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***LOCAL ROADS CONNECTIVITY PROJECT***



ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

**Upgrading of local roads connecting v. Zubvce with the highway A2 / E-65 section Tetovo – Gostivar, in Municipality of Vrapcishte**

May 2020

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ABBREVIATIONS

|  |  |
| --- | --- |
| EIA | Environmental Impact Assessment |
| ESMF | Environmental and Social Management Framework |
| ESMP | Environmental and Social Management Plan |
| ES | Environmental and social |
| ESS | Environmental and social standards |
| IPA | Important Plant Area |
| IBA | Important Bird Area |
| ILO | International Labor Organization |
| IUCN | International Union for Conservation of Nature |
| LRCP | Local Road Connectivity Project |
| LSG | Local Self Government |
| MoEPP | Ministry of Environment and Physical Planning |
| MOSHA | Macedonian Occupational Safety and Health Association |
| MSC | Macro seismic |
| MTC | Ministry of Transport and Communications |
| OH&S;OHS | Occupational Health and Safety |
| PPE | Personal protection equipment |
| PIU | Project Implementation Unit |
| RM | Republic of Macedonia |
| RNM | Republic of North Macedonia |
| TMP | Traffic Management Plan |
| WB | World Bank |
| WHO | World Health Organization |

# INTRODUCTION

The transport sector in Republic of North Macedonia is characterized with poor condition of the local roads network, unsatisfactory level of financing of road maintenance on national level and there are weakness of international investment in distribution sector and transport sector. 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 with no access to the hospitals, schools and markets so this issue brings social problems as well.

In order to support the municipalities in Republic of North Macedonia 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), rehabilitation, upgrading, pedestrian paths, street lightening, water drainage and capacity building of the municipal staff.

When preparing these type of projects, according to the national environmental requirements (Law on Environment and secondary legislation), it is necessary to submit a Notification Letter for intention to start the project to the MoEPP which initiates the environmental impact assessment procedure and based on the Opinion, to prepare the EIA Report. If the issued Opinion of the MoEPP is positive and EIA Report has to be prepared,

The EIA Report shall be prepared in accordance with Article 24 of the Law on Environment (Official Gazette of the Republic of Macedonia No 53/05, 81/05, 24/07, 159/08, 83/09, 48/10, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 192/15, 39/16 and 98/18) and the Rulebook on the form and contents of the EIA Report in accordance with the types of activities for which the report is being prepared, as well as in accordance with the entities performing the activity and the scope of activities being performed by the legal and natural entities, the procedure for their approval, as well as the method for keeping of the register of approved reports (Official Gazette of the Republic of Macedonia No 44/13, 111/14).

The EIA Report 2410/2019 for this project was prepared by the company “BAR E.C.E” Skopje in October 2019 and approved in November by the Mayor of the Municipality of Vrapchishte by issuing the Decision for approval with number 26-439/2 on 07.11.2019. The approval is under the competence of the Mayor of the municipality because the project belongs to chapter X – Infrastructure projects, item 1 Upgrading of local roads according the secondary legislation.

The Municipality of Vrapcishte shall send a copy thereof together with the Decision to the MTC with other technical documents for approval.

In order to address Project’s potential environmental and social concerns in accordance with the requirements of the World Bank Environmental and Social Standards, Environmental and Social Management Framework (ESMF) was prepared for the whole LRCP project in September/October 2019. ESMF issued, as the most appropriate tool, for addressing environmental and social aspects of sub-projects identified in the course of project preparation and implementation.

The sub-project has an aim to improve the road infrastructure in order to provide direct connection of the village Zubovce with the primary road network of the Republic of Macedonia, specifically with the highway A2 / E-65 section Tetovo – Gostivar. For the local road, a Main Design has been designed that defines the route of the road and the following elements in accordance with the requirements contained in the Terms of Reference submitted by the Investor.

The current state of the road is an existing earth road that connects the village Zubovce with the highway A2 / E-65 section Tetovo – Gostivar. The width of the existing earth road is variable along the entire length. The road has a total length of approx. 2.116,96 m.

This section represents a roughly 3 m wide dirt road. There are earthen canals on both sides of the road in some parts, but most of most of them are covered and not functioning.

In the immediate vicinity of the project location is the village Zubovce. The village of Zubovce is located 5 km north of the town of Gostivar, at an altitude of about 600m, to the west of the village Shara Mountain rises. According to the latest census there are 762 inhabitants. It belongs to the Municipality of Vrapciste. It is located between the villages of Debreshe in the south and Vrapcishte in the north. The project location starts 400m east of the village Zubovce.

The project main activities, according the Main design for the project will include: drainage ditch excavation and fitting of drainage pipeline, placing roadbase layer, bearing bitumen layer over existing asphalt and compacting all layers of asphalt.

Taking into account the nature of the projectr activities, technical specifications, size of the road, location upgrading activities, as well as the specifics of the potential environmental impacts during the upgrading of the road that connects the village Zubovce with the highway A2 / E-65 section Tetovo – Gostivar, ***the Project Upgrading of connecting the village Zubovce and with the highway A2 / E-65 section Tetovo – Gostivar, in Municipality of Vrapcishte was classified as project with substantial risks, which requires the preparation of Environmental and Social Management Plan (ESMP) in accordance with the WB environmental and social standards.***

# PROJECT DESCRIPTION

## Baseline condition of Municipality of Vrapcishte

Municipality of Vrapciste is a municipality in Western Macedonia. The center of the municipality is Vrapciste. According to the 2002 census, the municipality of Vrapciste had 25.399 inhabitants, where 83% are Albanians, 12% Turks and 4% Macedonian.

Municipality of Vrapchishte is located between the city of Tetovo and Gostivar, in the valley of Shar Mountain in the northwestern part of the Republic of Macedonia, which includes much of the field Polog.

It borders the municipality Bogovinje, Bervenica, Gostivar and o west with Republic Kosovo. Vrapcishte is a rural area with 192 km2 with 28.100 inhabitants.

In is presented location of the project site regard the RNM.

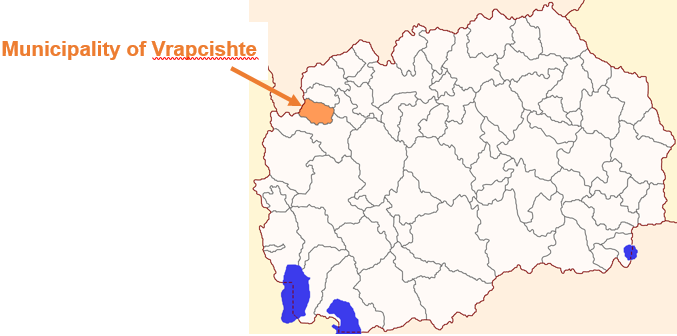


Figure1 Location of the project area in relation with RNM

### Demography

The latest census data in the RNM is the 2002 census. According to the 2002 census data, Vrapciste had a population of 25.399 of which 49% are male and 51 % are female and 6.100 inhabitants are younger than 15 years, 21.300 are older than 15 years and younger than 64 years, and 810 people are older than 65 years. While the village Zubovce according the 2002 census data had population of 762 where 397 (52,01 %) are men and 365 (47,90 %) are women and 393 (51,57 %) citizens are older than 18 years.

### Climate features

The Municipality of Vrapchishte has a typical continental climate with particular temperatures specific to hot summers and cold winters, with a sharp transition from winter to summer.

The average annual temperature in the Polog region is: 11 °C in Tetovo and about 10 °C in Gostivar, while Popova Shapka is 4,6°C, so the mountain ranges in this region are characterized by a typical mountain climate. The average annual rainfall in Polog is 800 mm and in the mountains 1100 mm. Precipitation is more pronounced in the winter period of the year and a large percentage of it is snowy, creating conditions for winter sports and tourist activities.

Floods and erosion

Municipality of Vrapchishte is part of Southeast planning region. According to [desk research](https://www.academia.edu/4988852/%D0%95%D1%80%D0%BE%D0%B7%D0%B8%D0%B2%D0%BD%D0%B8%D1%82%D0%B5_%D0%BF%D1%80%D0%BE%D1%86%D0%B5%D1%81%D0%B8_%D0%B8_%D1%80%D0%B0%D0%B7%D0%B2%D0%BE%D1%98%D0%BE%D1%82_%D0%BD%D0%B0_%D1%80%D1%83%D1%80%D0%B0%D0%BB%D0%BD%D0%B8%D1%82%D0%B5_%D0%BF%D0%BE%D0%B4%D1%80%D0%B0%D1%87%D1%98%D0%B0_%D0%B2%D0%BE_%D0%A0%D0%B5%D0%BF%D1%83%D0%B1%D0%BB%D0%B8%D0%BA%D0%B0_%D0%9C%D0%B0%D0%BA%D0%B5%D0%B4%D0%BE%D0%BD%D0%B8%D1%98%D0%B0), taking into account the average values of erosion per municipality, the territory of Municipality of Vrapchishte have about 720 m3/km2/year average value of erosion. This indicate medium level of erosion (medium level of erosion is about 400-800 m3/km2/year). In is presented location of the project area regards the potential natural hazards (erosion, floods, landslides and earthquakes) in RNM.



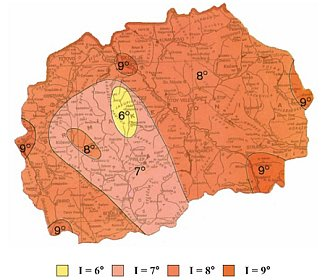
*source:* [*http://app.gov.mk/wp-content/uploads/2015/04/%D0%9030104-PP-na-RM-2002-2020.pdf*](http://app.gov.mk/wp-content/uploads/2015/04/%D0%9030104-PP-na-RM-2002-2020.pdf)

Figure 2 Map with potential natural hazards (erosion, floods, landslides and earthquakes) in RNM

According to , the project location in Municipality of Vrapchishte is characterized as area with high level of risk of landslides.

### Seismology

According to the seismic activity so far, the area of the municipality of Vrapcishte belongs to areas with significant seismic instability. According to the macroseismic regionalization of the Republic, the territory of the Municipality of Vrapcishte belongs to the zone with maximum expected seismic intensity VIII ° per MSC.



Municipality of Vrapcishte

Figure 3 Seismology card for RNM

### Water

Hydrography of the Polog valley is characterized by the large number of watercourses and abundance of water. The Polog valley is part of the catchment area of the Vardar River, waters that are part of the Aegean catchment area. The major tributaries of the Vardar River, which flow from Shar Planina, are Mazdraca, Bogovinska River, Pena River and Bistrica River. In addition, there are a number of smaller tributaries from which Vardar receives its waters.

Around 3,4 km south and about 3,6 km east of the project site is the Vardar River. Because this water recipient is not in an environment of instant coverage, negative impacts are not expected on the same.

### Air quality

In the Republic of North Macedonia, monitoring of the ambience air quality is performed by the Ministry of Environment and Physical Planning, which manages the State automatic air quality system composed of 17 measuring stations of which 5 are located in Skopje, and the closest measuring station to the project location is the one in City of Gostivar, located approximately 3 km south from the project location in Municipality of Vrapcishte. In this air quality measuring station, monitoring is performed of the following: sulphur dioxide, nitrogen dioxide, carbon monoxide, ozone and suspended particles with size of 10 micrometers (PM10)

The sources of suspended particles are burning of fossil fuels and biofuels, different industrial processes, traffic, incineration of waste and wild fires. One of the most important sources is heating of homes and administrative capacities, mainly due to the incomplete incineration of wood in the old furnaces. The number of times the average daily threshold limit value of PM10 at the Gostivar measuring point in 2018 was exceeded for 52 days and in the year of 2020 only January there were 28 days in which the average daily threshold limit value was exceeded.

In the Republic of North Macedonia, the key and dominant source of sulphur oxides in the air are the processes of burning of fuels (coal and fuel-oil). The average daily SO2 concentrations at this measuring station have not exceeded the threshold value for the year of 2019 and January in 2020.

Carbon monoxide is formed during the incomplete incineration of fuels in internal combustion engines and energy plants, as well as during different industrial processes, public institutions and households. The maximum daily 8 hour average values of CO concentrations at this measuring station for the year 2018 and the year 2019 (until August) there have not been any exceedance of the threshold value.

In 2019 year there were no exceeding from the average values for the ozone concentration and for the 1 hour average values of NO2 for the year.

### Waste

Deposition of municipal solid wastes, is one of the most serious problems in the Polog region and the Municipality of Vrapchishte.

The waste of Municipality of Vrapcishte is disposed of at the landfill Rusino, located approximately 8 km south of Gostivar (13 km from v. Zubovce) and at an altitude of about 800 meters on the slopes of mountain Bukovic. The landfill does not meet the minimum sanitary standards and regulations.

In the village Zubovce the solid municipal waste is collected and disposed by private company, with own vehicles.

Because there is no appropriate alternative landfill for waste disposal from project activities, the generated inert waste streams should be disposed at landfill Rusino.

### Geology and soil

The pedological composition of the soils is represented by alluvial soils along the river flows, semi-luvial in the lowest valley, and cementitious soils along the hilly terrain. Almost the entire area of ​​the Polog valley is pedologically investigated. The valley is formed by young tertiary breaks that are still seismically active. The most striking interrupted forms are the western Polog breaks, located to the west of the valley, where mineral springs are located (Lesok, Slatina, etc.) and the break of the north-eastern rim of the valley - the eastern Polog break, with which the valley is lowered in relation to Shar Mountain and Zeden.

### Flora and fauna

In aspect of biodiversity, along the route of the local road are not recorded any endangered, significant or endemic plant and animal species because of the presence of the agricultural fields. The nearest protected area, with big biodiversity value is Shar Planina (proposed as National Park, not yet adopted). Shar Planina’s flora is particularly rich and according to current data it counts over 2000 species of vascular plants, which is more than a half of all vascular plants in Macedonia. Shar Planina is one of the most important Balkan and European centers of high-mountain endemism, which comprises relict, endemorelict and endemic species.

There are around 200 endemic and sub endemic plant taxa (species, subspecies and varieties). Stenoendemic orophytes (mountain species): Silene schmuckeri, *Dianthus scardicus, Bornmullera dieckii*(cannot be found on Macedonian territory), *Draba korabensis, Sedum flexuosum, Potentilla doerfleri, Crocus scardicus* and *Oxytropis korabensis*. Unlike the flora, Shar Planina’s fauna is little-explored, despite its exceptional values. There are 167 day-flying butterflies on Shar Planina, which represents 80% of the total number of day-flying butterflies in N. Macedonia. Shar Planina’s fishes are little-explored. So far, the Brown Trout (Salmo trutta), the Mediterranean Barbel (Barbus meridionalis petenyi) and the Gobio gobio have been identified in the mountain streams and rivers. Shar Planina is also rich with reptiles (herpetofauna). Seventeen reptile species have been identified, which is more than a half of the total number of reptiles in N. Macedonia Shar Planina’s ornitofauna is relatively scarce, taking into account its richness on habitats. At least 130 bird species can be found on Shar Planina. Among them, the most frequent are the nesting birds, whereas most interesting are the birds that can be found on the high-mountain open terrains due to the alpine species, such as Red-billed Chough and Yellow-billed Chough (Pyrrhocorax pyrrhocorax and Pyrrhocorax graculus), There are 45 mammal species identified on Shar Planina, out of 78 in Macedonia. Five of them are on the IUCN Red List of Threatened Species, three of which are classified as endangered. The most endangered species is the Balkan snow vole (Dinaromys bogdanovi), classified as vulnerable species that lives in the high-mountain rocky sides, whereas the Balkan lynx is the most endangered sub species that can be found in Macedonia, with an estimated population of 60 adult specimens on the Balkans. The southern parts of Šara are still stronghold for this critically endangered animal. The Brown bear (Urus arctos) and the Balkan chamois (Rupicapra rupicapra balcanica) are of great conservation importance. Some Shar Planina features are given in .



Figure 4 Some Shar Planina features

### Noise

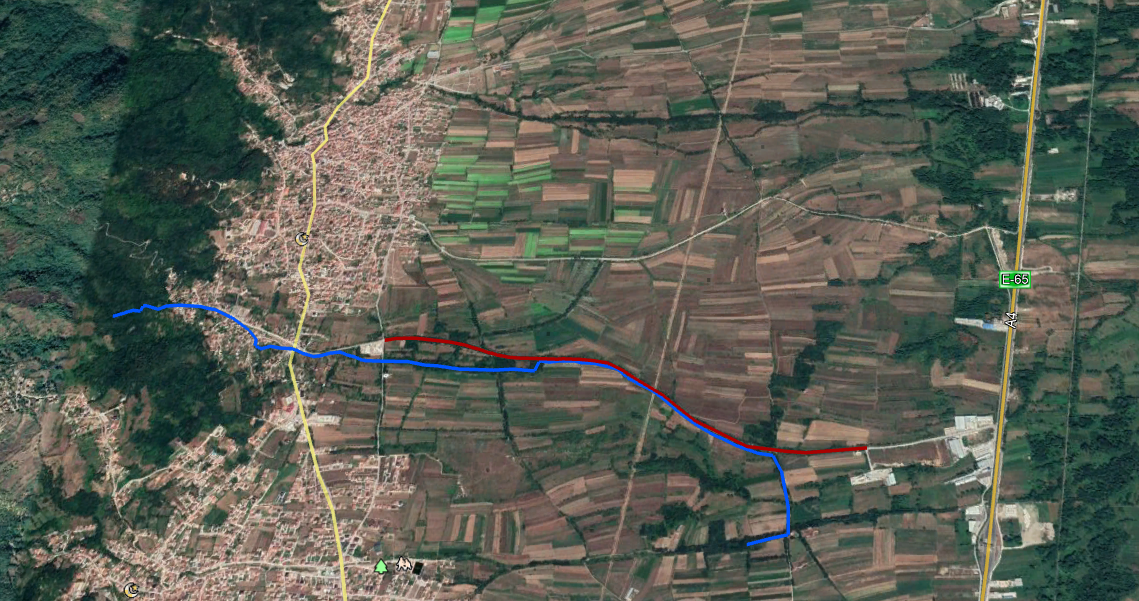
In the RNM only in the bigger cities, the environmental noise is monitored, whereas in the Municipality of Vrapcishte there is no monitoring station, therefore the noise pollution is not monitored. There are not recorded any complains about increased level of noise at the project site

### Cultural heritage

The village is well known for its bridges on the Zubovce stream and its fountain: Zuina and Rokina which are not protected and considered as cultural heritage and thus there is no cultural heritage in the vicinity to the project location that can be affected by the project activities.

## Project location

The project area, where the project activities for upgrading of local road that connects the village Zubovce with the highway A2/E-65, is located in the south part of the Municipality of Vrapcishte,, in the border with Municipality of Gostivar. The project location length is 2.116 m.



River Zubovska

v. Debreshe

v. Vrapcishte

Highway A2/E-65

v. Zubovce

Figure 5 Micro location of the upgrading local street in village Zubovce

Following protected areas are located in the wider surrounding of the project location in Municipality of Vrapchishte: 1) Important Plant Area (IPA) “Shar Planina” (located about 2 km west from the project site); 2) Important Bird Area (IВA) “Shar Planina” (located about 2.5 km west from the project site); and 3) Emerald site “Shar Planina” (located about 3 km west from the project site). In are presented locations of the protected areas, regards the project location.

The existing local road connects the village Zubovce and the highway A2 / E-65 section Tetovo – Gostivar. At the project location the current state of the road is an existing earth road. The width of the existing earth road is around 3 m.



Figure 6 Current state of the project road

According to the functionality and purpose of the road, it serves for:

- local and regional road network connection (settlements in the region);

- supply of goods and materials;

- regional connection with the wider mountain region in this part of the country

Road drainage is defined by the transverse and longitudinal inclinations and the construction of earthenware. Land canals are provided along the entire route on both sides. At the end of the alignment, three culverts are planned for the purpose of transferring the channeled water from the right cannabis to the left which is planned to fit with the existing canal leading to the main canal of the A2 / E-65 section Tetovo - Gostivar.

## Project Activities

The planned project activities will be performed in three phases: preparatory activities (marking out and clearing up of the project site to be upgraded), upgrading of the local road (installation of crushed stone material, putting asphalt layer, etc.), and operational phase – activities related to regular and preventive maintenance of local road. The total length of the new road will be 2.116 m. The layout of the planned upgrading is shown in . The main project activities are presented in Table 1.

Table1 Planned project activities in village Zubovce, in Municipality of Vrapcishte

|  |  |
| --- | --- |
| **Project road (length = 2.116 m)** | |
| **Project phases** | **Project Activities** |
| ***Preparatory activities*** | * Marking and securing the route at the project location; * Removal/ clearance of vegetation is not planned; * Coating with unstable emulsion; |
| ***Upgrading phase*** | * Mechanical excavation of soil (loading and transport to landfill) 2,725 m3 * Compacting the bed to the required compaction; * Mechanical making of embankment obtained from excavation; * Making of reinforced concrete culvert ø1000; * Compacting a secondary layer of asphalt concrete; * Fitting of concrete drain channels. |
| ***Operational phase*** | * Clean up the upgrading site; * Regular maintenance; |

## Sensitive receptors

During the preparation activities and upgrading phase, sensitive receptors that will be affected, are: workers (who will be engaged during the upgrading phase),local population from the settlement Zubovce (who will gravitate along the local road) and the farmers that work on the arable land around the project location and use it to transport their goods to the settlements nearby. This conclusion is referring in aspect of increased level of noise, air emissions and easy access to the individual housing facilities.

# POTENTIAL ENVIRONMENTAL IMPACT AND RISK AND IMPACT AND RISK ASSESSMENT

As described in the previous chapter, the project activities will be implemented in three phases: preparatory activities (marking out and clearing up of the local road to be upgraded), upgrading of the local road (installation of crushed stone material, putting asphalt layer, etc.), and operational phase – activities related to regular and preventive maintenance of relevant road.

For this sub – project land acquisition is not envisaged as the property of the land where the local road is located is state owned. For the needs of the Contractor for temporary placement of machinery and equipment at a location in the immediate vicinity to the project that is privately owned (if there is a need), it is necessary to sign a Contract with the owner of the parcel for temporary land usage during project implementation period. The Contract will define terms and obligations for land usage or other premises (ex. garage, storage area, etc...) in line with the Project RPF Furthermore, all compensation will be paid before the respective land is accessed.

The potential impact and risks are shown in .

Table 2 Potential impacts and risks

| *Preparatory phase* | *Upgrading phase* | *Operational phase* |
| --- | --- | --- |
| * *Clearing and marking out the site to be upgraded;* | * ***Procurement and transportation of upgrading materials;*** * ***Excavation of soil;*** * ***Installation of crushed stone material;*** * ***Installation of storm water drainage system*** * ***Paving of project local road between v. Zubovce and the highway A2/E-65 section Tetovo-Gostivar*** | * ***Clean up the upgraded site;*** * ***Transportation of the generated waste to the landfill,*** |
| *Possible impacts* | | |
| * *OHS risks* * *Safety risk for local population* | * ***OHS risks*** * ***Community safety risks,*** * ***Air quality,*** * ***Noise,*** * ***Waste generation*** * ***Water pollution*** | * ***Waste generation,*** * ***Noise*** * ***Air emissions*** |

The main adverse environmental impact, as a result of implementation of project activities in the area of Municipality of Vrapcishte, can be seen trough: increased level of noise (produced from the usage of construction machinery), possible air emissions, improper waste management, possible water pollution (Zubovce river) incompliance with OHS requirements and possible risk on local population. The most important obligatory activities prior the start of sub-project activities that should be conduct from the Contractor are: preparation and implementation of **OHS Plan for risky terrains including Labor management procedures** (in order to prevent injuries of workers on sub-project locations), preparation and implementation of **Traffic management plan** (in order to provide proper transportation of produced goods and people within project location, with directions for re-routing the traffic) and also preparation and implementation of **Community Safety Plan** (withproper preventive measures which should be part of the project design documentation) in order to provide maximum safety for local population during sub-project activities, the Contractor should have marked, placed fences and alert signalization along the upgrading site (prohibition for entrance of unemployed on upgrading site). As well as Grievance mechanism and forms for complaints by the surrounding population should be on their disposal during the upgrading activities. The preparation and releasing of **Information note/Press** from the municipal stuff should be performed also before the start of the sub-project activities with detailed information about the type of upgrading activities and their duration (announced via municipality web page [(https://komunavrapcisht.gov.mk/mk/)](file:///C:\Users\Marija\Desktop\Dopolneti%20ESMP\(https:\komunavrapcisht.gov.mk\mk\)) and municipality board in the village).

The project activities will not affect the production of the arable land because of the implemented preventive measures in the traffic management plan like placement of alert signs especially for limitation of speed driving near the street where there will be connection with the local farms, and providing path for the farmers to be able to transfer their produced goods.

Workers are obliged to wear PPE but also they must be informed by their employer the Contractor/Sub-contractor on Grievance Redress Mechanism, as well as the right to organize in workers organization. All workers that will be engaged must have regulated full employment status during their assignation on this project, and all their health and pension insurance must be covered in full for the engaged period by their employer. The grievance forms could be post in the mobile containers for the workers.

Considering the current situation with COVID-19 in the country ( the number of cases is increasing, so, on 4th of May there are 1518 cases, total deaths 85 and total number of healed persons is 992) in addition to the measures for safety and protection at work, the OH&S plan also should include measures for prevention of COVID -19. Detailed description of the measures and recommendations from the World Bank/WHO and MOSHA are presented in . The CОVID-19 prevention measures contains recommendations from the World Bank / WHO, as well as recommendations from the Macedonian Occupational Safety and Health Association in the form of a Guide that the Contractor of the construction works needs to implement. The Contractor is required to follow/update and implement the measures that are currently in force and adopted by the Government as binding at national level. Official site for information related to COVID 19 on national level is [www.koronavirus.gov.mk](http://www.koronavirus.gov.mk).

**Aspect: Air quality**

During the upgrading phase of the local road in Municipality of Vrapcishte, the possible **air emissions** that may occur are from operation of the mechanical machinery and equipment (dust and gas emissions). In operational phase of streets, air emissions will be generated from mobile sources of pollution – vehicles. To prevent and avoid adverse environmental impacts the Contractor should imply mitigation measures given in the Mitigation Plan (table below).

**Aspect: Level of Noise**

An increased level of noise and vibration during the local road upgrading will be generated by operation of heavy machinery. Taking into consideration the noise sensitivity of the project location and national legislation for noise protection (Official Gazette of RMNo.79/07, 124/10, 47/11, 163/13 and 146/15) the project for upgrading of local road in v. Zubovce of area with III degree of noise protection because of the agricultural fields (the maximum limit values should not exceed 55dB(A) for night and 60dB(A) for evening and day).

**Aspect: Waste management**The proper waste management of the different waste streams that will be generated on the upgraded sites in Municipality of Vrapchishte (such as soil, asphalt, communal waste) should be implemented such as: appropriate selection, transportation and final disposal (according to national legislation Law on Waste and List of Waste codes – Official Gazette of RM No. 100/05).**Waste Management Plan** should be prepared and implemented by the Contractor in order to prevent possible waste disposal near/in the river Zubovce. As part of this plan, the options for reuse/recycling of the generated waste streams should be included. For final waste transportation and disposal in Municipality of Vrapcishte, the main responsibility lays on private company (the waste disposal will be performed on landfill “Rusino”, located at about 8 km south of Gostivar (13 km from v. Zubovce). In are presented the estimated values of generated waste streams (according to the Main Design).

Table 3 The estimated values of generated waste streams (according to the Main Design)

| ***Relevant street*** | ***Local road v Zubovce*** |
| --- | --- |
| ***Type of waste*** | Excavated soil |
| ***Waste code*** | 17 05 04 |
| ***Quantity*** | 2.725 m3 |

**Aspect: Water pollution**

On some part of the route of the project location, passes the Zubvska River. This water recipient is left turbitary of Vardar River. According to the is classified as II class (low level of pollution-mezotrophic status, high level of autopurification which can be used for fish growing, bathing, water sports and recreation). In order to prevent possible water pollution, the Contractor should respect and imply requirement given in national legislation for water sector, in order to maintain **good ecological status** of Vardar River. The Contractor should forbid temporary or final waste disposal near /in river band of this water recipient (e.g disposal of soil, asphalt, leakages of motor oils and lubricants, etc.)

**Aspect: Biodiversity**

In the wider surrounding of the project site are located several **protected areas**: 1) Important Plant Area (IPA) “Shar Planina” (located about 2 km west from the project site); 2) Important Bird Area (IВA) “Shar Planina” (located about 2.5 km west from the project site); and 3) Emerald site “Shar Planina” (located about 3 km west from the project site). In Annex 2 are presented locations of the protected areas, regards the project location. Because of the wide distance between them and project area, the project’s realization shall not cause any adverse impact on the flora and fauna.

The proposed preventive and mitigation measures are presented in the Mitigation and Monitoring Plan tables.

## Implementation of ESMP

This ESMP is a part of contract that the PIU will sign with the Contractor for implementation of the project activities. The Contractor is obligate to perform all proposed preventive or mitigation environmental and social measures in this plan and to keep the evidence of any documents related to applying these measures (e.g., letter asking the municipality for disposal of inert waste, records on OHS training performed for all workers before start of activities, all developed EHS plans, etc.). The OHS training should be organized by the Contractor for all workers prior start the project activities and prior any specific tasks with high health risks. The training should be delivered by the authorized OHS Company and everyday OHS risks should be assessed by the Contractor’s OHS responsible person working on the location on daily basis. Evidence for all trainings delivered should be kept.

*Measures prescribed in the EIA Report including measures within the ESMP will be a mandatory requirements for the Contractor during the implementation of the construction activities.*

The Supervising Engineer needs to monitor the implementation of proposed measures by the Contractor and Contractor’s subcontractors with visual checking, reviewing the records of evidence that the measures have been applied and ask the Contractor to apply the measures as soon as possible. The non-compliances should be recorded and the Report on any non-compliances should be reported to the municipality (Project Manager) immediately, and the Project Manager will report it to the PIU. The Environmental/Social Specialist engaged by the PIU will report the non-compliance and accidents/ emergencies cases to the Bank immediately upon occurrence. Each non-compliance should be closed with appropriate measure/s and the evidence should be kept. The regular monthly report should contain all environmental and social issues raised during that period and the evidence on solutions should be provided as well.

PIU will have main responsibilities regarding the Project implementation, project coordination, monitoring activities and reporting.

The Environmental/Social Specialist engaged by the PIU 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, Supervising Engineer and municipality staff. She/he will supervise Contractors’ compliance with ESMP and visit the project location at least once a month and the Monitoring Report reflecting main issues and arrangements and timing for their solution will be prepared and submitted to the PIU. The semi-annual Project Report should contain a chapter with Environmental/Social risks/impacts of the project and the status of implementation the ESMP proposed measures.

The municipality has a main role for daily monitoring of project activities engaging the Supervising Engineer and coordinating all activities on location nominating the responsible person – Project Manager.

The PIU need to organize regular meetings with the Project Manager, Contractor, representatives from MTC, responsible person from the Municipality of Vrapcishte and the ES specialist on a monthly basis or during any site visit.

Good communication between all involved stakeholders (Contractor, Supervisor, municipal staff, Environmental Inspector, Communal Inspector, PIU from MTC and other relevant persons from Municipality of Vrapciste) is very important for providing continuous performance of the project activities and successful completion of overall project. The PIU from MTC and project manager from the Municipality of Vrapciste will facilitate good communication and coordination of the project activities on spot.

## Grievance mechanism

PIU within the MoTC has introduce a Grievance Mechanism to ensure that it is responsive to any concerns and complaints particularly from affected stakeholders and communities.

For the purposes of receiving comments from the stakeholders (local citizens and workers onsite) PIU establish Grievance Mechanism including the Form for the construction phase of the project () that will be available in electronic form on the MoTC web site, Municipality web site and the Contractors web site.

Grievance Form for the construction phase of the project is prepared for the local population (if an incident or damage to private property occurs) and for the workers (grievance for lack of protective equipment, increased working hours, no period for rest, etc...) who will be involved in the construction activities.

Before starting with construction activities Contractor should inform the workers about the Grievance Form and the opportunity to express their compliances regarding the operation on the construction site. Local population will be introduced with this possibility by the Information posted on the Informative board within the Local Community, Municipal web site, and via local radio or local TV station.

The PIU will ensure that the GRM is responsive to any concerns and complaints particularly from affected stakeholders and vulnerable groups.

Following steps are to be taken to ensure full GRM functioning:

**Step 1:** Recording received grievance in the GRM registry;

**Step 2:** Providing the person who filed the grievance with an acknowledgment of receipt within 5 days of receipt;

**Step 3:** Investigating the grievance;

**Step 4:** Resolution of Grievance within 15 days of grievance receipt;

**Step 5:** Follow up

In cases when the grievance/complaint is indefinite or not clear enough, the PIU will assist and provide advice in formulating/redrafting the submission, in order for the grievance/complaint to become clear, for purposes of an informed decision by the PIU, in the best interests of persons affected by the Project.

If the PIU is not able to address the issues raised by immediate corrective action, a long-term corrective action will be identified. The complainant will be informed about the proposed corrective action and follow-up of corrective action within 25 calendar days upon the acknowledgement of grievance. In situation when the PIU is not able to address the particular issue verified through the grievance mechanism or if action is not required, it will provide a detailed explanation/ justification on why the issue was not addressed. The response will also contain an explanation on how the person/ organization that raised the complaint can proceed with the grievance in case the outcome is not satisfactory. At all times, complainants may seek other legal remedies in accordance with the legal framework of Republic of North Macedonia, including formal judicial appeal.

Grievances can be filled verbally, by phone, in writing (by post or e-mail) or by filling in a grievance form (Annex 1). The grievance form will be made available on the implementing agencies website together with clear information on how feedback, questions, comments, concerns and grievances can be submitted by any stakeholder and information concerning the PIU’s managing of the GRM both in terms of process and deadlines. Furthermore, the website will include the possibility to submit grievances electronically.

In order to capture and track grievances received under the project, a dedicated GRM register is planned. Specifically nominated members of staff will record grievance information in the grievance registry. This will include:

* Number of Grievance;
* Date of receipt;
* Stakeholder name, sex, age and contact details;
* Date of acknowledgement;
* Description of grievance;
* Description of action taken;
* Date of grievance resolution.

The PIU will share the Grievance Registry with the WB on a monthly basis.

## Public disclosure and Citizen Engagement

The Municipality of Vrapcishte will submit draft version of this ESMP to review and approval of the PIU Environmental and Social Experts, who will then (when confident that the document meets WB quality and content requirements) submit the draft document for the review and clearance by the World Bank. After the clearance is obtained, the document will be publicly disclosed.

The Draft ESMP will be available for the public on web site of the Municipality of Vrapcishte [(https://komunavrapcisht.gov.mk/mk/)](file:///C:\\Users\\Kate\\Desktop\\T1\\(https:\\komunavrapcisht.gov.mk\\mk\\))) and the web site of the MTC PIU (<http://www.mtc.gov.mk/>) accompanied by a Form for submitting comments ()

During the 14 days after the disclosure of the prepared ESMP document, the Municipality of Vrapcishte will conduct video public consultation in order to inform the public on the proposed sub-project activities, anticipated impacts and the ways of their mitigation.

Public announcement will be developed with brief description about the purpose of the project, project activities and duration of the activities, environmental and social impacts, proposed measures, availability of the ESMP together with the Form for submitting comments on the MoTC web site and Municipality web site, Informative board within the Local Community. Announcement will also contain information about the possibility for citizens to raise opinion/ suggestion/comments on the prepared ESMP by filling the Form for comments and submission to the responsible person from MoTC Mrs. Irena Paunovikj (e-mail: irena.paunovikj.piu@mtc.gov.mk). Form for submitting can be filled with a full identity or anonymously, and the comment or suggestion should be fully described in order to take it into account in the final version of ESMP. Information about the date and time for conducting the and the video public consultation, way how the stakeholder can take part on the video public consultation will also be a part of the announcement.

Public announcement will be published on the local radio or TV station and on the Informative board within the Local Community.

## Public consultation

Considering the current situation with COVID 19 and the inability for organizing an ordinary public hearing event in the premises of the Municipality where the project will be implemented, the video public consultation will be organized, The MoTC PIU in cooperation with the municipality will define the date for the video public consultation (by using Vebex operational tool).

Municipalities will need to inform all relevant stakeholders on its territory about the timing of the video public consultation (and to ask them for their e-mail address if they like to join the event), so that all from their homes/offices can follow the event and be active participants. If the stakeholders do not have the technical capabilities, the municipality will ensure an appropriate solution in order to be able to follow the event. The mailing list for participants will be prepared taking into account all relevant stakeholders and Invitation will be sent to those with brief explanation for the:

* Purpose of the video public consultation;
* Registration link and instructions for connection;
* Exact time and date for the event;
* Availability of the disclosed draft ESMP for comments and
* Possibility for submitting comments on the prepared ESMP by filling in the Form for submitting comments and suggestions on the ESMP to the responsible person from PIU

During the video consultation event after the presentation of the main project activities and main findings from the ESMP, attending stakeholders can raise their comments/questions/suggestions and any concern about the project.

After maintaining the video public consultation and the 14-day period for submitting comments, the final version of the ESMP will be prepared and will include the public consultation report (including announcement of the event (media or personal) detailed description of the event, list of participants, minutes of meeting, the expressed comments) and the appropriate corrections in the document according to the received comments and remarks.

Approved Final version of ESMP should be included in the Grant Agreement with sub-project proponent, and then into the respective bidding documents and construction contracts.

Final version of the ESMP will be available on the MoTC web site and Municipality web site for the whole period of the sub project implementation.

**Contact person for project awareness and public consultation from MTC:**

**Mrs. Irena Paunovikj**, Responsible for public relations for the project,

e-mail: irena.paunovikj.piu@mtc.gov.mk

**Contact person for project awareness and public consultation from Municipality of Vrapciste:**

**Mr. Abdibari Ebibi,**

e-mail: bari\_ebibi@hotmail.com

# ENVIRONMENTAL AND SOCIAL MITIGATION PLAN

| **Potential impact** | **Impact scale** | **Proposed mitigation measures** | **Responsibility** |
| --- | --- | --- | --- |
| **Project activities: Preparation activities before upgrading the streets: Marking out the route for upgrading of the local road that connects the v Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | |
| **Possible adverse social and health impacts to the population, drivers and workers due to:**   * Lack of ensured safety measures at the start of upgrading works; * Injury passing near by the upgrading sites; * Not compliance with strict OHS standards and work procedure * Inappropriate public access within the local road that connects the v Zubovce with the highway A2/E-65 | Local/ within the road that connects v. Zubovce with the highway, Municipality of Vrapcishte  Short term during the upgrading period  Significance - major | * Preparation, approval and implementation of **OHS Plan** including Labor management procedures prior start of activities; * Preparation, approval and implementation of **Community Safety Plan** prior start of activities; * Preparation, approval and implementation of **Waste Management Plan** (with reuse/recycling activities included) prior start up activities; * Preparation, approval and implementation of**- Traffic management Plan**during project activities (in correlation with municipality staff, prior start the upgrading activities); * Provision of the information via municipal web site [(https://komunavrapcisht.gov.mk/mk/)](file:///C:\Users\Kate\Desktop\T1\(https:\komunavrapcisht.gov.mk\mk\)), local community, and municipality board about the type and duration of upgrading activities; * The Contractor is required to submit a preliminary TMP, which will be part of the ESMP. Before the start of the project activities, the updated TMP with Community Safety Plan will be submitted to ESS. It will be presented to the workers on regular basis. TMP will specifically deal with safety of the pupils and local population using the road (walking / driving); * Contractor to make assessment and to record the state of the property and objects that are close to the road, prior commencement of any works. Records should be kept in case of future damage claims by the local property owners * Application of good upgrading practice for marking out the project sites including: * Ensure the appropriate marking out the project sites, section by section along the streets; * Placement of alert signs especially for limitation of speed driving near the street under upgrading and at the parts of the street used to by the farmers; * Providing path for the farmers to be able to transfer their produced goods; * Placement of warning tapes; * Installation of Notice board with general information about the project, Contractor and Supervisor at project location; * Forbidden of entrance of unemployed persons within the warning tapes; * Community and Worker’s OH&S measures should be applied (first aid, protective clothes for the workers, appropriate machines and tools); * During the project activities the Contractor should provide easy access of the local population to their family houses, and easy access to their agricultural lands in order to provide uninterrupted production of goods and their transportation; * The streets should be kept clean; * The mobile toilet should be placed on the project site; * Machines should be handled only by experienced and trained personnel, thus reducing the risk of accidents; * Trying to avoid compliance, if any appeared recording grievances and promptly response and overcome the problem; * Constant presence of firefighting devices should be ensured in case of fire or other damage; * All workers must be familiar with the fire hazards and fire protection measures and must be trained to handle fire extinguishers, hydrants and other devices used for extinguishing fires; * Larger quantities of flammable liquids should not be kept on the site along the streets under upgrading. * All engaged workers on this project must have regulated employment status by Contractor/sub-contractor and must receive full health and pension insurance, all in compliance with local labor related legislation and ILO standards. | * Contractor –Bidder * Supervisor * Municipality staff (Communal Inspector and Environmental Inspector) |
| **Project activities: Upgrading of the local road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | |
| **Possible emissions by transportation vehicles and impact on air quality in the v Zubovce with the highway A2/E-65 section Tetovo-Gostivar:**   * Gases emissions of dust-suspended particulates * Traffic congestion will be caused as well causing changes in existing traffic circulation | Local/ within the village Zubovce  Short term/ major | * Upgrading sites, transportation routes and materials handling sites should be water-sprayed on dry and windy days; * Upgrading materials should be stored in appropriate places covered to minimize dust; * Vehicle loads likely to emit dust need to be covered; * Usage of protective masks for the workers if the dust appears; * Restriction of the vehicle speed within the upgrading locations; * Perform regular maintenance of the vehicles and upgrading machinery in order to reduce the leakages of motor oils, emissions and dispersion of pollution; * Burning of debris from ground clearance not permitted. | * Contractor –Bidder * Supervisor |
| **Temporary land acquisition/ damage to private property** | Local | * ▪ Avoidance of the use of private lands; * ▪ In case avoidance is not possible, minimization of size of the area used and impacts on the vegetation * Implementation of RPF provisions. * Arrangements with owner and payment must be executed prior to land access | * Contractor, PIU |
| **Possible noise disturbance as a result of outdoor equipment usage and transportation vehicles driving around the sites** | Local/along the project location in Municipality of Vrapcishte  short term /medium | * The project location belongs to mixed area: area with III degree of noise protection regard the presence of agricultural fields (the maximum limit values should not exceed 55 dB(A) for night and 60dB(A) for evening and day). * The upgrading work should be not permitted during the nights; the operations on sites shall be restricted to the hours 7.00 -19.00. * The control of noise level should be performed before the start up with the working activities and during work peaks; | * Contractor –Bidder * Supervisor |
| **Possible impact on water courses – Zubovska river in village Zubovce** | Local/near Zubovska river, on some sport along the route of the project location  Short term/ major | * Minimize storage or disposal of substances harmful to water – Vardar river; * In order to maintain good ecological status of Vardar River, the Contractor should forbid temporary or final waste disposal near /in river band of this water recipient (e.g disposal of soil, asphalt, leakages of motor oils and lubricants, etc.) * The streets should be kept clean and tidy to prevent the build-up of oil and dirt that may be washed into a water course or drain during heavy rainfall. | * Contractor –Bidder * Supervisor |
| **Possible adverse environmental impact and health effects could occur as a result of generation of the different waste streams**  The inappropriate waste management and not in time collection and transportation of waste streams | Local/ within the project location in Municipality of Vrapcishte  Short term/ major | * Identification of the different waste types at the upgrading sites (soil, humus, bottles, food, etc.); * Classification of waste according the national List of Waste (Official Gazette no.100/05); * 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 05 – Excavated soil and stones, 17 09 04 – Mixed waste from construction site and 17 03- bituminous material; * Small amount of solid municipal waste could be found (food, beverages), as well as packaging waste (paper, bottles, glass, etc.). Proper containers/waste bins should be provide at the project site during the upgrading activities; * The recycle and re-use of some waste materials is obligatory (not to dispose them as a waste ); * Collection and transportation of the inert and communal waste by the private company from Vrapchishte (the waste disposal will be performed on landfill “Rusino”, located at about 3 km of the City of Gostivar;The options for reuse/recycling of the generated waste streams should be taking into consideration (e.g. reuse of the removed layer of asphalt, excavated soil, etc.). * Possible hazardous waste (motor oils, vehicle fuels) should be collected separately and authorized collector and transporter should be sub-contracted to transport and finally dispose the hazardous waste; * The materials should be covered during the transportation to avoid waste dispersion; * Burning of waste in the site or on other place is is prohibited. | * Contractor –Bidder * Supervisor * Municipality staff (Communal Inspector) * Mayor of the Municipality of Vrapcishte * Private company from Vrapcishte |
| **Project activities: Operational phase of the road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | |
| * In the operational phase of the projects, there is a potential risk for traffic safety due to the limited width of the roads on some places. The implementation of mitigation measures should be in compliance with national regulative for traffic safety - Law for road traffic safety (Official Gazette of RM, No.54/07, 86/08, 98/08, 64/09, 161/09, 36/11, 51/11,114/12, 27/14 and 169/15). | | | |

# ENVIRONMENTAL AND SOCIAL MONITORING PLAN

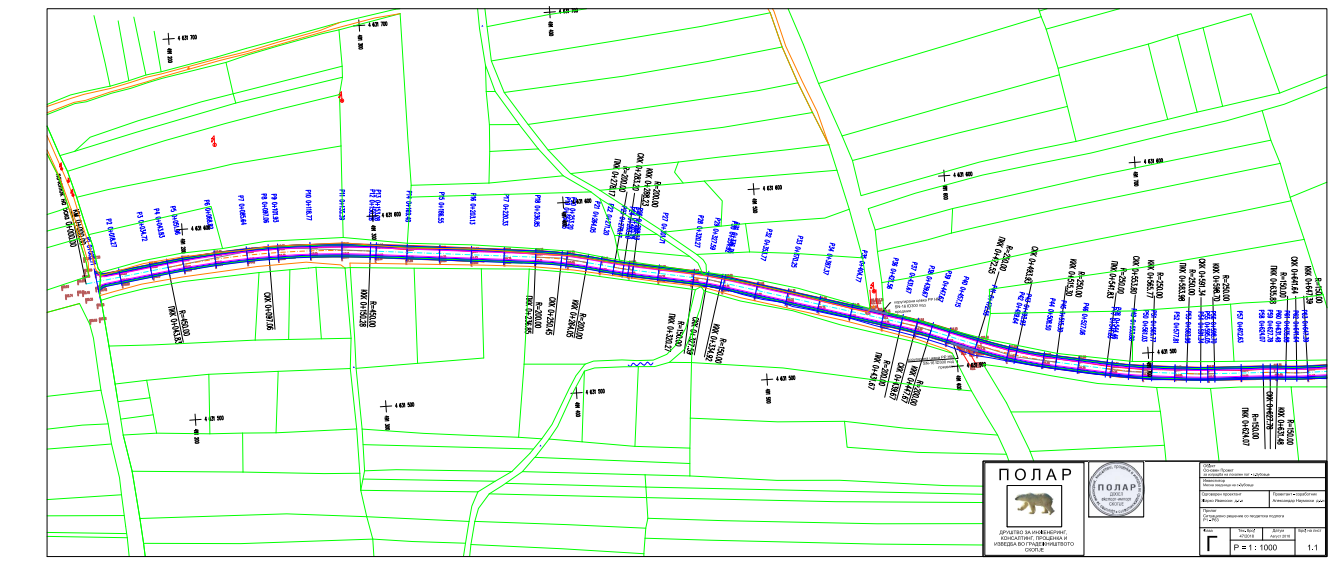
| **What**  **parameter to be monitored?** | **Where**  **is the parameter to be monitored?** | **How**  **is the parameter monitored?** | | **When**  **is the parameter monitored (frequency of measurement)?** | **Why**  **is the parameter monitored?** | **Cost** | | **Responsibility** | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Upgrading** | **Operations** | **Upgrading of road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | **Operations of the local road in v. Zubovce** |
| **Project stage: Preparation activities before upgrading the streets: Marking out the route for upgrading of road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | | | | | | | |
| Application of PPE and protection measures for workers in order to minimize possible injuries at construction site | At the project sites | Visual checks | | During the clean-up activities  At the beginning of each working day during the sub-project activities | To prevent health and safety risks – mechanical injuries  To be in compliance with national communal health regulation and OH&S standards | Included in the project budget |  | Contractor/sub-contractors - Bidder  Supervisor  Communal Inspector at the Municipality of Vrapcishte |  |
| Prepared all required documents related to OH&S, Community safety and Traffic Management | Within the project location | | Review of the prepared documentation (OHS Plan  Community safety Plan  Traffic Management Plan (TMP) | During the clean-up activities  At the beginning of each working day during the sub-project activities | To prevent health and safety risks – mechanical injuries  To be in compliance with national communal health regulation and OH&S standards | Included in the project budget |  | Contractor - Bidder  Supervisor  Communal Inspector at the Municipality of Vrapcishte |  |
| Training of workers and informing of the local population about the project actvities | At the project site | | OHS training  By OHS authorized company engaged by the Contractor  Provision of the information via TV, radio and municipality web site [[(https://komunavrapcisht.gov.mk/mk/)](file:///C:\Users\Kate\Desktop\T1\(https:\komunavrapcisht.gov.mk\mk\))](https://www.berovo.gov.mk/) about the project activities | Before the start up of the project activities | To prevent health and safety risks – mechanical injuries of the worker and local population  To be in compliance with national communal health regulation and OH&S standards | Included in the project budget |  | Contractor - Bidder  Supervisor  Communal Inspector at the Municipality of Vrapcishte |  |
| **Project stage: Upgrading of the road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | | | | | | | |
| Existence of applicable Traffic Management Plan for the project and Notices for the availability of the plan and information on traffic regulation set on bulletin board in the village. | Within the project locations | Visual monitoring | | During the working day | To ensure the coordinated traffic flow through the project location and easy access of local population to their homes | Included in the project budget |  | Contractor - Bidder  Supervisor  Communal Inspector at the Municipality of Vrapcishte |  |
| Use of PPE by the workers | At upgrading site | Visual monitoring | | During the works | To ensure workers safety on site | Included in the project budget |  | Municipality of Vrapcishte, Labor inspection |  |
| Forbidden disposal of the waste streams (solid and liquid) near or in the river bend of Zubovska river in order to prevent possible water pollution | In village Zubovce near the project location | Visual check if the waste is disposed near Zubovska river | | During the project activities (once per week) | To ensure good status of water quality | Included in the project budget |  | Contractor - Bidder  Supervisor |  |
| Primary selection of the generated different waste streams at the project location | On the upgrading sites | Review the documentation | | At the beginning of work with new material/s | In order to ensure separation of hazardous from the non-hazardous waste as well as inert from biodegradable waste | Included in the project budget |  | Contractor – Bidder  Supervisor |  |
| Collection and transport of hazardous waste (if any occurs) | On safety temporary storage | Review the transportation list and conditions at the storage facility | | Before the transportation of the hazardous waste (if there is any) | To improve the waste management practice on municipality and national level/ Not to dispose the hazardous waste on the waste disposal spots | Included in the project budget |  | Authorized Contractor for collection and transportation of hazardous waste (if any occurs) |  |
| Collection transportation and final disposal of the solid waste | At the upgrading sites and near them (within the village Zubovce) | Visual monitoring and reviewing the transportation and disposal lists from the sub-contractor | | After the collection and transportation of the solid waste on regular base each day | Not to leave and dispose the waste streams on the sites in order to avoid the environmental and health impact on local population  To have the real data for generated waste streams and to improve the waste management | Included in the project budget |  | Contractor – Bidder  Supervisor and the private company from Vrapcishte |  |
| Fulfilled Annual Report for collection, transportation and disposal of waste | Local self-government administration | Review of documentation – Identification of waste list | | After the accomplishment the task of collection, transportation, temporary disposal and final disposal of waste | To improve the waste management on local and national level  To be in compliance with national legal requirements | Included in the project budget |  | Mayor of Municipality of Vrapcishte / Ministry of Environment and Physical Planning |  |
| Baseline monitoring of noise and additional upon public complaint (if happens) | Along the streets where are located family houses | With noise measurement calibrated equipment | | Before the start up with the working activities and During the work peaks | To ensure noise level limits according regulation | Part of the regular Contractor cost |  | Contractor;  Accredited company  for measuring the  level of provided by the contractor;  Authorized environmental inspector, Construction inspector |  |
| **Project stage: Operational phase of the road that connects the v. Zubovce with the highway A2/E-65 section Tetovo-Gostivar, in Municipality of Vrapcishte** | | | | | | | | | |
| Implementation of mitigation measures (e.g. placement of the horizontal and vertical traffic signalization for speed limitation of the vehicles, convex wide angle mirrors, etc.)  Limitation of the generated noise as road conditions allows; | Along the streets especially in some narrow parts (where the width is less than 3.5m) | Decreased number of traffic accidents along the local roads | | Continuously (the parameter should be monitored in compliance with - Law for road traffic safety (Official Gazette of RM, No.54/07, 86/08, 98/08, 64/09, 161/09, 36/11, 51/11,114/12, 27/14 and 169/15). | To achieve safety of the local population and their private properties and to be in compliance with national regulative for traffic safety |  | Municipality budget |  | Ministry of internal affairs (branch office in Municipality of Vevchani |

# ANNEX

Annex 1 Map of sensitive areas in the wider surrounding of the project site in Municipality of Vrapchishte

|  |  |
| --- | --- |
|  |  |
| Figure 7 Location of IPA “Shar Planina” related to project location | Figure 8 Location of IВA “Shar Planina” related to project location |
|  | |
| Figure 9 Location of Emerald site “Shar Planina” related to project location | |

Annex2 Layout of the project location in Municipality of Vrapchishte



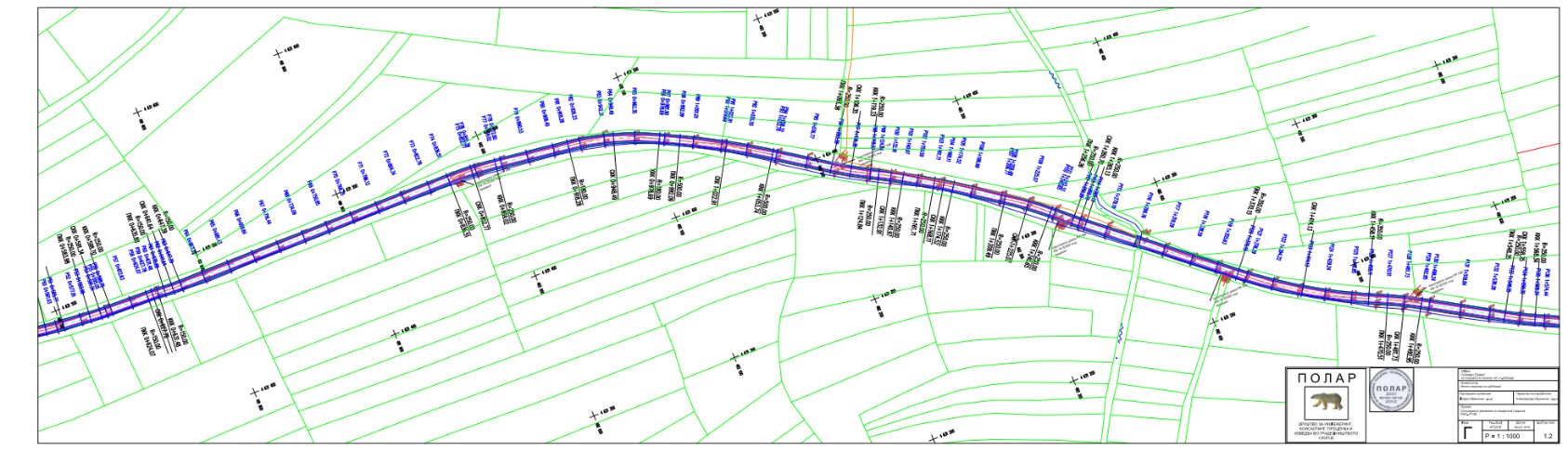


Figure 10 Layout of the project location of local road in Municipality of Vrapchishte

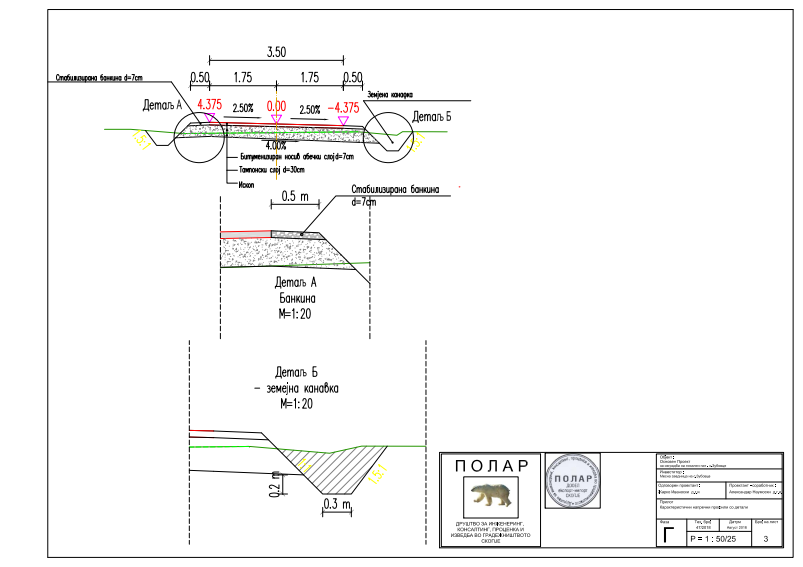


Figure 11 Cross section of the local road in Municipality of Vrapchishte

Annex 3 COVID-19 considerations in construction/civil works projects

Taking into account the new situation with the appearance of the virus COVID 19, besides the standard measures for safety and protection at work it is necessary to implement measures for protection from COVID 19.

Undoubtedly, the Contractors will face many challenges in the new situation, such as:

* Inability to purchase protective equipment and disinfectants due to lack on the market,
* Lack of labour due to limited movement and absences from work,
* Inability to provide materials and work equipment due to congestion in all segments of life in the country,
* Employees' concerns about their livelihoods due to reduced workload, etc.

First, it is necessary to implement the measures for protection from COVID 19 adopted by the Government of the Republic of Northern Macedonia at the proposal of the Commission for Infectious Diseases and the Ministry of Health. **These measures should be constantly updated in accordance with the latest provisions introduced by the Government**. The Contractor is required to nominate a responsible person who will follow the measures adopted by the Government and will apply them in the operation of the construction site at the project location.

Links of the national institutions responsible for COVID 19 where the Contractor could find updated information and recommendations:

* **Government of the Republic of North Macedonia -** [**https://vlada.mk/node/20488?ln=en-gb**](https://vlada.mk/node/20488?ln=en-gb)
* **Ministry of Health -** [**http://zdravstvo.gov.mk/korona-virus/**](http://zdravstvo.gov.mk/korona-virus/)
* **Ministry of Labour and Social Policy -** [**http://mtsp.gov.mk/covid-19.nspx**](http://mtsp.gov.mk/covid-19.nspx)
* **Ministry of transport and communications -** [**http://mtc.gov.mk/Preporaki%20od%20Vlada**](http://mtc.gov.mk/Preporaki%20od%20Vlada)
* **Official site for COVID – 19 -** [**https://koronavirus.gov.mk/en**](https://koronavirus.gov.mk/en)

On national level in addition to the measures introduced by the Government for protection from COVID 19, the Macedonian Occupational Safety and Health Association developed a Guide to Safety and Health at Work in Construction Prevention from the Corona virus. The Guide contains measures that the Contractor is required to implement in order to eliminate the possible ways of obtaining and transmitting COVID 19 among the workers on construction site.

In more detail in several chapters, the Guide contains:

* Challenges in construction;
* Obligations for the Contractor;
* Obligations for workers;
* Liabilities for Investors;
* Ways of proceeding in cases of suspected case or cases infected with COVID 19;
* Contact phones of national institutions responsible for contacting the occurrence of the event infected with COVID 19.

The text of the Guide to Safety and Health at Work in Construction Prevention from the Corona virus on the Macedonian language is given on the following link <http://mzzpr.org.mk/wp-content/uploads/2020/04/covid19-%D0%B3%D1%80%D0%B0%D0%B4%D0%B5%D0%B6%D0%BD%D0%B8%D1%88%D1%82%D0%B2%D0%BE.pdf>.

**The Contractor also needs to implement the requirements introduced by the World Bank related to the protection of COVID 19.**

Regarding the COVID-19 considerations in construction/civil works projects given by the World Bank, they are divided in several segments/issues and in details are shown on .

Table 4 COVID-19 considerations in construction/civil works projects recommended by WB

| **COVID-19 considerations in construction/civil works projects** | |
| --- | --- |
| **Covid-19 issues** | **Type of activities** |
| The Contractor should identify measures to address the COVID-19 situation taking into account the location, existing project resources, availability of supplies, capacity of local emergency/health services, the extent to which the virus already exist in the area.  PIU and Contractor should establish specific procedures for addressing COVID 19 issues on the construction site. Procedures should be implemented, documented and updated in accordance with the latest changes introduced by the Government and the conditions on the construction site. | |
| Assessing workforce characteristics | • The Contractor should prepare a detailed profile of the project work force, key work activities, schedule for carrying out such activities, different durations of contract and rotations;  • This should include a breakdown of workers who reside at home (i.e. workers from the community), workers who lodge within the local community and workers in on-site accommodation (i.e. workers camp). Where possible, it should also identify workers that may be more at risk from COVID-19, those with underlying health issues or who may be otherwise at risk;  • Consideration should be given to ways in which to minimize movement in and out of site. This could include lengthening the term of existing contracts, to avoid workers returning home to affected areas, or returning to site from affected areas. |
| Entry/exit to the work site and checks on commencement of work | • Establishing a system for controlling entry/exit to the site, securing the boundaries of the site, and establishing designating entry/exit points (if they do not already exist). Entry/exit to the site should be documented;  • Training security staff on the (enhanced) system that has been put in place for securing the site and controlling entry and exit, the behaviors required of them in enforcing such system and any COVID -19 specific considerations;  • Training staff who will be monitoring entry to the site, providing them with the resources they need to document entry of workers, conducting temperature checks and recording details of any worker that is denied entry;  • Confirming that workers are fit for work before they enter the site or start work. While procedures should already be in place for this, special attention should be paid to workers with underlying health issues or who may be otherwise at risk. Consideration should be given to demobilization of staff with underlying health issues;  • Checking and recording temperatures of workers and other people entering the site or requiring self-reporting prior to or on entering the site;  • Providing daily briefings to workers prior to commencing work, focusing on COVID-19 specific considerations including cough etiquette, hand hygiene and distancing measures, using demonstrations and participatory methods;  • During the daily briefings, reminding workers to self-monitor for possible symptoms (fever, cough, and other respiratory symptoms) and to report to their supervisor or the COVID-19 focal point if they have symptoms or are feeling unwell;  • Preventing a worker from an affected area or who has been in contact with an infected person from returning to the site for 14 days or (if that is not possible) isolating such worker for 14 days;  • Preventing a sick worker from entering the site, referring them to local health facilities if necessary or requiring them to isolate at home for 14 days. |
| General hygiene | • Placing posters and signs around the site, with images and text in local languages (MK/ALB);  • Ensuring handwashing facilities supplied with soap, disposable paper towels and closed waste bins exist at key places throughout site, including at entrances/exits to work areas; where there is a toilet, canteen or food distribution, or provision of drinking water; in worker accommodation; at waste stations; at stores; and in common spaces. Where handwashing facilities do not exist or are not adequate, arrangements should be made to set them up. Alcohol based sanitizer (if available, 60-95% alcohol) can also be used;   * Training workers and staff on site on the signs and symptoms of COVID-19, how it is spread, how to protect themselves (including regular handwashing and social distancing) and what to do if they or other people have symptoms;   • Setting aside part of worker accommodation for precautionary self-quarantine as well as more formal isolation of staff who may be infected. |
| Cleaning and waste disposal | • Providing cleaning staff with adequate cleaning equipment, materials and disinfectant;  • Training cleaning staff on appropriate cleaning procedures and appropriate frequency in high use or high-risk areas;  • Where it is anticipated that cleaners will be required to clean areas that have been or are suspected to have been contaminated with COVID-19, providing them with appropriate PPE: gowns or aprons, gloves, eye protection (masks, goggles or face screens) and boots or closed work shoes. If appropriate PPE is not available, cleaners should be provided with best available alternatives;  • Training cleaners in proper hygiene (including handwashing) prior to, during and after conducting cleaning activities; how to safely use PPE (where required); in waste control (including for used PPE and cleaning materials);  • Any medical waste produced during the care of ill workers should be collected safely in designated containers or bags and treated and disposed of following relevant requirements (e.g., national - <http://www.moepp.gov.mk/?nastani=%d0%bf%d1%80%d0%b5%d0%bf%d0%be%d1%80%d0%b0%d0%ba%d0%b8-%d0%b7%d0%b0-%d1%83%d0%bf%d1%80%d0%b0%d0%b2%d1%83%d0%b2%d0%b0%d1%9a%d0%b5-%d1%81%d0%be-%d0%be%d1%82%d0%bf%d0%b0%d0%b4-%d0%b7%d0%b0-%d0%b3%d1%80>,  WHO). If open burning and incineration of medical wastes is necessary, this should be for as limited a duration as possible. Waste should be reduced and segregated, so that only the smallest amount of waste is incinerated. |
| Adjusting work practices | • Decreasing the size of work teams;  • Limiting the number of workers on site at any one time;  • Changing to a 24-hour work rotation;  • Adapting or redesigning work processes for specific work activities and tasks to enable social distancing, and training workers on these processes;  • Continuing with the usual safety trainings, adding COVID-19 specific considerations. Training should include proper use of normal PPE. While as of the date of this note, general advice is that construction workers do not require COVID-19 specific PPE, this should be kept under review;  • Arranging (where possible) for work breaks to be taken in outdoor areas within the site;  • Consider changing canteen layouts and phasing meal times to allow for social distancing and phasing access to and/or temporarily restricting access to leisure facilities that may exist on site, including gyms;  • At some point, it may be necessary to review the overall project schedule, to assess the extent to which it needs to be adjusted (or work stopped completely) to reflect prudent work practices, potential exposure of both workers and the community and availability of supplies, taking into account Government advice and instructions. |
| Project medical services | • Expanding medical infrastructure and preparing areas where patients can be isolated. Isolation facilities should be located away from worker accommodation and ongoing work activities. Where possible, workers should be provided with a single well-ventilated room (open windows and door). Where this is not possible, isolation facilities should allow at least 1 meter between workers in the same room, separating workers with curtains, if possible. Sick workers should limit their movements, avoiding common areas and facilities and not be allowed visitors until they have been clear of symptoms for 14 days. If they need to use common areas and facilities (e.g. kitchens or canteens), they should only do so when unaffected workers are not present and the area/facilities should be cleaned prior to and after such use.  • Training medical staff, which should include current WHO advice on COVID-19 and recommendations on the specifics of COVID-19. Where COVID-19 infection is suspected, medical providers on site should follow WHO interim guidance on infection prevention and control during health care when novel coronavirus (nCoV) infection is suspected;  • Assessing the current stock of equipment, supplies and medicines on site, and obtaining additional stock, where required and possible. This could include medical PPE, such as gowns, aprons, medical masks, gloves, eye protection, etc..;  • Review existing methods for dealing with medical waste, including systems for storage and disposal. |
| Local medical and other services | • Conducting preliminary discussions with specific medical facilities, to agree what should be done in the event of ill workers needing to be referred;   * Obtaining information as to the resources and capacity of local medical services (e.g. number of beds, availability of trained staff and essential supplies);   • Clarifying the way in which an ill worker will be transported to the medical facility, and checking availability of such transportation;  • Agreeing with the local medical services/specific medical facilities the scope of services to be provided, the procedure for in-take of patients and (where relevant) any costs or payments that may be involved;  • A procedure should also be prepared so that project management knows what to do in the unfortunate event that a worker ill with COVID-19 dies. While normal project procedures will continue to apply, COVID-19 may raise other issues because of the infectious nature of the disease. The project should liaise with the relevant local authorities to coordinate what should be done, including any reporting or other requirements under national law; |
| Instances or spread of the virus | **• If a worker has symptoms of COVID-19 (e.g. fever, dry cough, fatigue) the worker should be removed immediately from work activities and isolated on site;**  **• The worker should be transported to the local health facilities to be tested (if testing is available and permitted under national legislation);**  **• If the test is positive for COVID-19 or no testing is available, the worker should continue to be isolated. This will either be at the work site or at home. If at home, the worker should be transported to their home in transportation provided by the project;**  **• Extensive cleaning procedures with high-alcohol content disinfectant should be undertaken in the area where the worker was present, prior to any further work being undertaken in that area. Tools used by the worker should be cleaned using disinfectant and PPE disposed of;**  **• Co-workers (i.e. workers with whom the sick worker was in close contact) should be required to stop work, and be required to quarantine themselves for 14 days, even if they have no symptoms;**  **• Family and other close contacts of the worker should be required to quarantine themselves for 14 days, even if they have no symptoms;**  **• If a case of COVID-19 is confirmed in a worker on the site, visitors should be restricted from entering the site and worker groups should be isolated from each other as much as possible;**  **• If workers live at home and has a family member who has a confirmed or suspected case of COVID-19, the worker should quarantine themselves and not be allowed on the project site for 14 days, even if they have no symptoms;**  **• Workers should continue to be paid throughout periods of illness, isolation or quarantine, or if they are required to stop work, in accordance with national law;**  **• Medical care (whether on site or in a local hospital or clinic) required by a worker should be paid for by the employer.** |
| Continuity of supplies and project activities | • Identify back-up individuals, in case key people within the project management team (PIU, Supervising Engineer, Contractor, sub-contractors) become ill, and communicate who these are so that people are aware of the arrangements that have been put in place;  • Document procedures, so that people know what they are, and are not reliant on one person’s knowledge;  • Understand the supply chain for necessary supplies of energy, water, food, medical supplies and cleaning equipment, consider how it could be impacted, and what alternatives are available. Early pro-active review of international, regional and national supply chains, especially for those supplies that are critical for the project, is important (e.g. fuel, food, medical, cleaning and other essential supplies). Planning for a 1-2 month interruption of critical goods may be appropriate for projects in more remote areas;  • Place orders for/procure critical supplies. If not available, consider alternatives (where feasible);  • Consider existing security arrangements, and whether these will be adequate in the event of interruption to normal project operations;  • Consider at what point it may become necessary for the project to significantly reduce activities or to stop work completely, and what should be done to prepare for this, and to re-start work when it becomes possible or feasible. |
| Contingency planning for an outbreak | The contingency plan to be developed at each site should set out what procedures will be put in place in the event of COVID-19 reaching the site. The contingency plan should be developed in consultation with national and local healthcare facilities and follow state guidance for COVID-19 response, to ensure that arrangements are in place for the effective containment, care and treatment of workers who have contracted COVID-19. The contingency plan should also consider the response if a significant number of the workforce become ill, when it is likely that access to and from a site will be restricted to avoid spread.  Contingencies should be developed and communicated to the workforce for:  • Isolation and testing procedures for workers (and those they have been in contact with) that display symptoms;  • Care and treatment of workers, including where and how this will be provided;  • Getting adequate supplies of water, food, medical supplies and cleaning equipment in the event of an outbreak on site, especially should access to the site become restricted or movements of supplies limited.  Specifically, the plan should set out what will be done if someone may become ill with COVID-19 at a worksite. The plan should:  • Set out arrangements for putting the person in a room or area where they are isolated from others in the workplace, limiting the number of people who have contact with the person and contacting the local health authorities;  • Consider how to identify persons who may be at risk (e.g. due to a pre-existing condition such as diabetes, heart and lung disease, or as a result of older age), and support them, without inviting stigma and discrimination into your workplace; and  • Consider contingency and business continuity arrangements if there is an outbreak in a neighboring community.  Contingency plans should consider arrangements for the storage and disposal arrangements for medical waste, which may increase in volume and which can remain infectious for several days (depending upon the material). The support that site medical staff may need, as well as arrangements for transporting (without risk of cross infection) sick workers to intensive care facilities or into the care of national healthcare facilities should be discussed and agreed.  Contingency plans should also consider how to maintain worker and community safety on site should sites closed to comply with national or corporate policies, should work be suspended or should illness affect significant numbers of the workforce. It is important that worksite safety measures are reviewed by a safety specialist and implemented prior to work areas being stopped. |
| Training and communication with workers | • Regular information and engagement with workers (e.g. through training, town halls, tool boxes) that emphasizes what management is doing to deal with the risks of COVID-19. Workers should be given an opportunity to ask questions, express their concerns, and make suggestions;  • Training should address issues of discrimination or prejudice if a worker becomes ill and provide an understanding of the trajectory of the virus, where workers return to work;  • Training should cover all issues that would normally be required on the work site, including use of safety procedures, use of construction PPE, occupational health and safety issues, and code of conduct, taking into account that work practices may have been adjusted;  • Communications should be clear, based on fact and designed to be easily understood by workers, for example by displaying posters on handwashing and social distancing, and what to do if a worker displays symptoms. |
| Communication and contact with the community | • Communications should be clear, regular, based on fact and designed to be easily understood by community members;  • Communications should utilize available means. In most cases, face-to-face meetings with the community or community representatives will not be possible. Other forms of communication should be used; online platforms, social media, posters, pamphlets, radio, text messages, virtual meetings. The means used should take into account the ability of different members of the community to access them, to make sure that communication reaches these groups;  • The community should be made aware of procedures put in place at site to address issues related to COVID-19. This should include all measures being implemented to limit or prohibit contact between workers and the community. The community should be made aware of the procedure for entry/exit to the site, the training being given to workers and the procedure that will be followed by the project if a worker becomes sick. |
| Covid-19 reporting | Contractor should report an outbreak for a ‘Serious’ incident. The Contractor should keep the Borrower informed of any concerns or problems associated with providing care to infected workers on project sites, particularly if infection rate is approaching 50% of the workforce. |

Annex 4 Form for submitting comments

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| --- | --- | --- |
| **Form for submitting comments and suggestions for Environmental and Social Management Plan ESMP for the project“Upgrading of local roads connecting v. Zubvce with the highway A2 / E-65 section Tetovo – Gostivar”, in Municipality of Vrapcishte**    **Main description of the project**  The sub-project has an aim to improve the road infrastructure in order to provide direct connection of the village Zubovce with the highway A2 / E-65 section Tetovo – Gostivar. The total length of the road that will be upgraded is 2.116,96 m. This sub-project will consist of: drainage ditch excavation and fitting of drainage pipeline, placing road base layer, bearing bitumen layer over existing asphalt and compacting all layers of asphalt. Since this is an existing road, no significant environmental impacts are expected, but for the identified impacts, the ESMP is prepared where appropriate measures for their mitigation and minimization are prescribed.  **Electronic version of ESMP for the project “Upgrading of local roads connecting v. Zubvce with the highway A2 / E-65 section Tetovo – Gostivar”, in Municipality of Vrapcishte is available on the following web pages**:   * Municipality of Vrapcishte: https://komunavrapcisht.gov.mk/mk/ * MoTC PIU: http://mtc.gov.mk/ | | |
| **Name and surname of the person who provides comment\*** |  | |
| **Contact information\*** | **E-mail:**  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  **Phone:**  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| **Comment on the ESMP:** | | |
| **Signature**  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | **Date**  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **If you have any comments/suggestions or amendments to the proposed measures of Environmental and Social Management Plan ESMP for the project “Upgrading of local roads connecting v. Zubvce with the highway A2 / E-65 section Tetovo – Gostivar”, in Municipality of Vrapcishte, please submit it to the responsible persons from the following institution:**  **Contact person: Irena Paunovikj**  **e-mail: irena.paunovikj.piu@mtc.gov.mk**  **Within the 14 days period after the announcement of ESMP for the project“ Upgrading of local roads connecting v. Zubvce with the highway A2 / E-65 section Tetovo – Gostivar”, in Municipality of Vrapcishte**  **(date of announcement: ……. )** | | |
| **Referent number: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**  (fulfilled by the responsible persons for the project implementation) | | |

\* Fulfillment of the fields with personal data is not obligatory

Annex 5 Grievance Form for whole project implementation period

|  |  |  |
| --- | --- | --- |
| **Reference Number** |  | |
| **Full name (optional)**   * **I wish to raise my grievance anonymously.** * **I request not to disclose my identity without my consent.** |  | |
| **Contact information**  **Please mark how you wish to be contacted (by post, telephone, e-mail).** | * **By Post: *Please provide mailing address:***   **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**   * **By telephone: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** * **By E-mail** | |
| **Preferred language of communication** | * **Macedonian** * **Albanian** * **Turkish** * **Other: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | |
| **Gender** | * **Female** * **Male** | |
|  | | |
| **Description of Incident for Grievance** | | What happened? Where did it happen? Whom 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?** | | |
|  | | |

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*Please return this form to:*

|  |  |  |  |
| --- | --- | --- | --- |
| Name and surname | Irena Paunovikj | Abdilbari Ebibi |  |
| E-mail | irena.paunovikj.piu@mtc.gov.mk | Bari\_ebibi@hotmail.com |  |
| Institution | Ministry of Transport and communications | Municipality of Vrapciste | Contractor Company |

Local Roads Connectivity Project

St. Dame Gruev 6,1000 Skopje, R. N. Macedonia