- 9) Description of the implementation process
- 10) Grievance redress mechanisms;
- 11) Costs and budget;
- 12) Mechanisms for consultations with displaced persons
- 13) Arrangements for monitoring

Annex X Table of Content of Resettlement Plan (Resettlement Action Plan)

- 1) Description of the project
- 2) Potential impacts Identification
- 3) Objectives
- 4) Census survey and baseline socioeconomic studies
- 5) Legal framework
- 6) Institutional framework
- 7) Eligibility
- 8) Valuation of and compensation for losses
- 9) Community participation Involvement of displaced persons
- 10) Implementation schedule
- 11) Costs and budget
- 12) Grievance redress mechanism
- 13) Monitoring and evaluation
- 14) Arrangements for adaptive management
- 15) **Additional planning requirements are needed where resettlement involves:**
 - ❖ **Physical displacement:** Transitional assistance; Site selection, site preparation, and relocation; Housing, infrastructure, and social services; Environmental protection and management; Consultation on relocation arrangements; Integration with host populations.
 - ❖ **Economic displacement:** Direct land replacement; Loss of access to land or resources; Support for alternative livelihoods; Consideration of economic development opportunities; Transitional support.

Annex XI Table of Content of Stakeholder Engagement Plan

- Introduction
- Project description
- Regulations and Requirements
- Summary of any Previous Stakeholder Engagement Activities
- Project Stakeholders (General & Site Specific for each Sub-Project)
- Stakeholder Engagement Program
- Timetable
- Resources and Responsibilities
- Grievance Redress Mechanism
- Monitoring and Reporting
- Management Functions

Annex XII Labor Management Procedure Template

LABOR MANAGEMENT PROCEDURES

1. OVERVIEW OF LABOR USE ON THE PROJECT

This section describes the following, based on available information:

Number of Project Workers: The total number of workers to be employed on the project, and the different types of workers: direct workers, contracted workers and community workers. Where numbers are not yet firm, an estimate should be provided.

Characteristics of Project Workers: To the extent possible, a broad description and an indication of the likely characteristics of the project workers e.g. local workers, national or international migrants, female workers, workers between the minimum age and 18.

Timing of Labor Requirements: The timing and sequencing of labor requirements in terms of numbers, locations, types of jobs and skills required.

Contracted Workers: The anticipated or known contracting structure for the project, with numbers and types of contractors/subcontractors and the likely number of project workers to be employed or engaged by each contractor/subcontractor. If it is likely that project workers will be engaged through brokers, intermediaries or agents, this should be noted together with an estimate how many workers are expected to be recruited in this way.

Migrant Workers: If it is likely that migrant workers (either domestic or international) are expected to work on the project, this should be noted and details provided.

2. ASSESSMENT OF KEY POTENTIAL LABOR RISKS

This section describes the following, based on available information:

Project activities: The type and location of the project, and the different activities the project workers will carry out.

Key Labor Risks: The key labor risks which may be associated with the project (see, for example, those identified in ESS2 and the GN). These could include, for example:

- The conduct of hazardous work, such as working at heights or in confined spaces, use of heavy machinery, or use of hazardous materials
- Likely incidents of child labor or forced labor, with reference to the sector or locality
- Likely presence of migrants or seasonal workers
- Risks of labor influx or gender based violence

- Possible accidents or emergencies, with reference to the sector or locality
- General understanding and implementation of occupational health and safety requirements

3. BRIEF OVERVIEW OF LABOR LEGISLATION: TERMS AND CONDITIONS

This section sets out the *key aspects* of national labor legislation with regards to term and conditions of work, and how national legislation applies to different categories of workers identified in Section 1. The overview focuses on legislation which relates to the items set out in ESS2, paragraph 11 (i.e. wages, deductions and benefits).

4. BRIEF OVERVIEW OF LABOR LEGISLATION: OCCUPATIONAL HEALTH AND SAFETY

This section sets out the *key aspects* of the national labor legislation with regards to occupational health and safety, and how national legislation applies to the different categories of workers identified in Section 1. The overview focuses on legislation which relates to the items set out in ESS2, paragraphs 24 to 30.

5. RESPONSIBLE STAFF

This section identifies the functions and/or individuals within the project responsible for (as relevant):

- engagement and management of project workers
- engagement and management of contractors/subcontractors
- occupational health and safety (OHS)
- training of workers
- addressing worker grievances

In some cases, this section will identify functions and/or individuals from contractors or subcontractors, particularly in projects where project workers are employed by third parties.

6. POLICIES AND PROCEDURES

This section sets out information on OHS, reporting and monitoring and other general project policies. Where relevant, it identifies applicable national legislation.

Where significant safety risks have been identified as part of Section 2, this section outlines how these will be addressed. Where the risk of forced labor has been identified, this section outlines how these will be addressed (see ESS2, paragraph 20 and related GNs). Where risks of child labor have been identified, these are addressed in Section 7.

Where the Borrower has stand-alone policies or procedures, these can be referenced or annexed to the LMP, together with any other supporting documentation.

7. AGE OF EMPLOYMENT

This section sets out details regarding:

- The minimum age for employment on the project
- The process that will be followed to verify the age of project workers
- The procedure that will be followed if underage workers are found working on the project
- The procedure for conducting risk assessments for workers aged between the minimum age and 18

See ESS2, paragraphs 17 to 19 and related GNs.

8. TERMS AND CONDITIONS

This section sets out details regarding:

- Specific wages, hours and other provisions that apply to the project
- Maximum number of hours that can be worked on the project
- Any collective agreements that apply to the project. When relevant, provide a list of agreements and describe key features and provisions
- Other specific terms and conditions

9. GRIEVANCE MECHANISM

This section sets out details of the grievance mechanism that will be provided for direct and contracted workers, and describes the way in which these workers will be made aware of the mechanism.

Where community workers are engaged in the project, details of the grievance mechanism for these workers is set out in Section 11.

10. CONTRACTOR MANAGEMENT

This section sets out details regarding:

- The selection process for contractors, as discussed in ESS2, paragraph 31 and GN 31.1.
- The contractual provisions that will put in place relating to contractors for the management of labor issues, including occupational health and safety, as discussed in ESS2, paragraph 32 and GN 32.1
- The procedure for managing and monitoring the performance of contractors, as discussed in ESS2, paragraph 32 and GN 32.1

11. COMMUNITY WORKERS

Where community workers will be involved in the project, this section sets out details of the terms and conditions of work, and identifies measures to check that community labor is provided on a voluntary

basis. It also provides details of the type of agreements that are required and how they will be documented. See GN 34.4.

This section sets out details of the grievance mechanism for community workers and the roles and responsibilities for monitoring such workers. See ESS2, paragraphs 36 and 37.

12. PRIMARY SUPPLY WORKERS

Where a significant risk of child or forced labor or serious safety issues in relation to primary suppliers has been identified, this section sets out the procedure for monitoring and reporting on primary supply workers.

Annex XIII Environmental and Social Commitment Plan

Republic of North Macedonia
Local Roads Connectivity Project (LRCP)
ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN

1. *The Republic of North Macedonia through the Ministry of Transport and communications as the main implementing agency is expected to implement a Local Roads Connectivity Project (LRCP). The International Bank for Reconstruction and Development (“the Bank”) has agreed to provide financial support for the realization of the LRCP project.*
2. *The LRCP project will include and support the following types of activities: upgrading of dirty roads/streets; reconstruction of the existing local roads/streets; rehabilitation of the existing local roads/streets; introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage. Main aim of this project is to support implementation of the National Transport Strategy by construction of existing local dirty roads/streets and reconstruction/rehabilitation of the existing ones, improving their safety and mobility and reducing the accidents. The project will enhance the competitiveness and socio-economic development of the eighth planning regions in the country and increase the capacity of connection with the neighbouring countries and with the main populated areas in RNM. The Ministry of Transport and Communications is proposing allocation of funds from the Loan (70 million euros) by the World Bank for the implementation of the Local Roads Connectivity Project (LRCP).*
3. *The MTSP will implement measures and actions so that the Project is implemented in accordance with the World Bank Environmental and Social Standards (ESSs).*
4. *Where the ESCP refers to specific plans or other documents, whether they have already been prepared or are to be developed, the ESCP requires compliance with all provisions of such plans or other documents. In particular, the ESCP requires compliance with the provisions set out in the Environmental and Social Management Framework, Resettlement Policy Framework, and the Stakeholder Engagement Plan that has been developed for the Project, and the Labor Management Procedures, specific Environmental and Social Impact Assessment documents (ESMPs and ESMP Checklists), specific Environmental and Social Management Plans, Occupational, that will be developed for the Project.*
5. *The table below summarizes the measures and actions that are required as well as the timing of the material measures and actions. The Republic of North Macedonia is responsible for compliance with all requirements of the ESCP even when implementation of specific measures and actions is conducted by a Ministry, agency or unit referenced in paragraph 1 above, including the Project Implementation Unit (PIU).*
6. *Implementation of the measures and actions set out in this ESCP will be monitored and reported to the World Bank through the MTSP as required by the ESCP and the conditions of the legal agreement, and the Bank will monitor and assess progress and completion of the measures and actions throughout implementation of the Project.*
7. *As agreed by the Bank and the Government of North Macedonia, this ESCP may be revised from time to time during Project implementation, to reflect adaptive management of Project changes and unforeseen circumstances or in response to the assessment of Project performance conducted under the ESCP itself. In such circumstances, the Ministry of Education will agree to the changes with the Association and will update the ESCP to reflect such changes. Agreement on changes to the ESCP will be documented through the exchange of letters signed between the WB and the Ministry of Transport and communications. The Ministry of Transport and communications will promptly disclose the updated ESCP.*

Local Roads Connectivity Project (LRCP) ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN October 2019			
<i>Summary of the Measures and Actions to Mitigate the Project's Potential Environmental and Social Risks and Impacts</i>	<i>Timeframe</i>	<i>Responsibility Authority and Resources/Funding Committed</i>	<i>Date of Completion</i>
ESCP Monitoring and Reporting			
<p>REGULAR REPORTING:</p> <p>Prepare and submit regular monitoring reports on the environmental, social, health and safety performance of the Project, including implementation of the ESCP, and any E&S documentation prepared or to be prepared and implemented (ESMP or ESMP Checklist depending of the type of the project) under the ESCP, in form and substance acceptable to WB.</p>	<p><i>Every six months during the Operation's implementation in conjunction with the Project's progress reports</i></p>	<p><i>Project Implementation Unit (PIU) within the MoTC</i></p> <p><i>Funding from the Project budget</i></p>	<p>Throughout project implementation</p>
<p>INCIDENTS AND ACCIDENTS NOTIFICATION:</p> <p>Notify within 24 hours any incident or accident related to the project or that has an impact on it, and that has or could have a significant adverse effect on the environment, the affected communities, the public, or the workers included, for example, occupational accidents that could result in serious injury, minors, injuries, falls, vehicle accidents, larger spills of chemicals, oils, fuels, etc.</p>	<p><i>Any incident or accident shall be notified immediately after taking note of the incident or accident, report to the Task Team Leader of the Bank</i></p>	<p><i>PIU Project Manager</i></p> <p><i>Funding from the Project budget.</i></p>	<p>Throughout project implementation</p>

	The MoTC will provide sufficient detail regarding the incident or accident, indicating immediate measures taken to address it and include any information provided by any Contractor/Subcontractor or supervising engineer. Incident and accidents reporting requirements will be incorporated into the project implementation and procedures manuals.			
SUMMARY ASSESSMENT				
ESS 1: ASSESSMENT AND MANAGEMENT OF ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS				
1.1	ORGANIZATIONAL STRUCTURE: Establish an organizational structure with qualified staff to support management of environmental and social risks of the Project. One Environment and Social Specialists is required to be engaged as permanent staff within the PIU.	Prior the implementation of the project	<i>Project Implementation Unit (PIU)</i> <i>Maintained as necessary throughout Project implementation.</i>	<i>Before starting with Project implementation</i>
1.2	SPECIFIC ENVIRONMENTAL AND SOCIAL ASSESSMENTS AND MANAGEMENT PLANS: Prepare, update, adopt, and implement, the Environmental and Social Management Framework. The ESMF will have specific requirements on the need for management plans at project and sub-project levels: RPF, SEP and LMP should be prepared as an tools for identification of social risks and impacts from the LRCP project and proposing appropriate mitigation measures for implementation during the project realization.	<i>From the beginning of the project, supervision of the implementation of instruments is required. The instruments are: ESMF, RPF, ESMPs, ESMP Checklist, SEP and LMP.</i> <i>ESMPs and ESMP Checklists prepared and accepted by the WB before launching the</i>	PIU <i>Funding from the Project budget</i>	<i>Throughout Project implementation</i>

		<i>bidding process for any civil works as appropriate, and thereafter implemented through the execution of works.</i>		
1.3	<p>MANAGEMENT TOOLS AND INSTRUMENTS: Development of specific ESMPs and ESMP Checklist, as well as preparation and implementation of the following documents:</p> <ul style="list-style-type: none"> • Environmental and Social Management Framework (ESMF) • Labor Management Procedures (LMP) • Stakeholder Engagement Plan (SEP) 	<i>Before preparation of bidding documents.</i>	PIU	<i>After Board approval, and before the start of the Project, and periodically throughout the period of implementation of the Project, as required</i>
1.4	<p>MANAGEMENT OF CONTRACTORS: MoTC will develop and implement procedures for managing Contractors and subcontractors. Incorporate the obligation of prepared an Environmental Health and Safety (EHS) plan into the contractual agreements with contractors and subcontractors. Environmental and Social obligations will be included in all bidding documents including the contractual agreements.</p>	<p><i>Prior to the preparation of bidding procurement documents.</i></p> <p><i>Prior to signature of contracts</i></p>	PIU	<i>Implementation of the management tools and instruments required throughout Project implementation</i>
1.5	<p>PERMIT, CONSENTS AND AUTHORIZATIONS: Obtain or assist in obtaining, as appropriate, the permits, consents and authorizations that are applicable to the Project from relevant national authorities, pursuant to applicable national laws.</p> <ul style="list-style-type: none"> ▪ Decision for approval of the EIA Report by the relevant Municipality; 	Before any commencement of works or initiation of activities that require permits, consents and/or authorizations	Municipality/Contractor	Throughout Project implementation

	<ul style="list-style-type: none"> ▪ Approval for reconstruction/rehabilitation of the local road/street by the competent Authority; ▪ Approval for waste disposal at a specific location on the territory of the municipality. 			
1.4	REPORTING TO WB: MoTC will submit semiannual Environmental and social performance reports to the World Bank on ESMF/RPF implementation, and subsequent ESMPs and ESMP Checklists.	Semi-annual	PIU (Project Manager, ESS)	Throughout Project implementation
ESS 2: LABOR AND WORKING CONDITIONS				
2.1	LABOR MANAGEMENT PROCEDURES: Develop maintain and implement, throughout Project implementation, labor management procedures consistent with national legislation and ESS2, and ensure they are available to Project workers. The Labor management procedures (LMP) will address all issues identified in ESS2, including the applicable requirements regarding non-discrimination and equal opportunity.	<i>Becomes available. Prior to performing work</i>	PIU Funding from the Project budget	<i>LMP to be applied throughout Project implementation</i>
2.2	OHS MEASURES: Develop and implement occupational health and safety measures (OHS), including emergency preparedness and response measures, project workers training to heighten awareness of risks and to mitigate impacts on local communities.	<i>Contractual obligation Maintained throughout Project implementation Before commencement of works at any of the sites.</i>	Project Manager (PIU) Funding from project resources	<i>Throughout Project implementation</i>
2.3	GRIEVANCE MECHANISM FOR PROJECT WORKERS: Develop and maintain a grievance mechanism for any Project-related labor and employment matters, easily	Mechanism operational and information about it disseminated project workers	Project Manager (PIU)	<i>Throughout Project implementation</i>

	accessible and promptly disclosed to Project workers, in line with ESS2 and labor laws in North Macedonia.	<i>and maintained throughout Project implementation.</i>	<i>Funding from project resources and contractor budget</i>	
ESS 3: RESOURCE EFFICIENCY AND POLLUTION PREVENTION AND MANAGEMENT				
3.1	<p>MANAGEMENT OF WASTE AND HAZARDOUS MATERIALS: The Contractor will develop and implement measures and actions in EHS plan as well as in EIA Report to manage waste and hazardous materials.</p> <p>Contractor also should implement all measures prescribed within the ESMP or ESMP Checklist regarding the management of waste and hazardous materials.</p>	<p><i>Contractual obligation</i></p> <p><i>Maintained throughout Project implementation Before commencement of works at any of the sites.</i></p>	Contractors	Throughout project implementation
ESS 4: COMMUNITY HEALTH AND SAFETY				
4.1	<p>COMMUNITY HEALTH AND SAFETY: The Contractor will Develop and implement measures and actions in EHS plan to manage risks related to Community Health and Safety including traffic and road safety risks and risks related to the use of security personnel.</p>	<p><i>Contractual obligation</i></p> <p><i>Maintained throughout Project implementation.</i></p>	Contractors	Throughout project implementation
4.2	<p>CONSULTATION AND COMMUNITY AWARENESS: Conduct training for the community designed to heighten awareness of risks and to mitigate impacts specified in this section were civil works will be implemented.</p>	<i>During civil works</i>	PIU	Throughout project implementation

	This will be conducted as part of the Stakeholder Engagement Plan			
ESS 6: BIODIVERSITY CONSERVATION AND SUSTAINABLE MANAGEMENT OF LIVING NATURAL RESOURCES				
6.1	BIODIVERSITY RISKS AND IMPACTS: Contractors will be required to follow the recommendations for maximum biodiversity conservation in the immediate vicinity of the project site and avoid occupying larger areas for carrying out construction activities as required by the ESMPs or ESMP Checklist (depending of the type of the project activities).	<i>Prior any commencement of works and maintained throughout construction.</i>	Contractors	Throughout project implementation
ESS 8: CULTURAL HERITAGE				
8.1	CHANCE FINDS: Chance find procedures will be part of all contracts involving any works under the project.	<i>Prior any commencement of works and maintained throughout construction.</i>	Contractors	Throughout project implementation
ESS 10: STAKEHOLDER ENGAGEMENT AND INFORMATION DISCLOSURE				
10.1	SEP PREPARATION: Prepare and disclose the Stakeholder Engagement Plan (SEP).	<i>During Project preparation and no later than Project appraisal</i>	<i>Project Preparation Team and PIU</i> <i>Funding from the Project budget</i>	Amendments as required throughout the Project duration
10.2	SEP IMPLEMENTATION: Implement the SEP. The SEP may be amended and updated (and redisclosed) as needed during Project implementation.	<i>During Project preparation, at commencement and throughout Project life</i>	<i>PIU</i> <i>Funding from the Project</i>	Throughout the Project duration

		<i>cycle</i>	<i>budget</i>	
10.3	<p>PROJECT GRIEVANCE MECHANISM: Develop and implement a grievance mechanism for the entire Project.</p> <p>The SEP includes a commitment to communicate to stakeholders the establishment of the grievance mechanism to ensure that affected stakeholders are aware of its existence and familiar with the process for submitting grievances to such grievance mechanism.</p>	<p><i>Prior to commencement of the Project activities.</i></p> <p><i>Maintained throughout Project implementation</i></p>	<p><i>PIU (Project Manager)</i></p> <p><i>Funding from the Project budget</i></p>	<p>First draft before the World Bank’s Project Appraisal (as a component of the SEP). Amendments as needed throughout the Project.</p> <p>Semi Annual Grievance Redress Report throughout the Project</p>
10.4	<p>Evaluate effectiveness of the grievance mechanism. Analysis of the mechanism to determine if it needs adjustments to manage the claims received by beneficiaries belonging to vulnerable and disadvantaged groups and individuals.</p> <p>Adjustment of the mechanism based on the results of the analysis.</p>	<p><i>Every six months during the Project implementation.</i></p>	<p>PIU (Project Manager)</p>	<p>Throughout Project implementation.</p>
Capacity Support				
Specify Training to be provided		Specify Targeted Groups and Timeframe for Delivery	Specify Training Completed	
Use of Personal Protective Equipment (PPE)		All workers and Project staff		

	Continuous	
Traffic and pedestrian safety	All workers and Project staff Continuous throughout Project timeline	
Occupational health and safety including on emergency prevention and preparedness and response arrangements to emergency situations	All workers and Project staff Continuous throughout Project timeline	
Environment and social monitoring and reporting	Environmental and social Specialist	

Annex XIV Key relevant National Environmental and Social related legislation

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Air Quality	<ul style="list-style-type: none"> • Law on Ambient Air Quality (Official Gazette No. 67/04 with amendments No. 92/07, 35/10, 47/11, 59/12, 163/13, 10/15, 146/15); • Decree on limit values of levels and types of pollutants in ambient air and alert thresholds, deadline for achieving limit values, margins of tolerance of the limit value, target values and long-term goals (Official Gazette No. 19/05); • Rulebook on establishing the emission upper limits on national level (Official Gazette No. 10/90); • RNM ratified the Convention on Climate Change on 28 January 1998, entrance into force on 28 Apr 1998; • RNM ratified the Kyoto Protocol on 18 November 2004, entrance into force on 16 February 2005; • Decree on limit and target values for levels and type of pollutants in the ambient air, alert and information thresholds; deadlines for achieving limit and target values for specific substances; margins of tolerance for limit value and target value and long-term objectives for specific pollutants (Official Gazette No. 50/05); • Rulebook on criteria, methods and procedures for evaluation of the ambient air quality (Official Gazette No.82/06); • Lists of zones and agglomerations for ambient air quality (Official Gazette No.23/2009); • Rulebook for methodology for inventory and determination of the levels of emissions of pollutants in the ambient air in tons per year for all types of activities, as well as other data required to be submitted under the Program for air monitoring in Europe (EMEP) (Official Gazette No.142/07); • Rulebook for air emission limit values from stationary sources (Official Gazette No. 141/10); • The diesel fuel specifications are prescribed by Rulebook on liquid fuel quality (Official Gazette No. 88/2007, 91/2007, 97/2007, 105/2007, 157/2007, 15/2008, 78/2008, 156/2008, 81/2009).

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Waste Management	<ul style="list-style-type: none"> • Law on Waste (Official Gazette No. 68/04, 71/04, 107/07, 102/08, 134/08, 124/10, 51/11, 123/12, 147/13, 163/13, 51/15, 146/15); • List of Waste Types (Official Gazette No. 100/05); • Law on Packaging and Packaging Waste (Official Gazette No. 161/09, 06/09, 17/11, 47/11, 136/11, 6/12, 39/12, 163/13, 146/15); • Law on Waste Electronics and Electrical Equipment (WEEE) (Official Gazette No. 06/12, 163/13, 146/15); • Law on batteries and accumulators and waste batteries and accumulators (Official Gazette no. 140/10, 47/11, 148/11, 163/13 and 146/15); • The Law on the Ratification of the Basel Convention on the Control of Trans-Boundary Movements of Hazardous Wastes and their Disposal (Official Gazette No. 48/97); • Rulebook on the manner and the conditions for waste storage, as well as on the conditions to be met by the sites on which waste storage is performed (Official Gazette No. 29/07); • Rulebook on the manner and the conditions for handling PCBs, the conditions to be met by installations and facilities for PCBs disposal and decontamination, on used PCBs and on the manner of labeling the equipment that contains PCBs (Official Gazette No. 48/07, 130/09); • Rulebook on the procedures and manner of collection, transport, processing, storage, treatment and disposal of waste oils, and the manner of keeping records and submission of data (Official Gazette No. 156/07); • Rulebook on general rules for handling with communal and other non-hazardous waste (Official Gazette No. 147/07); • Rulebook of detailed conditions on the handling of hazardous waste, and on the manner of packaging and labeling (Official Gazette No. 15/08); • Rulebook on the handling and management of waste containing asbestos and waste from products containing asbestos (O.G. of RM No. 89/06).
Water	<ul style="list-style-type: none"> • Law on Environment (Official Gazette No.53/05, 81/05, 24/07, 159/08, 83/09, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 146/15, 99/18); • Law on Waters (Official Gazette No. 87/08, 6 / 09, 161/09, 83/10, 51/11, 44/12, 163/13, 180/14, 146/15); • Rulebook on water safety (Official Gazette No. 46/08) • Law on Water Master Plan (Official Gazette No. 85/03, 95/05, 103/08); • Law on Aquatic Communities (Official Gazette No. 51/03, 95/05 113/07); • Decree on classification of waters (Official Gazette No. 18/99);

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
	<ul style="list-style-type: none"> • Decree on categorization of water streams, lakes, accumulations and groundwater (Official Gazette No. 18/99, 71/99) ; • Rulebook on the manner of establishment and maintenance of the protection zones around the springs for drinking water (“Official Gazette of the RNM” no. 17/83 and 15/89); • Rulebook on monitoring the sediment in reservoirs (Official Gazette No. 4/99); • Rulebook on the information of the conditions on the level and quantities of accumulated water in the accumulations, as well as the quantities of water discharged from there (Official Gazette no. 8/99); • Rulebook on the content and the manner of preparation of the River Basin Management Plans (Official Gazette No. 148/09); • Rulebook on the Methodology for assessment of the river basins (Official Gazette No. 148/09); • Rulebook on the content and manner of preparation of the program of measures (Official Gazette No. 148/09); • Rules for special security requirements for natural mineral water (Official Gazette No. 32/06); • Rulebook on the safety of water (Official Gazette No. 46/08); • Rulebook for hazardous and harmful substances and their emission standards that can be discharged into the sewage or drainage system, surface or ground water bodies and the coastal lands and wetlands (Official Gazette No. 108/11); • Rulebook on conditions and how the emission limit values for discharges of waste water after their purification, method of their calculation, taking into account the specific requirements for the protection of protected areas (Official Gazette No. 81/11) • Law for drinking water and disposal of urban wastewater (Official. Gazette of RM no. 68/04, 28/06, 103/08, 17/11, 54/11, 163/13, 10/15 and 147/15).
Chemicals	<ul style="list-style-type: none"> • Law on Chemicals (Official Gazette of RM “No 145/10, 53/11, 164/13, 116/15, 149/15) • Rulebook on transportation of dangerous substances (Official Gazette of RM 113/07) • List of Prohibited chemicals (Official Gazette of RM 57/11) • Rulebook for the manner of classification and labeling of dangerous substances (Official Gazette of RM “No 145/10, 53/11)

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Noise and Vibration	<ul style="list-style-type: none"> • Law on Noise Protection (Official Gazette No. 79/07, 124/10, 47/11, 163/13, 146/15) • Rulebook on noise indicators and the area of application of additional noise indicators (Official Gazette No. 107/08); • Rulebook on the permissible level of noise in the environment (Official Gazette No. 147/08); • Rulebook for locations of measuring stations and measuring points (Official Gazette No. 120/08); • Rulebook on details of the content of strategic noise maps and noise action plans, method of preparation and method of collecting data for preparing strategic noise maps and noise action plans, and method of collection, storage and recording (Official Gazette No.133/10); • Rulebook on the method, conditions and procedure for establishing and operating networks, monitoring methodology, conditions, method and procedure for submitting noise monitoring information and data (Official Gazette No.1/09).
Protected Natural Areas and Biodiversity	<ul style="list-style-type: none"> • Law on Nature Protection (Official Gazette No. 67/04, 14/06, 84/07, 35/10, 47/11, 148/11, 59/12, 13/13, 163/13, 41/14, 146/15) and secondary legislation on Natura 2000 and emerald network; • Law on Forests (Official Gazette no. 64/09, 24/11, 54/11, 25/13, 79/13, 147/13, 43/14, 160/14 and 44/15); • Law on protection of plants (Official Gazette no. 25/98 and 06/00); • Lists for determining strictly protected and protected wild types (Official Gazette no. 139/11); • (Emerald Network: Launched in 1998 by the Council of Europe, of which the RNM is a member, as part of the works under the Bern Convention on the Conservation of European Wildlife and Natural Habitats. This ecological network is based on the same principles as Natura 2000, and represents its <i>de facto</i> extension to non-EU countries. National Emerald Network in the RNM was implemented between 2002 and 2008.); • RNM ratified the Rio Convention in 1997; • RNM ratified the Bonn Convention in 1999; • RNM ratified the Ramsar Convention in 1977; • RNM ratified the Bern Convention in 1997; • RNM ratified the CITES Convention in 2000; • RNM ratified the Agreement on the Conservation of Bats in Europe (London) in 1999, amended in 2002

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Cultural Heritage and Archaeology	<ul style="list-style-type: none"> • Law on Culture (Official Gazette No. 31/98, 49/2003, 82/2005, 24/2007, 116/10, 47/11, 51/11, 136/12, 23/13, 187/13, 44/14, 61/15, 154/15, 39/16) • Law on Protection of Cultural Heritage (Official Gazette No. 20/04, 71/04, 115/07, 18/11, 148/11, 23/13, 137/13, 164/13, 38/14, 44/14, 199/14, 154/15, 192/15, 39/16); • Regulation for National Registry of Cultural Heritage (Official Gazette No. 25/05); • (RNM ratified the Convention for the protection of the World Cultural and Natural Heritage in 1991).
Community Health and Safety	<ul style="list-style-type: none"> • Law for Health Protection (Official Gazette No. 43/12, 145/12, 87/13, 164/13, 39/14, 43/14, 132/14, 188/14, 10/15, 61/15, and 154/15); • Law on public health (Official Gazette No. 22/10, 136/11, 144/14, 149/15) • Law for Transport of Hazardous Materials and amendments (Official Gazette Nos. 92/2007, 17/2011, 54/2011, 13/13, 163/13, 38/14, 166/14 and 116/15); • Law for preventing the spreading of the infectious diseases (Official Gazette No. 66/2004, 139/08, 99/09 и 149/14 and 150/15); • Law for Wages (Official Gazette No. 70/94, 62/95, 33/97, 50/2001, 26/2002, 46/2002, 37/2005, 121/2007, 161/2008, 92/2009, 97/ 2010, 11/12, 145/12, 170/13, 139/14 and 147/15); • Law on Equal Opportunities for Men and Women, and the National Action Plan for Gender Equality (Official Gazette No. 06/12, 166/14 and 150/15); • Law for Social Protection (Official Gazette No. 79/09, 36/11, 51/11, 166/12, 15/13, 79/13, 164/13, 187/13, 38/14 and 44/14, 116/14, 180/14, 33/15, 72/15, 104/15 and 150/15); • Law for Children Protection (Official Gazette No. 170/10, 23/13, 12/14, 44/14, 144/14, 10/15, 25/15 and 150/15); • Crisis Preparedness Planning, June 2009 (for abnormal working conditions like high temperatures, floods and similar);

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Labor & Working Conditions	<ul style="list-style-type: none"> • Labor Law of RNM (Official Gazette No. 62/05, 106/08, 161/08, 114/09,130/09, 50/10, 52/10, 124/10, 47/11, 11/12,39/12, 13/13, 25/13, 170/13, 187/13, 113/14, 20/15, 33/15, 72/15, 129/15, 27/16); • Law on Occupational Health and Safety (Official Gazette No. 92/07, 136/11, 23/13, 25/13, 137/13, 164/13, 158/14, 15/15 and 129/15); • Law for Wages (Official Gazette No. 70/94, 62/95, 33/97, 50/2001, 26/2002, 46/2002, 37/2005, 121/2007, 161/2008, 92/2009, 97/ 2010, 11/12, 145/12, 170/13 и 139/14 and 147/15) and secondary legislation; • Law on Equal Opportunities for Men and Women, and the National Action Plan for Gender Equality (Official Gazette No. 06/12, 166/14 and 150/15); • Rulebook on minimal requirements for occupational health and safety on working place (Official Gazette No. 154/2008); • Rulebook for personal protective equipment that uses employees at work (Official Gazette No.92/07); • Rulebook for occupational health and safety at work for workers exposed on risk of noise (Official Gazette No. 21/2008); • Law on Employment & Work of Foreigners (Official Gazette No. 5/2009, 35/10, 148/11, 84/12, 148/13, 38/14 and 150/15); • Law on inspection for implementation of laws for labor and working conditions (Official Gazette No. 35/97, 29/2002, 36/11, 164/13, 44/14, 33/15 and 147/15); • In 1991 RNM ratified a number of International Labor Organization (ILO) conventions.

Environmental/ social issues for the project	Relevant national Environmental and Social legislation
Land Acquisition	<ul style="list-style-type: none"> • Law on expropriation (Official Gazette No. 95/12, 131/12, 24/13, 27/14, 104/15, 192/15, 23/16, 178/16); • Law on real estate cadaster (Official Gazette No. 55/13, 41/14, 115/14,116/15,153/15, 192/15, 61/16); • Law on property and other real rights (Official Gazette no. 18/01, 92/08, 139/09,35/10); • Law on Construction (Official Gazette No. 130/09, 124/10, 18/11, 36/11, 54/11, 13/12, 144/12, 25/13, 79/13, 137/13, 163/13, 27/14, 28/14, 42/14, 115/14, 149/14, 187/14, 44/15, 129/15, 217/15, 226/15, 30/16, 31/16, 39/16, 71/16, 132/16). • Law on Assessment (Official Gazette No. 115/10, 158/11, 185/11, 64/12, 188/14, 104/15, 153/15, 192/15, 30/16) • The Law on Access to Public Information (Official Gazette No. 13/06, 86/08, 06/10, 42/14, 148/15, 55/16) • Methodology for assessment of the market value of the real estate (Official Gazette No. 54/12) • Rulebook on the method of cadastral classification and determination and registration of the change of cadastral culture and land class (Official Gazette No. 144/13, 95/15) • Law on acting upon illegally constructed buildings (Official Gazette No. 23/11, 54/11, 155/12, 53/13, 72/13, 44/14, 115/14, 199/14, 124/15, 129/15, 217/15, 31/16) • Law on acting upon complaints and proposals (Official Gazette No.82/2008, 13/13, 156/15, 193/15).

Access to environmental information and public participation in environmental decision making process

- Law on Environment (Official Gazette No.53/05, 81/05, 24/07, 159/08, 83/09, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 39/16);
- Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus) (“Official Gazette of the RNM on the assessment of trans-boundary environmental impacts (Espoo Convention, February 1991) (“Official Gazette of the RNM no. 44/99);

ESIA procedure

- Law on Environment (Official Gazette No.53/05, 81/05, 24/07, 159/08, 83/09, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 39/16, 99/18);
- Decree on determining projects for which the ESIA procedure should be carry out (Official Gazette No.74 / 05, 109/09, 164/12);
- Rulebook on the information contained in Notification of intent to implement a project and the procedure for determining the need for ESIA of a project (Official Gazette No.33/06);
- Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Ministry of Environment and Physical Planning (Official Gazette of RM" No. 80/09, 36/12);
- Rulebook on the list of projects for which the EIA Report – Elaborate should be prepared by the Project Proponent and the EIA Report need to be adopted by the Mayor of the municipality or Mayor of City of Skopje (Official Gazette of RM" No. 80/09, 32/12)
- Rulebook on the form and contents of the EIA Report – Elaborate, the procedure for their approval, and manner of keeping the register of approved reports (Official Gazette of RM" No. 50/09, 44/13, 111/14)

Annex XV Summary of the public hearing/consultation meeting for draft version of “Environmental and social Management Framework”, “Resettlement Policy Framework”, “Stakeholder Engagement Plan”, “Action Plan for realization of environmental and social measures within the Local Roads Connectivity Project in RNM” for the Local Road Connectivity Project

<p>Place</p>	<p>Ministry of Transport and Connection:</p> <ul style="list-style-type: none"> – Date 11.11.2019, Ministry of Transport and Connection st. Dame Gruev n. 6, 1000 Skopje, duration 14.30 – 16.00 o’clock. – Date 12.11.2019, Municipality of Cheshinovo-Obleshevo, st. Marshal Tito n.17, 2301 Cheshinovo-Obleshevo, duration 12.30 – 13.30 o’clock. – Date 12.11.2019, Municipality of Kochani, st. Rade Kratovche n.1, 2300 Kochani, duration 14.30 – 16.00 o’clock. – Date 13.11.2019, Municipality of Berovo, st. Dimitar Vlahov n.10, 2330 Berovo, duration 14.30 – 16.00 o’clock. – Date 14.11.2019, Municipality of Krushevo, st. Nikola Gjurovikj nn, 7550 Krushevo, duration 13.00 – 13.45 o’clock.
<p>Aim</p>	<p>The purpose of the event was to present draft versions of the prepared documents „Environmental and Social Management Framework”, “Resettlement Policy Framework“, “Action Plan for realization of environmental and social measures in RNM”, “Stakeholder Engagement Plan” for the Local Road Connectivity Project in RNM and collecting comments and remarks from various stakeholders.</p> <p>The four documents have been prepared within the Local Road Connectivity Project in RNM in order to improve the condition of the roads, improve traffic safety and increase the mobility of the population in the municipalities through the upgrading, rehabilitation and reconstruction of the existing local road infrastructure. The draft documents were published on the MTC website on 06.11.2019.</p> <p>In addition to the basic documents for the 4 applicant municipalities, appropriate instruments for environmental and social aspects were prepared in accordance with the requirements of the World Bank.</p> <p>An Environmental and Social Management Plan (ESMP) was prepared for the Municipality of Cheshinovo-Obleshevo and the Municipality of Berovo, while an ESMP Checklist was prepared for the Municipality of Kochani and the Municipality of Krushevo. The draft documents were published on 08.11.2019 on the relevant website of the municipality to which the project relates.</p>
<p>Invited</p>	<p>Various stakeholders were invited across the country related to the Local Roads Connectivity Project in RNM (national institutions, agencies, companies, municipalities, NGOs dealing with environmental and social issues).</p>

	Ministry of Environment and Physical Planning, World Bank Project Office in the Ministry of Finance (MSIP Project), local governments of: Municipality of Kisela Voda, Municipality of Gjorce Petrov, Ilinden, Mavrovo Rostuse.
Participants	The public hearing was attended by 10 representatives from different institutions, NGOs, as well as representatives of the local self-government in the country.
Presentation Technique	Power Point presentation was prepared by the Consultant with key findings from the „Environmental and Social Management Framework“, “Resettlement Policy Framework“, “Action Plan for realization of environmental and social measures in RNM“, “Stakeholder Engagement Plan” for the LRCP Project and were presented environmental and social due diligence procedures in accordance with national legislation and policies of the World Bank.
Announcement for holding public hearings	<ol style="list-style-type: none"> Public Notice and Announcement of the Public Hearing is posted on MTC website (http://www.mtc.gov.mk/javniOglasi/Izvestuvanje-za-javna-rasprava-za-ESMF_RPF_SEP_ESCP_SPA), also the draft version of the prepared documents „Environmental and Social Management Framework“, “Resettlement Policy Framework“, “Action Plan for realization of environmental and social measures in RNM“, “Stakeholder Engagement Plan” for the LRCP Project are disclosed on the website. Public Notice and Announcement of the Public Hearing for each of the 4 municipal project documents published on the web sites of the municipalities: <ul style="list-style-type: none"> Municipality of Kochani - https://kocani.gov.mk/%d0%b8%d0%b7%d0%b2%d0%b5%d1%81%d1%82%d1%83%d0%b2%d0%b0%d1%9a%d0%b5-%d0%b7%d0%b0-%d0%be%d0%b4%d1%80%d0%b6%d1%83%d0%b2%d0%b0%d1%9a%d0%b5-%d0%bd%d0%b0-%d1%98%d0%b0%d0%b2%d0%bd%d0%b0-%d1%80%d0%b0%d1%81/ Municipality of Cheshinovo-Obleshevo - https://cesinovo-oblesevo.gov.mk/%d1%98%d0%b0%d0%b2%d0%bd%d0%b0-%d1%80%d0%b0%d1%81%d0%bf%d1%80%d0%b0%d0%b2%d0%b0-%d0%b7%d0%b0-%d1%83%d0%bb-%d1%85%d1%80%d0%b8%d1%81%d1%82%d0%b8%d1%98%d0%b0%d0%bd-%d1%82%d0%be%d0%b4%d0%be%d1%80/ Municipality of Berovo - http://www.berovo.gov.mk/index.php?option=com_content&view=article&id=2844:2019-11-08-12-10-04&catid=40:vesti-berovo&Itemid=62 Municipality of Krushevo - http://krusevo.gov.mk/?p=10085 The official invitation from MTC for the public event was sent to many stakeholders from relevant national and local level institutions, NGOs, professional associations etc. on 06.11.2019. Minutes of the Meeting, List of Participants and Photographs of the Public Hearing are given in Annex 6.
Conclusion and comments	The participants of the public hearing were satisfied with the prepared documents and expressed interest in the preparation and selection of quality projects and supervision that will be constantly present for the quality performance of the construction activities. The need for prioritization of projects by the applicant municipalities was

	<p>indicated in order for the most vulnerable streets / roads to have an advantage when applying for projects.</p> <p>Citizens are particularly interested in having the most vital parts of their settlements covered by the project in order to improve their living conditions. Recognize that consistent implementation of the measures prescribed in the documents will ensure environmental protection and increase their safety.</p>
Conclusion	<p>At this stage, the Agreement with the Bank has not yet been signed and the Bank wishes to hear the public opinion on these eight prepared documents.</p> <p>After the signing of the Contract the details of the specific activities for each of the components and sub-projects involved will be known.</p> <p>All projects submitted by the applicant municipalities will be analyzed by the MTC Project Office, guidelines for improvement will be provided and if they meet the criteria, they will be selected for project financing.</p>
Responsibilities	<p>The Environmental and social Expert will review the documents in accordance with the comments received and will also prepare a Summary of the Public Hearings and include them in the final version of the documents „Environmental and Social Management Framework“, “Resettlement Policy Framework“, “Action Plan for realization of environmental and social measures in RNM“, “Stakeholder Engagement Plan“. It will do the same with the ESMPs and the ESMP Checklists for the respective municipalities (Krusevo, Kocani, Ceginovo-Obleshevo and Berovo).</p> <p>Final version of the documents „Environmental and Social Management Framework“, “Resettlement Policy Framework“, “Action Plan for realization of environmental and social measures in RNM“, “Stakeholder Engagement Plan“ will be submitted to the project office of the LRCP and to the World Bank for final review and approval.</p>

Annex 1 Minutes of meeting from the Public hearing event in the Ministry of Transport and Communications on the “Environmental and Social Management Framework“, “Resettlement Policy Framework“, “Stakeholder

Engagement Plan”, “Action Plan for realization of environmental and social measures within the Local Roads Connectivity Project in RNM” for the Local Connectivity Project

Skopje (11.11.2019)

On the 11.11.2019 at 14:30 o'clock at the premises of the Ministry of Transport and Communications public hearing event on Environmental and social Management Framework”, “Resettlement Policy Framework”, “Stakeholder Engagement Plan” and “Action Plan for realization of environmental and social measures” within the Local Road Connectivity Project in RNM was held.

The notice and the Announcement for holding a public hearing on the draft documents published on the website of the Ministry of Agriculture, Forestry and Water Economy are provided in Annex 1 and Annex 2.

At the public hearing attended 10 persons: 3 representatives from the Ministry of Transport and Communications, 1 representative from the Ministry of Environment and Physical Planning, 1 representative from the World Bank Project Office for the MSIP Project, 2 representatives from the municipality of Mavrovo - Rostuse, 1 representative from the municipalities of Kisela Voda, 1 representative from the municipality of Ilinden, 1 representative from the municipality of Gjorce Petrov (The list of attendees is given in the Annex 3).

Mrs. Irina Temelkovska as a representative of the Ministry of Transport and Communications opened the public debate presenting the main objective of the Local Roads Connectivity Project in the RNM through remediation, rehabilitation and reconstruction of the existing local road infrastructure.

The Ministry of Transport and Communications of the RNM will implement the Local Roads Connectivity Project (LRCP) in order to improve local road infrastructure and traffic safety with the financial support of the World Bank.

The project will also provide social inclusion that will be achieved by connecting remote and endangered communities and increasing the availability of the transport network at the local level.

The Ministry of Transport and Communications allocation of funds from the Loan (70 million euros) by the World Bank will use for the purpose of financing reconstruction and rehabilitation of the existing ones, upgrading of dirt roads/streets to paved/asphalt, introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, drainage.

The LRCP project includes the following project activities:

- upgrading of dirt roads/streets;
- reconstruction of the existing local roads/streets;
- rehabilitation of the existing local roads/streets;
- Introducing road safety measures like pedestrian paths along one or both sides of the streets/local roads, electrification, and drainage.

Following a brief introduction to the project activities, Mrs. Slavjanka Pejcinovska - Andonova representative from the EcoMosaic Technical Consulting Company who prepared the draft documents took the floor to present the main findings of the Environmental and Social Management Framework document. Mrs. Andonova indicated that the sub-projects that will be applicants under the Local Road Connectivity Project are expected to be moderate risk projects (reconstruction / upgrading of existing local roads / streets) and low risk projects (remediation of existing local roads). / Streets, Implementation of Road Safety Measures - Traffic Signaling, Walkways, Drainage Channels, Bus Stations).

During the implementation of the projects MTC as the project developer should follow the procedures for environmental impact assessment of the projects in accordance with the national legislation and policies of the World Bank, and it should be required by the applicants - local governments to implement the requirements, especially in the part of monitoring of the implementation by the Contractors of the construction works. She explained the procedures through concrete examples and presented all screening forms and impact assessment instruments.

During the public debate was also presented the "Action Plan for realization of environmental and social measures in the framework of the Local Road Connectivity Project in the RNM" which is a document containing all measures and activities related to environmental protection and the social aspects required by the applicant municipality / Contractor of Construction and the MTC.

Mrs. Slavjanka Pejcinovska - Andonova also presented the "Stakeholder Engagement Plan" which is a particularly important document in terms of timely identification and involvement of stakeholders who need to be familiar with project activities during their implementation, as well as the possibility of expressing grievances from the project implementation and resolving them according to the established procedure.

The social aspects that are part of the "Environmental and Social Management Framework", "Resettlement Policy Framework", "Labor Management Procedures" were also briefly presented by Mrs. Slavjanka Pejcinovska - Andonova.

After the presentation of the goals and the meaning of the documents, the discussion began. Representatives of MTC expressed particular satisfaction and had positive comments on the detail and wide range of information summarized in the prepared documents.

Mr. Kalkashliev from the MoEPP was interested in whether the Project foresees the road maintenance section after their rehabilitation. The Consultant responded that the operational phase was also included within the Project including the identified impacts and appropriate mitigation measures..

Mr. Kalkashliev also asked if the projects would be prepared by the municipalities, to which the MTV representative replied affirmatively.

Attendees asked whether the removal of trees on public lands is subject to expropriation. The consultant Mrs. Pejcinovska replied that the procedure involves reporting to the PE “Macedonian Forests” that it is necessary to mark the trees that need to be removed, and then for compensation they can plant indigenous trees in an immediate location.

Regarding the grievance mechanism, the participants were interested in whether the grievances can be submitted only within the 14 days provided. The consultant replied that the grievance mechanism would be active throughout the project realization.

Mrs. Katarina Georgievska as MF representative at the World Bank Project Office for the MSIP Project pointed out from a practical point of view that Project Performance Supervision plays a key role in quality project implementation. She also emphasized that at the MSIP project office main projects are being prepared for several municipalities wishing to apply for the Local Roads Connectivity Project.

Attendees pointed out that it is very important who will hire the Supervisor (municipality or the Investor), because it will depend on the quality of his work. In particular, they emphasized that it is inadmissible to elect the lowest bidder price by electronic auction, which would also raise doubts about the quality of supervision that would be carried out during the project activities.

The representative of the Municipality of Ilinden Mr. Dejan Bogdanovski recommended to pay attention when defining the criteria regarding the preparation of the tender by MTC, the project to be in the foreground, and not the number of inhabitants, number of connections etc. projects have been devised so no funds were left unused.

Some of the participants indicated that it is necessary to take into account the order of performance of the works so as not to excavate the street / road after its reconstruction in order to install fecal or storm sewers.

Mrs. Irina Temelkovska noted that so far old projects have arrived at the MTC project office, which include water supply, sewage and stormwater drainage, which will not be accepted in the following calls.

Mr. Dejan Krinov from the Municipality of Kisela Voda pointed to the delayed information regarding the holding of the public hearing otherwise a representative from the Department of Environment would be present who would give appropriate comments regarding the prepared documents..

Mrs. Anja Jovanova from NGO Front 21/42 pointed out that the manner of conducting a public hearing and public inspection of documents without prior submission (MTC's website on the 11.11 was not operational) and notification and invitation to the event on the same day at the public hearing is a violation of the Aarhus Convention.

Mrs. Slavjanka Pejcinovska - Andonova pointed out that the documents have been published for 5 days on the MTC website along with the Announcement of Public Hearing, but suggested that all attendees at the event be emailed with full documentation so they could submit their comments and remarks.

The Summary Report of the public hearing will be prepared and included in the final version of the documents. The final version of the “Environmental and Social Management Framework”, “Stakeholder Engagement Plan”, “Resettlement Policy Framework” and “Action Plan for realization of environmental and social measures” within the Local Road Connectivity Project in RNM will be submitted to the MTC and the World Bank.

Photos of the event are attached in Annex 4.

Skopje, 15.11.2019



**ANNOUNCEMENT
for public hearing and availability of the documents “Environmental and Social
Management Framework” and “Resettlement Policy Framework”
for the Local Roads Connectivity Project in RNM**

The Ministry of Transport and Communications, through the Government of the Republic of North Macedonia, has submitted an application to the World Bank for funds for the purposes of improving the local road infrastructure in the country. The project's realization shall encourage the economic development and the equal regional development, whilst improving traffic safety.

In order to timely identify the potential adverse environmental and social impact from the realization of the project activities, the following documents for engagement of the stakeholders have been prepared within the Local Roads Connectivity Project:

- ❖ “Environmental and Social Management Framework”
- ❖ “Resettlement Policy Framework”
- ❖ “Stakeholder Engagement Plan”
- ❖ “Action Plan for realization of environmental and social measures within the Local Roads Connectivity Project in RNM”

The documents have been prepared in accordance with the national legislation and the World Bank's requirements.

The documents have been made available at the website of the Ministry of Transport and Communications (<http://www.mtc.gov.mk>).

Your comments can be submitted within 14 days as of the day of posting of the documents on the website to Mrs. Harita Pandovska at the following e-mail address: harita.pandovska@mtc.gov.mk or can be sent in writing at the following address: Ministry of Transport and Communications of the Republic of North Macedonia, Dame Gruev No 6 , 1000 Skopje.

The main findings of the prepared documents shall be presented at the public hearing to be held in the premises of the Ministry of Transport and Communications on 11.11.2019 at 14.30 hrs. The minutes from the public hearing shall be sent to all interested parties who have submitted the comments through their contacts (submitted e-mail addresses/ post addresses).



In addition, the documents related to specific municipal projects shall be made publicly available (at the website of the MTC and of the relevant municipality):

- ❖ "Environment and Social Management Plan for the Project for Reconstruction of Streets in village Dvorishte, Municipality of Berovo";
- ❖ "Environment and Social Management Plan for the Project for Reconstruction of the Street Hristijan Todorovski Karposh in village Cheshinovo, Municipality of Cheshinovo-Obleshevo";
- ❖ "Checklist with Environment and Social Management Plan for the Project for rehabilitation of existing road and pedestrian walkway from the location Porta to the location Mechkin Kamen in the Municipality of Krushevo";
- ❖ "Checklist with Environment and Social Management Plan for the Project for rehabilitation of Blvd Teodosija Paunov in the City of Kochani, Municipality of Kochani";

The public hearings shall be held in the period from 12.11.2019 to 15.11.2019, and the specific announcements shall be publicly available (at the website of the Ministry of Transport and Communications and the municipality) with information on the place and time for the public hearings.

The Ministry of Transport and Communications hereby invites all stakeholders, institutions and individuals to attend the public hearing on the framework documents for the project, as well as to attend the public hearings in the relevant municipalities and provide their comments and suggestions on the developed documents.

**Ministry of Transport and Communications
Republic of North Macedonia**

Annex 2 Announcement for holding a public hearing on the website of the MTC



Препорачани содржини

ПРЕЛИМИНАРНА РАСПРЕДЕЛБА НА АВТОБУСКИ ЛИНИИ ЗА 2019 ГОДИНА

18.10.2019

Соопштение за испити

15.10.2019

Аплицирање за ЕКМТ дозволи за 2020 година

13.10.2019

Соопштение до сите превозници кои вршат меѓународен превоз на патници и стока во и од Швајцарија

17.07.2019

Соопштение за испити

01.07.2019

Јавни огласи

Известување за јавна расправа за ESMF_RPF_SEP_ESCP_SPA

06.11.2019

LRCP-MK


06.11.2019

LRCP- EN

06.11.2019



Annex 3 List of participants on the public hearing event on “Environmental and Social Management Framework”, “Resettlement Policy Framework”, “Stakeholder Engagement Plan”, “Action Plan for realization of environmental and social measures within the Local Roads Connectivity Project in RNM” for the Local Connectivity Project


Проект за поврзување на локалните патишта
 Листа на присутни
 на Јавна расправа за документи “Рамка за управување со животна средина и социјални прашања”
 “Рамка за политиката за раселување”, “План за вклучување на засегнати страни” и “Акционен План за реализација на мерки за животна средина и социјални аспекти во рамки на Проектот за локални патишта за поврзување во РСМ”
 Скопје (11.11.2019 год)

Ред. Бр.	Име и презиме	Институција	Позиција	Контакт телефон	E-mail
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3	Зоран Криво	Општина Илинци Боса	Зам. претседател на Советот за локална самоуправа	072 344-981	zoran.krivo@ilincimunicip.gov.mk
4	Ирина Тежелковска	ПРОЕКТА ЕДИНИЦА ЗА ИМПЛЕМЕНТАЦИЈА ПРИ МОВ	ЕКСПЕРТ ЗА МЕНЕДЖМЕНТ И ИНФРАСТРУКТУРА	078/279-711	IRINA.TEJELKOVSKA.PIU@MTC.GOV.MK
5	Костадин Саздов	ПРОЕКТА ЕДИНИЦА ЗА ИМПЛЕМЕНТАЦИЈА	ЕКСПЕРТ ЗА ИНФРАСТРУКТУРА	075/288-239	KOSTADIN.SAZDOV.PIU@MTC.GOV.MK
6	Ирина Бодановска	Општина Илинци	Секретар	075/442-616	ilinden@ilinden.gov.mk
7	КАТАРИНА Георгиевска	М.Ф. – МСУП	Консултант за животна средина	072. 486658	katarina.georgievska@finance.gov.mk
8	Александар Лазаревски	Општина П. ПЕТРОВ	Зам. Рак. Сектор за УРБ. КОМУНАЛНИ УСЛУГИ И ИНВЕСТИЦИИ	078 377 438	A.LAZAREVSKI@OPSTINA.PETROV.GOV.MK
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Annex 4 Photos of the public hearing event on “Environmental and Social Management Framework”, “Resettlement Policy Framework”, “Stakeholder Engagement Plan”, “Action Plan for realization of environmental and social measures within the Local Roads Connectivity Project in RNM” for the Local Connectivity Project



