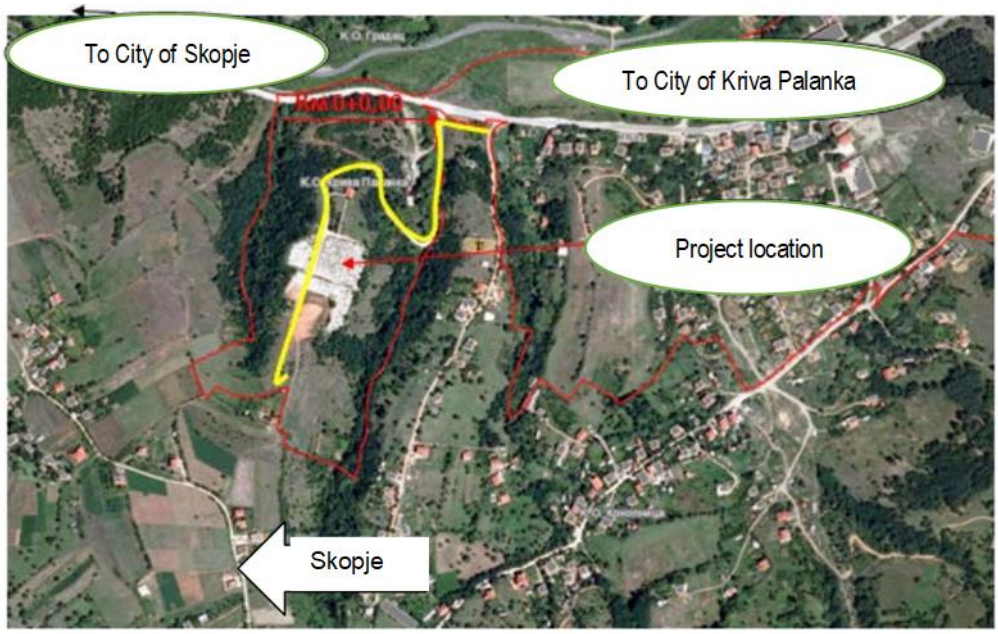
# ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

***Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka***

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ABBREVIATIONS

| | |
|---|---|
| EIA | Environmental Impact Assessment |
| EHS | Environment, health and safety |
| ESMF | Environmental and Social Management Framework |
| ESMP | Environmental and Social Management Plan |
| ES | Environmental and social |
| ESS | Environmental and social standards |
| IBA | Important Bird Area |
| IPA | Important Plant Area |
| LRCP | Local Road Connectivity Project |
| MoEPP | Ministry of Environment and Physical Planning |
| MOSHA | Macedonian Occupational Safety and Health Association |
| MSC | Macro seismic |
| MoTC | Ministry of Transport and Communications |
| OH&S; OHS | Occupational Health and Safety |
| PCE | Public Communal Enterprise |
| PIU | Project Implementation Unit |
| PPE | Personal protection equipment |
| RM | Republic of Macedonia |
| RNM | Republic of North Macedonia |
| TMP | Traffic Management Plan |
| WB | World Bank |
| WHO | World Health Organization |

# 1. INTRODUCTION

Within Republic of North Macedonia, the transport sector is characterized by poor condition of the local roads network, unsatisfactory level of financing of road maintenance on national level and there are weaknesses of international investment in distribution sector and transport sector. Such poor condition of the local roads is 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 the 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), reconstruction rehabilitation, upgrading, pedestrian paths, street lightening, water drainage and capacity building of the municipal staff.

When preparing these types 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 issued Opinion, to prepare the EIA Report. If the issued Opinion of the MoEPP is positive and EIA Report has to be prepared.

The prepared EIA Report is 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 projects that cover upgrading and rehabilitation of roads belong to the chapter X – Infrastructure projects, item 1 Upgrading of local roads, defined in the secondary legislation and for these projects an EIA Report should be prepared. The EIA Report for this project was prepared in October 2018, by the company “EURO ROAD DIZAJN GROUP” DOO Skopje and the Approval was issued by the Mayor of Municipality of Kriva Palanka with the Decision for approval (No. UP1 29-182 on 22.03.2019).

The Municipality of Kriva Palanka prepared an EIA Report and sent a copy together with the Decision for its approval to the MoTC with other technical documents.

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 is used as a basis for the creation of site specific Environmental and Social Management Plans (ESMP) and ESMP Checklists which will address in detail environmental and social aspects of sub-projects identified in the course of project preparation and implementation.

Near the suburb area of City of Kriva Palanka, a city chapel has been built and put into operation, but as a serious problem for performing funeral and other procedures and rituals is the access road to the location of the new city cemetery. The new city cemetery has been already put into operation and the road is partially paved and is in very poor condition. Currently, this local road is with a large number of holes and destroyed asphalt, which makes it difficult for motor vehicles to move normally in the event of a funeral. There is no parking spaces on the site, which creates huge problems during the funerals, because during the bad weather conditions, access to the site is very difficult (huge amounts of mud is generated).

In addition to the fact that the main function of this access road is to connect the City of Kriva Palanka with the new city cemetery, it is planned in the future to continue the road further to the settlement Konopnica, which will directly connect several settlements. At the same time, this road will provide alternative access to the state road A2 of the entire population from the settlement Konopnica.

The road has a total length of 712,11 m (including branch 1 with a length of 192,99 m, branch 2 with a length of 59,71 m and part of the parking lot 459,41 m) and width of 3.5 m.

According the Main design for the project, the main activities will include: mechanical cutting of asphalt pavement, asphalt scraping, fitting of drainage pipeline and concrete canals, placing road base layer, bearing bitumen layer over existing asphalt and compacting all layers of asphalt.

During the upgrading of the local road to the new city cemetery, taking into account the nature of project activities, technical specifications, location of upgrading activities, as well as the specifics of the potential environmental impacts, ***the Project Upgrading of local road in Municipality of Kriva Palanka 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.***

## 2.1 Baseline condition of Municipality of Kriva Palanka

The Municipality of Kriva Palanka is located in northeastern part of North Macedonia. Kriva Palanka is the town where the municipal seat is found. The municipality is part of the Northeastern Planning Region.

The municipality borders with Republic of Serbia to the north, Republic of Bulgaria to the east, Municipality of Rankovce to the west, and Makedonska Kamenica Municipality, Municipality of Kratovo and Municipality of Kocani to the south.

The Municipality of Kriva Palanka covers an area of 480.81km$^2$. In Figure 1 is presented the location of the project site in relation to the Municipality of Kriva Palanka and RNM.

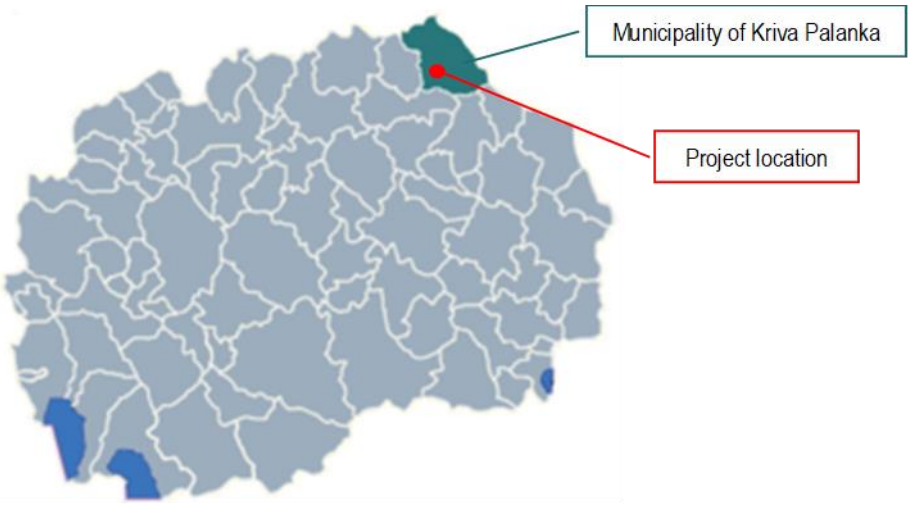



Figure 1 Location of the project area in relation with the Municipality of Kriva Palanka

### 2.1.1 Demography

In RNM, the latest census data is the 2002 census. According to the 2002 census data, Municipality of Kriva Palanka had a population of 20,820 citizens (9, 554 are men and 9.104 are women), with population density of 27.81 people of km$^2$. The number of households in the municipality is 6,600. 96.1 % of the inhabitants are Macedonians (or 19,998 inhabitants), 3.2 % are Romas (or 668 inhabitants), Serbs are 0.5% (or 103 inhabitants) and others.

The City of Kriva Palanka has a favorable demographic picture with a growing population. It is noticeable high birth rate among Macedonians. Economically active population are total 8,668 citizens (including population

from the age +15). Unemployed are 4,286 citizens (including population from the age +15). School educated population (from the age +15_ within the municipality is following: Total population: 17,110; No school: 1197; Incomplete primary education: 2357; Primary school: 4,851; High school: 7,492; Master's Degree: 3.

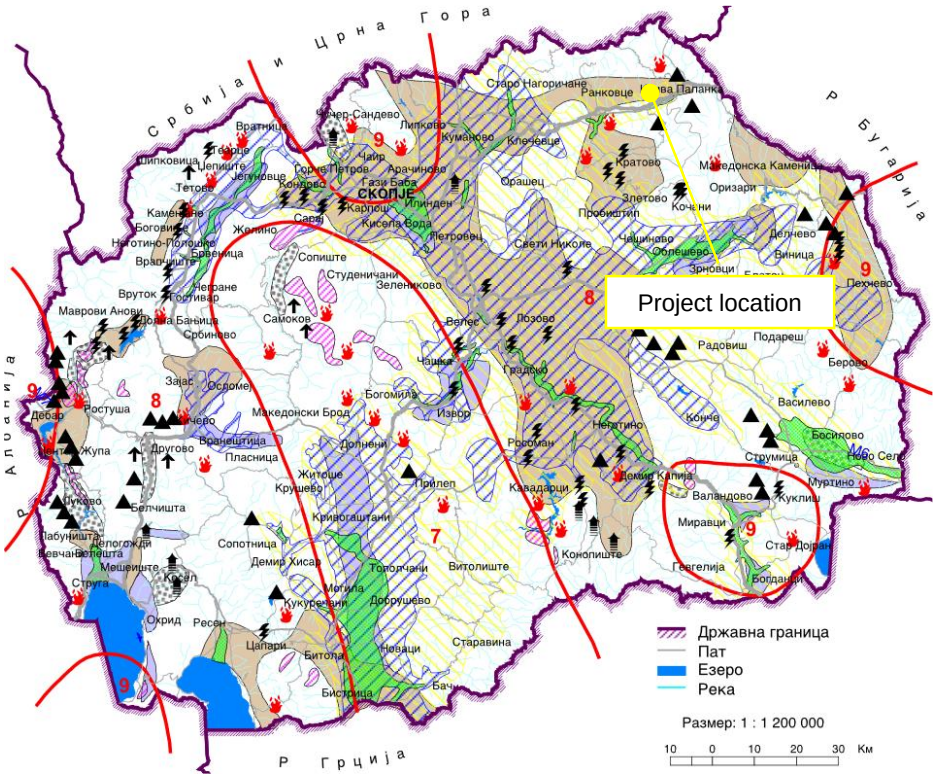
### 2.1.2 Climate features

The Municipality of Kriva Palanka has a moderate continental climate (with a mild cold winter, a mild hot summer, a cool spring and a relatively warm autumn), due to the geographical disposition and certain impacts from the Aegean sea, through the Kriva River.

The average annual temperature is 10.2°C. The warmest month is July, with an average value of 20.0° C. The coldest month is January, with an average of -0.3°C. The average annual temperature fluctuation is 20,3° C. In comparison with the surrounding areas, the region of Kriva Palanka receives significant rainfall. This is due to the great height that is a natural condenser for water vapor, carried by the west and south winds. The average date of the first snow cover in this area, is November 30. The belt above 1700 m a.s.l. has quite low average annual temperatures, so the peaks Ruen and Carev Vrv are covered with snow, from October until early June. The Municipality of Kriva Palanka is a windy area. The winds in Kriva Palanka blow almost everywhere and at any time of the year. Due to the high frequency of winds in this area, fog is a rare occurrence. On average, 10-12 days of fog are registered annually, mainly from November to February, with some years occurring from September to May.

Floods and landslides risk

Municipality of Kriva Palanka is part of Northeast Planning region. The area is characterized by the high water sediment. When snow is being melt in the spring it starts severe drainage and erosion processes. The intensity of rain is crucial for incidental occurrences of strong erosive processes. In Figure 2 is given map of floods and erosion risk of RNM.




*Source: 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 Figure 2, the area of project location in Municipality of Kriva Palanka is characterized with **high risk of erosion and landslides**.

### 2.1.3 Seismology

According to the seismic repartition, the Municipality Kriva Palanka belongs to seismic zone with maximum intensity of earthquake of VII degrees.

### 2.1.4 Water

Water potential is due to the relatively high altitude, which is part of the region, as well as the geological composition of the land. The region is characterized by numerous shallow rivers and small basins. The most famous are Kriva River and Durachka River. Kriva River springs at the foot of Carev Vrv, at altitude of 1,800 m a.s.l. The total length of the Kriva River is 69 km, with a fall of 2.5%. In the center of the City of Kriva Palanka, Kriva River receives its largest tributary, the Durachka River. Duracka River is made by three small rivers: Stanecka, Kozja and Duracka. The total length of the river is 15 km. Two reservoirs have been built in the area of the municipality so far: the Basjacko Brdo reservoir (with 14.100 $m^3$ water) and the Vlashki Kolibi reservoir (with 6.200 $m^3$ water), located on Kalin Kamen, at an altitude of 1,590 m a.s.l.

### 2.1.5 Air quality

The monitoring of the ambience air quality in RNM, 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 Kichevo, located about 30 km southeast from the project location in Municipality of Kriva Palanka. 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 ($PM_{10}$)

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 $PM_{10}$ at the Kichevo measuring point in 2019 was exceeded for 77 days.

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 $SO_2$ concentrations at this measuring station have not exceeded the threshold value for the year of 2019.

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 2019 there have not been any exceedance of the threshold value.

The maximum daily 8 hour average values for the ozone concentration in the year 2019 were exceed 7 times. For the 1 hour average values of $NO_2$ for the year 2019 there was 1 exceedance of the threshold.

### 2.1.6 Waste

The waste in Municipality of Kriva Palanka is disposed of at the municipal landfill near settlement Konopica (3 km from the City of Kriva Palanka). The waste is disposed of without any treatment (only leveled and filled with soil and sand). The solid municipal waste is collected and disposed by PCE "Komunalec" Kriva Palanka, with own vehicles. In addition to rural settlements, waste is disposed by the local people, which leads to the generation of illegal dumpsites.

Because there is no appropriate alternative landfill for waste disposal from project activities, the generated inert waste and communal waste should be disposed at landfill near settlement Konopica. If the asphalt that will be removed from the existing road could be re-use, the Sub-Contractor/Municipality should use it as a recyclable material not as a waste material.

### 2.1.7 Geology and soil

Based on the geological researches, the project site in Municipality of Kriva Palanka is located on rock masses with the following alluvial lithological composition: gravels, sands and clays dusty fractions. In the higher zone there are crystalline shales with low crystallinity: phyllites, archaeologists, chlorite, graphite and other shales, gross as well as a complex of proluvial sediments: gravel-sandy deposits with sediments, blocks, crumbs and sediments, the main characteristic of poorly complex and poorly granular material.

In the part composed of crystalline shale prevails sandy-humus soil, which due to the large amount of silicate substances, it is a poorly fertile soil. In this part is locally represented and the black-trench soil (mulberry) which, predominantly, is composed of humus, which makes it quite fertile. In the northern part of the area are developed white and gray sandy soils, whose fertility is negligible. There are also occasionally resins and brown soils. These soils were formed from lake sediments and eruptive material. They are rich in organic and mineral ingredients, which is why they are fertile soils. The small alluvial plains along the river streams consist of river sediments whose fertility is significant. Over the past century significant surfaces of these plains are exposed by the sediments of torrential rivers and streams. On river floodplains formed a very thin layer of restress land, which contributed to reducing the fertility of these soils. Clay sandy soil has developed on the river terraces in which there are occasional river rocks. The fertility of this type of soil is convenient because they are rich in a variety of minerals and organic ingredients.

### 2.1.8 Flora and fauna

The wider area of the project location in Municipality of Kriva Palnka, is represented by three types of intertwined biomes:

- Biomes of Ponto-Caspian steppes and wooded steppes (which is largely modified by elements of Mediterranean semi-deserts and southern Balkan mountain rocks and dry pastures);
- Sub-Mediterranean-Balkan Forest Biomes; and
- Balkan-Central European Forest Biomass.

The species of flora and fauna of the area are characteristic for the mentioned biomes.

The most characteristic **plant species** are the following*: Stippa pennata, S.capillata, Festuca vallesiana, F.sulcata, Poa bulbosa, Andropogon ischaeum, Phleum phleoides, Iris pumila, Paeonia tenuifolia and P. offcinalis, Adonis vernalis, Prunus mahaleb, Cerasus fruticos, Salvia pratensis, Amygdalus nana, Potentilla arenarium, P.pratensis, Filipendula Verbac, Filipendula hex*, etc.

The most characteristic f**auna species** are the following*:*

- Grasshopers (Orthoptera): *Acrida ungarica, Caliptamus barbarus, Euchortipus declivus, etc.*
- Butterflies (Lepidoptera): *Pyrgus sidae, Zerynthia polyxena, Iphiclides podalirius, Leptidea synapis, Euchloe ausonia, Colias alfacariensis, Satyrium accaciae, Plebeius argirognomon, Aricia agestis, Leomidae aramaia, Mela Pyronia tthonus, Apahantopus hiperanthus, Maniola jurtina, Melanargia galathea, Hipparchia statilinus, Parnassius mnemosyne, Satyrus feru, Limenitis populi.*
- Herpetofauna: *Lacerta taurica, Elaphe quator-lineata sauromates, Coluber jugularis caspius, Vipera ursinii ursinii, Natrix tessellata.*
- Birds: *Falco cherrug; F. naumanni, F. vespertinus, Circus macrourus, Aquila heliaca, Tadorna tadorna, Recurvirostra avosetta, Himantopus himantopus, Otis tarda*. Also some species that are widespread are of steppe origin: *Al. arvensis, C. frugilegus, Lanius minor, Emberiza calandra, Calandrella cinerea, Galerida cristata and Anthus campestris.*
- Mammals (typical): *C. citellus, Spalax leucodon.* Other mammals of steppe origin*: Lepus capensis and Mus musculus.* In this area it can be found a large number of bats that come for food from the surrounding biotopes or during migration (daily or seasonal): *Rhinolophus ferum equinum, Rhinolophus hipposideros,*

*Rhinolophus euryale, Rhinolophus blasii, Myotis bianotis, Myotis , Myotis mistacinus, Eptesicus serotinus, Pipistrellus pipistrellus, Pipistrellus nathusii, Pipistrellus kuhli, Miniopterus schraibersi.*

Some flora and fauna representatives of the project site are given in Figure 3.

Figure 3 Some biodiversity representatives of Municipality of Kriva Palanka

### 2.1.9 Noise

Only in some of the bigger cities in RNM (Skopje, Kichevo, Kumanovo and Bitota), the environmental noise is monitored, whereas in the Municipality of Kriva Palanka there are no monitoring stations, therefore the noise pollution is not monitored. Up until now there are no recorded complains about increased level of noise at the project site.

### 2.1.10 Cultural heritage

There are several archeological sites in the Municipality of Kriva Palanka:

- Bedesh - medieval settlement;
- Vinicka Reka - settlement from late ancient time, located about 2.5 km northeast of the village of Gradec;
- Gradishte - settlement from late ancient time. At the southeastern end of the village Gradec, on the slopes of the Gavran hill, has an area of 3-4 acres fragments of pottery, roof tiles and other construction materials; and
- Klise Bair is a necropolis from Roman times.

## 2.2 Project location

The project site is located near the settlement Konopnica, located in Municipality of Kriva Palanka, in northeast Macedonia. The settlement is located near City of Kriva Palanka, on the left bank of the Kriva River, at the foothill of the Osogovo Mountains. In Figure 4 is presented location of the project area.

In the wider surrounding of the project site, following protected areas are located: Important Bird Area (IBA) “River Pchinja-river Petroshnica-river Kriva Reka” (located about 15.2 km east from the project site); Emerald site “Osogovo” (located about 3.8 km southeast from the project site); and Important Plant Area (IPA) “Osogovo” (located about 3.8 km southeast from the project area). The locations of these protected areas, regarding the project location are presented in **Error! Reference source not found.**. Near the project site, following objects are l ocated: settlement Konopnica (about 500 m south rom the project site); Kriva River (about 100 m north from the project site); City of Kriva Palanka (about 800 m northeast from the project site), etc.

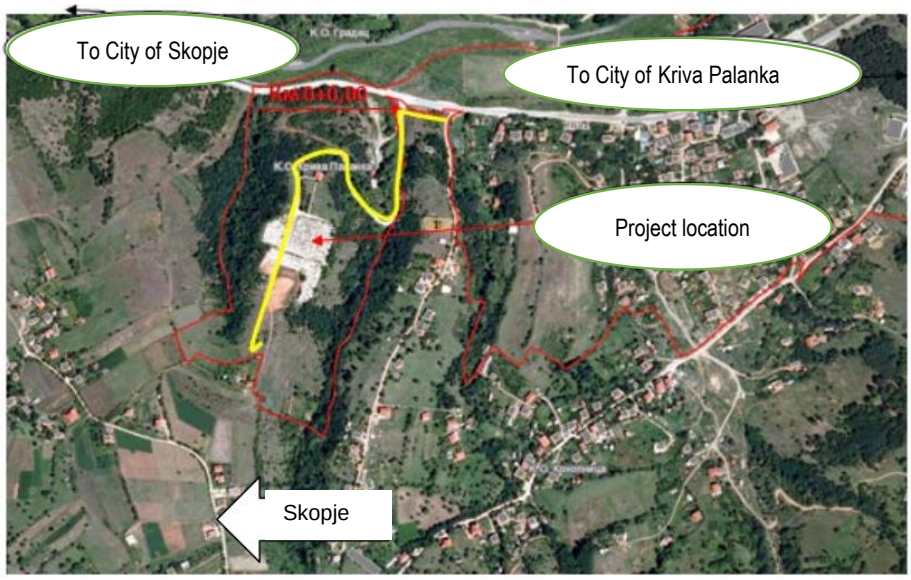



Figure 4 Micro location of the upgrading local road in Municipality of Kriva Palanka

The total length of the project local road is 712,11 m (including branch 1 with a length of 192,99 m, branch 2 with a length of 59,71 m and part of the parking lot 459,41 m).

The project area being with the intersection with state road A2. The route of the project site represent is hilly - mountainous area, where few steep terrains are recorded. This implies implementation of preventive measures in order to prevent surface waters from torrential rains, to produce erosive drifts.

On the project location gravitate several settlements (with about 550 inhabitants), who are mainly engaged in land cultivation (agriculture) and livestock. In order to connect them with the main road Kumanovo - Kriva Palanka, the need to build this access road is necessary. The traffic has a local character that connects several neighborhoods and consists of light and heavy trucks, agricultural machinery and carts.

The current condition of the existing road is a dirt road with non-standard project elements. The upgraded road will be with width of 5 m. On both sides of the local road, it can be found: retaining walls, fence, ancillary buildings - barns. Along the route of the local road, there are no facilities that would limit or delay the implementation of the upgrading activities. The indications submitted by the institutions for which prior opinion has been requested must be respected.

A site visit of the project location was conducted by the civil engineers (Ministry of Transport), in order to provide screening of the current condition of the relevant road. Following situation of the project location was noted:

a) The width of the route is very small (about 3,5m);
b) The asphalt pavement of the road is heavily damaged (with visible longitudinal and transverse cracks);
c) Along the route of the local road, few narrow and steep terrains have been recorded;
d) Along the route of the project location are noted retaining walls, fence, ancillary buildings - barns, etc.

In Figure 5, site visit photos from the project site in Municipality of Kriva Palanka, are presented.

Figure 5 Current situation of the project area during site visit

The construction of a parking space, as well as the complete upgrading of this road towards the new city cemetery, will greatly improve the communal funeral service to the citizens and will provide an opportunity for further improvement of the service using the newly built chapel. In addition to the fact that at this moment the main function of this access road is to connect with the new city cemetery, it is planned in the future to continue the road further to the settlement Konopnica. This road will also directly connect several settlements, and at the same time will provide alternative access to the state A2 of the entire population from the settlement of Konopnica.

## 2.3 Project Activities

Within three phases, the planned project activities will be performed: 1) preparatory activities (marking out and clearing up of the local road to be upgraded); 2) upgrading of local road (installation of crushed stone material, putting asphalt layer, etc.), and 3) operational phase – activities related to regular and preventive maintenance of road. The layout of the upgrading of the local road is shown in

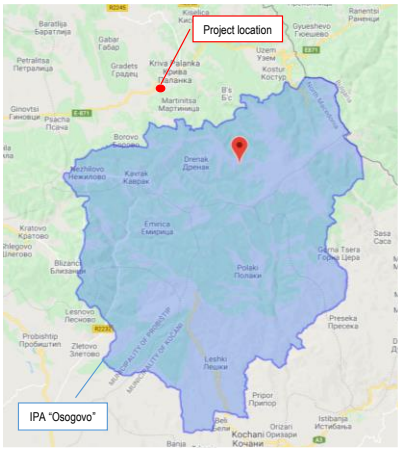



Figure 6 Location of IPA "Osogovo" related to project location

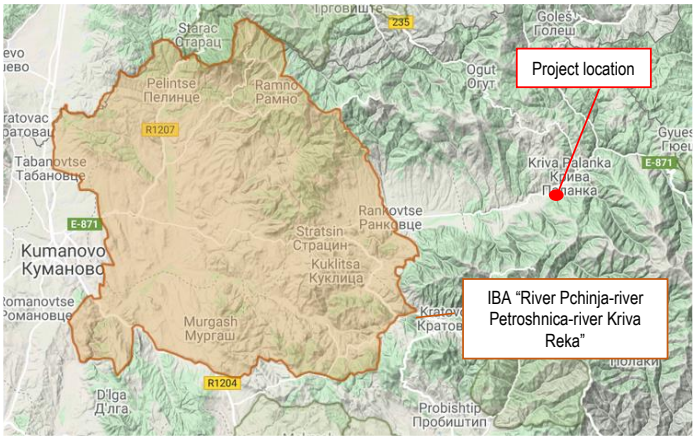



Figure 7 Location of IBA "River Pchinja-river Petroshnica-river Kriva Reka" related to project location

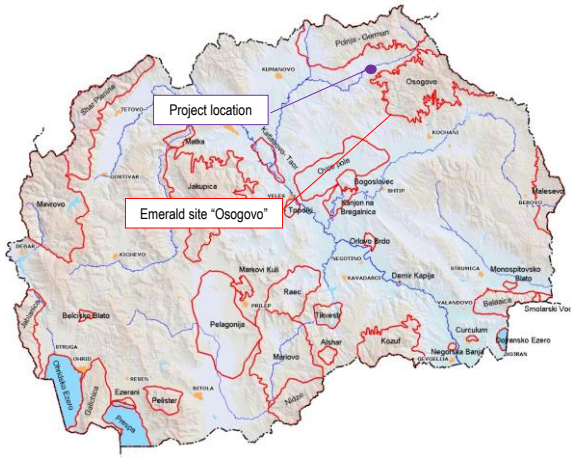



Figure 8 Location of Emerald site "Osogovo" related to project location

Annex 2. The planned project activities are presented in Table 1.

Table 1 Planned project activities of the local road to the new city cemetery in Municipality of Kriva Palanka

| Project phases | Project Activities |
|---|---|

| | |
|---|---|
| ***Preparatory activities*** | • Marking and securing the route at the project location;<br>• Removal/ clearance of route of the local road;<br>• Mechanical cutting of asphalt pavement;<br>• Asphalt scraping; |
| ***Upgrading phase*** | • Mechanical excavation of soil (loading and transport to landfill);<br>• Compacting the bed to the required compaction;<br>• Mechanical making of embankment obtained from excavation;<br>• Drainage ditch excavation;<br>• Placing roadbase layer;<br>• Spraying of diluted bitumen over the road;<br>• Placing a bearing bitumen layer over existing asphalt;<br>• Placing a secondary layer;<br>• Placing a bearing bitumen layer over new road upgrading;<br>• Compacting a secondary layer of asphalt concrete. |
| ***Operational phase*** | • Clean up the upgrading site;<br>• Maintenance in the winter period; |

## 2.4 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 living near settlement of Konopnica and City of Kriva Palanka (who will gravitate along the project site) and people who works at the new city cemetery. Sensitive objects that need to be taken into consideration during the implementation of the project activities is the new city cemetery. This conclusion is referring in aspect of increased level of noise, air emissions, possible damage of the grave plots and easy access of the citizens during the funeral activities.

# 3. POTENTIAL ENVIRONMENTAL IMPACT AND RISK AND IMPACT AND RISK ASSESSMENT

According the national legislation, the Environmental Impact Assessment Report for relevant project activities was prepared in October 2018, by the company "EURO ROAD DIZAJN GROUP" DOO Skopje. The adoption of the Report was performed by the Mayor of the Municipality of Kriva Palanka, Mr. Borjancho Mecevski. The Report contain the main project goals, project activities, photos of the location where the upgrading activities will be performed and proposed general environmental mitigation measures.

OH&S risk and risk on local community safety, air emissions, increased level of noise and possible improper waste management are main identified adverse environmental impacts and risks. Adverse impact on cultural heritage sites are not expected. Detailed analyses of each possible impact and risk is given below.

The land acquisition for the project site is not envisaged for this project, because the land of the local road is state owned. The presentation of the possible impacts and risk is shown in Table 2.

Table 2 Possible environmental impacts and risks

| ***Possible impacts*** | | |
|---|---|---|
| ***Preparatory phase*** | ***Upgrading phase*** | ***Operational phase*** |
| • *OH&S risk for the workers and local population* | • *OH&S risk*<br>• *Community safety risk*<br>• *Accessing the new city cemetery*<br>• *Air quality*<br>• *Noise*<br>• *Waste generation*<br>• *Water pollution* | • *Local community safety*<br>• *Noise* |

One of the main obligations of the Contractor, before the start of the planned project activities, is preparation and implementation of the: **a) OH&S Plan for risky terrains (especially for some prats of the road with width of 3.5 m with steep and narrow terrain) including Labor management procedures**; **b) Community Safety**

**Plan** (with proper preventive measures which should be part of the project design documentation) and c) marking and securing the project site (placement of alert signalization) and Grievance mechanism and forms for complaints by the surrounding population to be on their disposal during the upgrading activities. The forms could be post in the municipality office and local community office.

Despite the fact that the project site is located in the rural area within the Municipality of Kriva Palanka, it is essential for the Contractor to provide safety measures for the workers and local population who will use this road for accessing the new city cemetery. The safety measures need to be provided especially in the parts of the local road with small width of 3.5 m (e.g. usage of environmentally friendly type of equipment in term of noise level, vibration, easy rotation; short training to the workers should be delivered prior start working in order to provide careful handling with construction machinery, etc.). The Investor should develop and implement the mitigation measures in the operational phase of the projects like: post of the horizontal and vertical traffic signalization for speed limitation, limitation of the generated noise as road conditions allows, implementation of road speed limitation barriers (speed road barriers, road shoulders, convex wide angle mirrors, etc.). All 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). In order to provide smooth transport of people and goods across the project location, the Contractor should prepare **Traffic Management Plan (TMP)** with time schedule of project activities and directions for re-routing the traffic flow. The **Information note/Press** release on the municipal web page (https://www.krivapalanka.gov.mk/), should contain description of the type of the sub-project activities and their in order to provide uninterrupted flow of project activities.

The engaged workers should be equipped with proper PPE. They also must be informed on Grievance Redress Mechanism, as well as the right to organize in workers organization, by their employer the Contractor/Sub-contractor. All engaged workers 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.

In addition to the measures for safety and protection at work, takin into consideration of the current situation with COVID 19 the number of cases is increasing, so, on 22$^{th}$ of July there are 3.998 active cases, total deaths 442 and total number of healed persons is 5.076), the measures for prevention of COVID 19 should be included. The COVID 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.

Detailed description of the measures and recommendations from the World Bank/WHO and MOSHA are presented in Annex 3.

During transportation of construction materials and operation of heavy machinery, the **air emissions** could occur. The mitigation measures for air emissions are presented in the Table Mitigation Plan.

Also, the increased **level of noise and vibrations** will be generated from the operation of the heavy construction machinery and equipment. According to national legislative ambient noise and vibration (Official Gazette No. 79/07, 124/10, 47/11, 163/13 and 146/15), the project location have been identified with area of IV degree of noise protection because the road is on an area where there are no family houses, only agricultural fields (the maximum limit values should not exceed 60 dB(A) for night and 70 dB(A) for evening and day).

The main **waste streams** that may occur during construction activities are: excavation of soil, construction and demolition waste (old asphalt), communal waste and possibly contaminated soil from occasionally oil leakage (from construction machinery). The Contractor should respect national regulation requirements for proper waste management and should prepare **Waste Management Plan**. The proper waste management can be carried out trough: categorization of waste streams (according List of Waste codes – Official Gazette of RM No.100/05),

separation and recycle of the waste streams, transportation and final disposal of the waste stream at appropriate landfill (this process will be performed from PCE "Komunalec" form Kriva Palanka, near settlement Konopica (3 km from the City of Kriva Palanka). Also, during project activities, the Contractor should sign a Contract with authorized legal entities for collection of different waste streams. The estimated quantities of the waste form the excavation of soil and removal of the existing asphalt (generated from the project activities and according to the Main Design) are: excavation of soil (3,256 $m^3$) and asphalt (79 $m^3$). 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.).

About 100 m north from the project site, passes Kriva River (tributary of river Pchinja). The water categorization of this water bodies is II class (low level of pollution-mezotrophic status, high level of autopurification which can be used for fish growing, bathing, water sports and recreation) according Regulation for Categorization of Water Courses and Lakes - Official Gazette of the RM No. 18/99. The Contractor should forbid temporary or final waste disposal near or in river bands of this water recipient, in order to prevent **decreasing of the water quality**.

At the project site, where the project activities will be performed in the construction phase as well as in the operational phase of the local road, no large and permanent changes in the existing landscape characteristics or existing **biodiversity** are expected. No endangered, significant flora and fauna species or protected areas, are recorded at/near the project site in Municipality of Kriva Palanka.

The Mitigation and Monitoring Plans presented in Chapter 4 contain proposed preventive and mitigation measures.

### Implementation of ESMP

A Contract that the PIU will sign with the Contractor for implementation of the project activities, which this ESMP will be part of it. The Contractor is oblige to perform all proposed preventive or mitigation environmental and social measures prescribed 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.

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

The monitoring of the implementation of proposed measures lies to the Supervising Engineer. This monitoring will include 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.

Regular meetings need to organize by PIU with the Project Manager, Contractor, representatives from MoTC, responsible person from the Municipality of Kriva Palanka and the ES specialist on a monthly basis or during any site visit.

All involved stakeholders should provide good and timely communication (Contractor, Supervisor, municipal staff, Environmental Inspector, Communal Inspector, PIU from MoTC and other relevant persons from Municipality of Kriva Palanka), which is very important for providing continuous performance of the project activities and successful completion of overall project. The PIU from MoTC and project manager from the Municipality of Kriva Palanka will facilitate good communication and coordination of the project activities on spot.

### Grievance mechanism

A Grievance Mechanism will be introduce by PIU 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 procedure including the Form for the construction phase of the project (Annex 5) that will be available in electronic form on the MoTC web site (http://www.mtc.gov.mk/), Municipality web site (https://www.krivapalanka.gov.mk/ ) 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 implement 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. 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 Kriva Palanka will submit the draft version of this ESMP for review and approval of the PIU Environmental and Social Experts, who then (when confident that the document meets WB quality and content requirements) will 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 Kriva Palanka (https://www.krivapalanka.gov.mk/) and the web site of the MoTC PIU (http://www.mtc.gov.mk/) accompanied by a Form for submitting comments (Annex 4). The social Media channels of the Municipality of Kriva Palanka that will be used for the purpose of raising awareness about the Project implementation and identified E&S risks, impacts and mitigation measures are the Facebook page (https://www.facebook.com/) and the twitter page (https://twitter.com).

During the 14 days after the disclosure of the prepared ESMP document, the Municipality of Kriva Palanka 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 launched on the local radio or TV station and on the Informative board within the Local Community.

### Public consultation for ESMP

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).

Municipality of Kriva Palanka 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 MoTC:**

**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 Kriva Palanka:**

Mr. Kire Veleski

e-mail: kveleski@krivapalanka.gov.mk

mob.tel: 076/337-484

# 4. ENVIRONMENTAL AND SOCIAL MITIGATION PLAN

| Potential impact | | Impact scale | Proposed mitigation measures | Responsibility |
|---|---|---|---|---|
| **Project activity: Marking out the route for upgrading of local road to the new city cemetery in Municipality of Kriva Palanka** | | | | |
| ***Aspect:***<br><br>***OH&S issues and local community safety*** | ***Expected impact:***<br><br>Possible adverse safety and health impacts to the workers and local population in upgrading phase of local road due to:<br>- Lack of ensured safety measures at the start of construction work;<br>- Injury passing nearby the project site and open trench and water manholes<br>- Not compliance with strict OHS standards and work procedure<br>- inadequate public access to the new city cemetery; | Local/ short term/major with moderate significance along the local road to the new city cemetery, in Municipality of Kriva Palanka | • Preparation, approval and implementation of **OH&S Plan for risky terrains** (especially for some prats of the road with width of 3.5 m and steep and narrow terrain) including Labor management procedures, **Community safety Plan and Waste Management Plan;**<br>• Preparation, approval and implementation of **Traffic Management Plan** together with the municipal staff prior the start of the construction activities;<br>• Despite the fact that the project site is located in the rural/unpopulated area within the Municipality in Kriva Palanka, it is essential for the Contractor to provide safety measures for the workers and local population who will use this road for accessing the new city cemetery, especially in some parts of the local road with small width of 3.5 m (e.g. usage of environmentally friendly type of equipment in term of noise level, vibration, easy rotation; short training to the workers should be delivered prior start working in order to provide careful handling with construction machinery, etc.) Due to the limited width of the road on some places, there is a potential risk for traffic safety during the operational phase of the project especially for the population using the road to travel to the new city cemetery. The Investor should develop and implement the mitigation measures in the operational phase of the projects like:<br>- post of the horizontal and vertical traffic signalization for speed limitation of the vehicles;<br>- limitation of the generated noise as road conditions allows, implementation of road speed limitation barriers (speed road barriers, road shoulders, convex wide angle mirrors, etc.). All 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).<br>• Provision of the information via TV, radio and municipality web site (https://www.krivapalanka.gov.mk/ ) about the construction activities – start and finish of work for each day and location of activities, duration of work and traffic access;<br>• Placement of adequate warning tapes and information and warning signs around the construction site;<br>• Obligatory application of good construction practice and application of safety measures such as: a) use of proper protective clothing and equipment by worker (PPE); b) Maintain a good level of personal hygiene; c) Health protection-first aid kits and medical service on sites need to be provided during the works; | • **Contractor – Bidder/sub=contractor**<br>• **Supervisor**<br>• **Municipal staff (Communal Inspector/Environmental Inspector)** |

| Potential impact | | Impact scale | Proposed mitigation measures | Responsibility |
|---|---|---|---|---|
| | | | • Protection of pedestrians, local population - fence the project location and prevent access of non-authorized personnel to construction site;<br>• The construction site should be kept clean, without waste disposed. The waste need to be collected and immediately removed in order to prevent possibility of injuries;<br>• The mobile toilet should be placed on the construction site;<br>• Machines should be handled only by experienced and trained personnel, thus reducing the risk of accidents;<br>• Constant presence of firefighting devices should be ensured in case of fire or other damage;<br>• 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;<br>• Larger quantities of flammable liquids should not be kept on the site along the project site. | |
| **Project activity: Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka** | | | | |
| ***Aspect:***<br><br>***Air quality*** | ***Expected impact:***<br><br>Possible emissions by transportation vehicles and impact on air quality along the project site due to:<br>- Gases emissions of operation with construction machinery $CO_2$, $NO_x$, PAH, $SO_2$ and suspended particulates ($PM_{10}$, $PM_{2.5}$). | **Local/ short term/minor significance within Municipality of Kriva Palanka** | • Construction materials should be stored in appropriate places covered to minimize dust;<br>• Vehicle loads likely to emit dust need to be covered;<br>• Construction site, transportation routes and materials handling sites should be water-sprayed on dry and windy days;<br>• Usage of protective masks for the workers if the dust appears;<br>• Restriction of the vehicle speed within the project site;<br>• Perform regular maintenance of the vehicles and construction machinery in order to reduce the leakages of motor oils, emissions and dispersion of pollution;<br>• Burning of debris from ground clearance not permitted. | • **Contractor –Bidder**<br>• **Supervisor** |
| ***Aspect:***<br><br>***Waste*** | ***Expected impact:***<br><br>Possible adverse environmental impact and health effects could occur as a result of generation of the different waste streams | **Local/short term/ with major significance within the project location, in Municipality** | • Identification of the different waste types at the project site (soil, asphalt, food, etc.);<br>• Classification of waste according the national List of Waste (Official Gazette no.100/05);<br>• The main waste would be classified under the Waste Chapter 17 “Construction and demolition wastes (including excavated soil from contaminated site)” with the waste code 17 05, 17 05 06 - Excavated soil, 17 09 04 – Mixed waste from construction sites;<br>• The recycle and re-use of some waste materials is obligatory (not to dispose them as a waste); | • **Contractor - Bidder**<br>• **Supervisor**<br>• **Municipal staff (Environmental Inspector and Communal Inspector)**<br>• **by PCE "Komunalec" form Kriva Palanka** |

| Potential impact | | Impact scale | Proposed mitigation measures | Responsibility |
|---|---|---|---|---|
| | The inappropriate waste management and not in time collection and transportation of waste streams | **of Kriva Palanka** | • 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;<br>• Collection, transportation and final disposal of the inert and communal waste by PCE "Komunalec" form Kriva Palanka on municipal landfill near settlement Konopica (3 km from the City of Kriva Palanka). 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.).<br>• Possible hazardous waste (motor oils, vehicle fuels, etc.) should be collected separately and authorized collector and transporter should be sub-contracted to transport and finally dispose;<br>• The materials should be covered during the transportation to avoid waste dispersion;<br>• Burning of waste along or at the project location or on another place is prohibited. | |
| ***Aspect:***<br><br>***Noise disturbance*** | ***Expected impact:***<br><br>Possible noise disturbance as a result of outdoor equipment usage and transportation vehicles driving around the project site | **Local/ short term /with minor significance/ along the project site in Municipality of Kriva Palanka** | • According to national legislative ambient noise and vibration (Official Gazette of RM, No. 79/07, 124/10, 47/11, 163/13 and 146/15), the project location have been identified with area of IV degree of noise protection because the road is on an area where there are no family houses, only agricultural fields (the maximum limit values should not exceed 60 dB(A) for night and 70 dB(A) for evening and day);<br>• The equipment should be fitted with appropriate noise devices that will reduce sound level;<br>• The construction work should be not permitted during the nights, the operations on site shall be restricted to the hours 7.00 -19.00;<br>• The vehicles that are excessively noisy shall not be operated until corrective measures have been taken; | • **Contractor –Bidder**<br>• **Supervisor** |
| ***Aspect:***<br><br>**Water quality** | ***Expected impact:***<br>Possible environmental impact on the relevant water recipients could occur due to ground contamination (from the spillage of materials such as vehicle fuel, motor oils and lubricants) and waste disposal near or in river band of Kriva River | **Local/Short term/about 100 m north form the project site, near the water recipient Kriva River Medium significance/** | • Possible hazardous waste (motor oils, vehicle fuels, lubricants) should be collected separately and authorized company should be sub-contracted to transport and finally dispose the hazardous waste;<br>• According to national legislative for waste management, it is forbidden temporary or final disposal in or near the riverbed of the Kriva River, in order to prevent decreasing of the good ecological status - II class (low level of pollution-mezotrophic status, high level of autopurification which can be used for fish growing, bathing, water sports and recreation). | • **Contractor –Bidder**<br>• **Supervisor** |
| **Operational phase: Operation of the local road to the new city cemetery in Municipality of Kriva Palanka** | | | | |

| Potential impact | Impact scale | Proposed mitigation measures | Responsibility |
|---|---|---|---|
| **No adverse impact is expected in the operational phase of the project. Regular maintenance of the local road in the Municipality of Kriva Palanka, should be carried out (e.g. removal of snow in winter period, regular repair of the road surface, etc.). The vehicles that will gravitate in his project phase of the local road, should limited their speed according to the road conditions.**<br><br>**The Investor should implement the mitigation measures in the operational phase of the projects like: post of the horizontal and vertical traffic signalization for speed limitation of the vehicles, limitation of the generated noise as road conditions allows, implementation of road speed limitation barriers (speed road barriers, road shoulders, convex wide angle mirrors, etc.). All 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).** | | | |

# 5. ENVIRONMENTAL AND SOCIAL MONITORING PLAN

| What<br>Parameter to be monitored? | Where<br>Is the parameter to be monitored? | How<br>Is the parameter monitored? | When<br>Is the parameter monitored (frequency of measurement)? | Why<br>Is the parameter monitored? | Cost<br>Upgrading | <br>Operations | Responsibility<br>Upgrading of local road in Municipality of Kriva Palanka | <br>Operations of local road in Municipality of Kriva Palanka |
|---|---|---|---|---|---|---|---|---|
| **Project activity: Marking out the route for upgrading of local road to the new city cemetery in Municipality of Kriva Palanka** | | | | | | | | |
| All required documents related to OH&S, Community safety and Traffic Management are prepared | Within the project location in Municipality of Kriva Palanka | Review of the prepared documentation (OHS Plan<br>Community safety Plan<br>Traffic Management Plan (TMP) and Waste Management Plan | During the clean-up activities<br>At the beginning of each working day during the sub-project activities | To prevent health and safety risks – mechanical injuries<br>To be in compliance with national communal health regulation and OH&S standards | Part of contractors and SE contract | | Contractor - Bidder<br>Supervisor<br>Communal Inspector at the Municipality of Kriva Palanka | |
| Training of workers and informing the local population about the project activities | At the project site in Municipality of Kriva Palanka | OHS training<br>By OHS authorized company engaged by the Contractor<br><br>Provision of the information via TV, radio and municipality web site (https://www.krivapala | Before the start-up of the project activities | To prevent health and safety risks – mechanical injuries of the worker and local population<br>To be in compliance with national communal health regulation and OH&S standards | Included in the project budget | | Contractor - Bidder<br>Supervisor<br>Communal Inspector at the Municipality of Kriva Palanka | |

| 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 Upgrading | Cost Operations | Responsibility Upgrading of local road in Municipality of Kriva Palanka | Responsibility Operations of local road in Municipality of Kriva Palanka |
|---|---|---|---|---|---|---|---|---|
| | | nka.gov.mk/ ) about the project activities | | | | | | |
| **Project stage: Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka** | | | | | | | | |
| Providing safety traffic flow within the Municipality of Kriva Palanka | Within the project area in Municipality of Kriva Palanka | Visual monitoring | During the working day | To ensure the safety traffic flow through the project location and easy access of local population | Included in the project budget | | Contractor /Sub-contractor Supervisor Traffic Inspector responsible for the Municipality of Kriva Palanka | |
| Use of PPE | On project site | Visual monitoring | Occasionally, during construction | To ensure workers safety | Included in the project budget | | Contractor /Sub-contractor Supervisor Labour Inspector responsible for the Municipality of Kriva Palanka | |
| Providing safe pedestrian track and trespassing corridors | On upgrading site | Visual monitoring | Occasionally, during construction | To ensure the safety traffic flow through the project location and easy access of local population to their property and public facilities | Included in the project budget | | Contractor /Sub-contractor Supervisor Traffic Inspector responsible for the Municipality of Kriva Palanka | |
| Primary selection of the generated different waste streams at the project location | On the project site | 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 and separation of the reusable from non-reusable generated waste streams | Included in the project budget | | Contractor – Bidder Supervisor | |

| What<br>Parameter to be monitored? | Where<br>Is the parameter to be monitored? | How<br>Is the parameter monitored? | When<br>Is the parameter monitored (frequency of measurement)? | Why<br>Is the parameter monitored? | Cost<br>Upgrading | Operations | Responsibility<br>Upgrading of local road in Municipality of Kriva Palanka | Operations of local road in Municipality of Kriva Palanka |
|---|---|---|---|---|---|---|---|---|
| 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 project site (within the local road to the new city cemetery in Municipality of Kriva Palanka) | 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<br>To have the real data for generated waste streams and to improve the waste management | Included in the project budget | | Contractor – Bidder Supervisor and PCE "Komunalec" form Kriva Palanka | |
| Baseline monitoring of noise and additional upon public complaint (if happens) | Along the local road | 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<br>To prevent noise disturbance | Part of the regular Contractor cost | | Contractor;<br>Accredited company for measuring the level of provided by the contractor;<br>Authorized environmental inspector, Construction inspector | |
| Possible waste disposal (solid and liquid) near or in the riverbed of Kriva River | About 100 m north from the project site | Visual check if the waste is disposed near relevant water recipient | During the project activities (once per week) | To ensure good status of water quality<br>To prevent possible water pollution of Kriva River | Included in the project budget | | Contractor - Bidder Supervisor | |
| Fulfilled Annual Report for collection, | Local self-government administration | Review of documentation – | After the accomplishment the task of collection, | To improve the waste management on local and national level | Included in the project budget | | Mayor of Municipality of Kriva Palanka / Ministry of | |

| 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 Upgrading | Cost Operations | Responsibility Upgrading of local road in Municipality of Kriva Palanka | Responsibility Operations of local road in Municipality of Kriva Palanka |
|---|---|---|---|---|---|---|---|---|
| transportation and disposal of waste | | Identification of waste list | transportation, temporary disposal and final disposal of waste | To be in compliance with national legal requirements | | | Environment and Physical Planning | |
| **Project stage: Operational phase of the local road to the new city cemetery, in Municipality of Kriva Palanka** | | | | | | | | |
| Placement of the horizontal and vertical traffic signalization for speed limitation of the vehicles, road speed limitation barriers (speed road barriers, road shoulders, etc.) | Along the local road (especially at spots where the width off the road is small 3 – m and near the narrow terrain along the road) | Decreased number of traffic accidents along the road | 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 to be in compliance with national regulative for traffic safety | | Municipality budget | | Ministry of internal affairs (branch office in Municipality of Kriva Palanka |
| Road maintenance from the overgrown vegetation, generated waste, clearing of snow drifts, rocks or soil sediments | Along the road | Traffic flow without congestion | Continuously – during the entire period of the | To ensure safe traffic | | Municipality budget | | Communal services in the municipality - PCE "Komunalec" from Kriva Palanka |

# 6. ANNEX

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

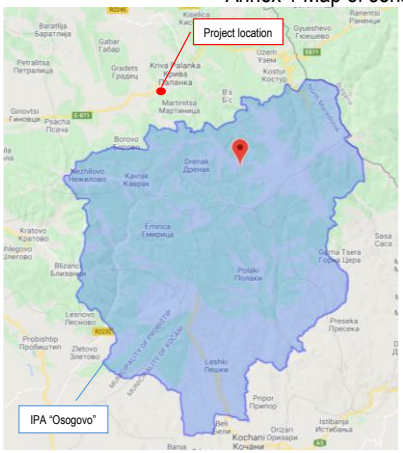



Figure 6 Location of IPA "Osogovo" related to project location

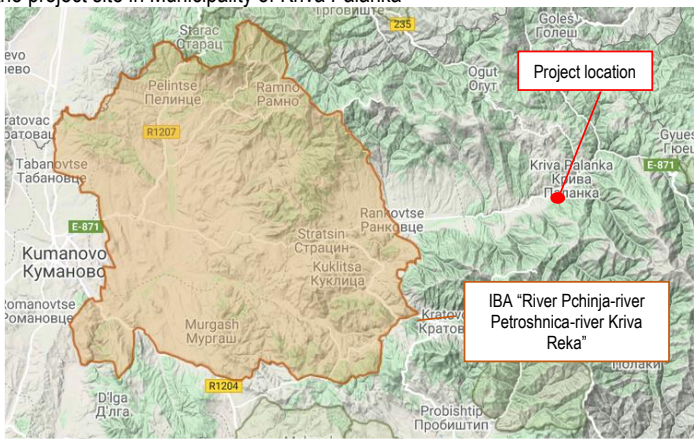



Figure 7 Location of IBA "River Pchinja-river Petroshnica-river Kriva Reka" related to project location

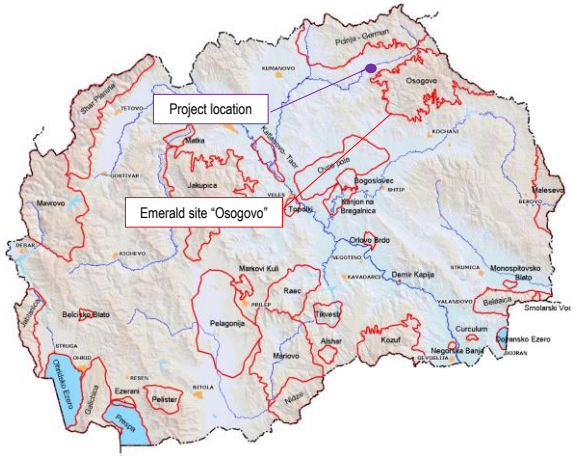



Figure 8 Location of Emerald site "Osogovo" related to project location

Annex 2 Layout of the project location in Municipality of Kriva Palanka

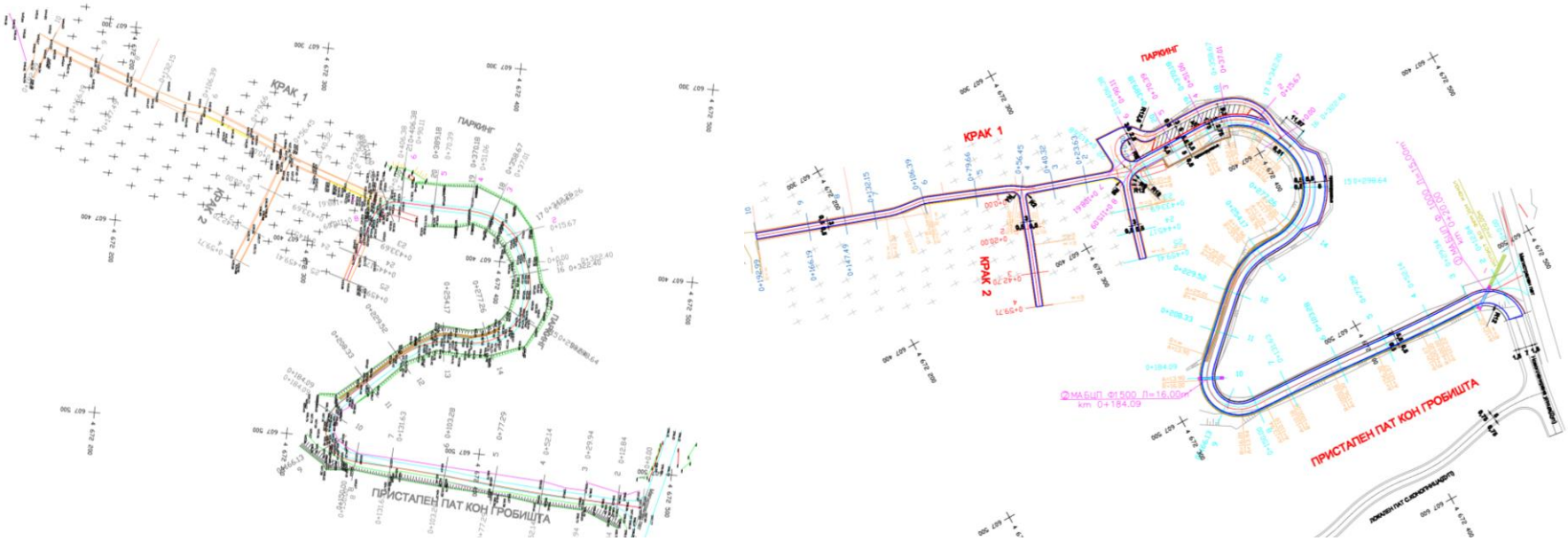



Figure 9 Layout of the project location of local road to the new city cemetery in Municipality of Kriva Palanka

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**
- **Ministry of Health - http://zdravstvo.gov.mk/korona-virus/**
- **Ministry of Labour and Social Policy - http://mtsp.gov.mk/covid-19.nspx**
- **Ministry of transport and communications - http://mtc.gov.mk/Preporaki%20od%20Vlada**
- **Official site for COVID – 19 - 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 3.

Table 3 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.**<br><br>**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;<br>• 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;<br>• 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;<br>• 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;<br>• 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;<br>• 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;<br>• Checking and recording temperatures of workers and other people entering the site or requiring self-reporting prior to or on entering the site;<br>• 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;<br>• 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;<br>• 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;<br>• 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); |

| *COVID-19 considerations in construction/civil works projects* | |
|---|---|
| Covid-19 issues | Type of activities |
| | • 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;<br>• 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;<br>• 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;<br>• Training cleaning staff on appropriate cleaning procedures and appropriate frequency in high use or high-risk areas;<br>• 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;<br>• 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);<br>• 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,<br>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;<br>• Limiting the number of workers on site at any one time;<br>• Changing to a 24-hour work rotation;<br>• Adapting or redesigning work processes for specific work activities and tasks to enable social distancing, and training workers on these processes;<br>• 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;<br>• Arranging (where possible) for work breaks to be taken in outdoor areas within the site; |

| *COVID-19 considerations in construction/civil works projects* | |
|---|---|
| Covid-19 issues | Type of activities |
| | • 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;<br>• 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.<br>• 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;<br>• 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..;<br>• 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;<br>• Obtaining information as to the resources and capacity of local medical services (e.g. number of beds, availability of trained staff and essential supplies);<br>• Clarifying the way in which an ill worker will be transported to the medical facility, and checking availability of such transportation;<br>• 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;<br>• 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;**<br>• **The worker should be transported to the local health facilities to be tested (if testing is available and permitted under national legislation);** |

| *COVID-19 considerations in construction/civil works projects* | |
|---|---|
| Covid-19 issues | Type of activities |
| | • **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;**<br>• **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;**<br>• **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;**<br>• **Family and other close contacts of the worker should be required to quarantine themselves for 14 days, even if they have no symptoms;**<br>• **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;**<br>• **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;**<br>• **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;**<br>• **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;<br>• Document procedures, so that people know what they are, and are not reliant on one person's knowledge;<br>• 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;<br>• Place orders for/procure critical supplies. If not available, consider alternatives (where feasible);<br>• Consider existing security arrangements, and whether these will be adequate in the event of interruption to normal project operations;<br>• 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 |

| *COVID-19 considerations in construction/civil works projects* | |
|---|---|
| Covid-19 issues | Type of activities |
| | of the workforce become ill, when it is likely that access to and from a site will be restricted to avoid spread.<br><br>Contingencies should be developed and communicated to the workforce for:<br><br>• Isolation and testing procedures for workers (and those they have been in contact with) that display symptoms;<br><br>• Care and treatment of workers, including where and how this will be provided;<br><br>• 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.<br><br>Specifically, the plan should set out what will be done if someone may become ill with COVID-19 at a worksite. The plan should:<br><br>• 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;<br><br>• 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<br><br>• Consider contingency and business continuity arrangements if there is an outbreak in a neighboring community.<br><br>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.<br><br>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;<br><br>• 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;<br><br>• 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;<br><br>• 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; |

| *COVID-19 considerations in construction/civil works projects* | |
|---|---|
| Covid-19 issues | Type of activities |
| | • 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;<br>• 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

**Form for submitting comments and suggestions for Environmental and Social Management Plan (ESMP) for the project "Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka"**

**Main description of the project**

The project site is located near the settlement Konopnica, located in Municipality of Kriva Palanka, in northeast Macedonia. The settlement is located near City of Kriva Palanka, on the left bank of the Kriva River, at the foothill of the Osogovo Mountains. Near the suburb area of City of Kriva Palanka, a city chapel has been built and put into operation, but as a serious problem for performing funeral and other procedures and rituals is the access road to the location of the new city cemetery. The new city cemetery has been already establish which is partially paved and is in very poor condition. Currently, this local road is with a large number of holes and destroyed asphalt, which makes it difficult for motor vehicles to move normally in the event of a funeral. There is no parking spaces on the site, which creates huge problems during the funerals, because during the worse weather conditions, access to the site is very difficult (huge amounts of mud). The road has a total length of 712,11 m (including branch 1 with a length of 192,99 m, branch 2 with a length of 59,71 m and part of the parking lot 459,41 m) and width of 3.5 m. The main activities will include: mechanical cutting of asphalt pavement, asphalt scraping, 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 Environmental and Social Management Plan (ESMP) for the project "Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka "is available on the following web pages**:

- Municipality of Kriva Palanka: https://www.krivapalanka.gov.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 road to the new city cemetery in Municipality of Kriva Palanka", 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 Environmental and Social Management Plan (ESMP) Upgrading of local road to the new city cemetery in Municipality of Kriva Palanka**

**(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)**<br>☐ **I wish to raise my grievance anonymously.**<br>☐ **I request not to disclose my identity without my consent.** | |
| **Contact information**<br><br>**Please mark how you wish to be contacted (by post, telephone, e-mail).** | ☐ **By Post:** ***Please provide mailing address:***<br>_____<br>_____<br>☐ **By telephone:** _____<br>☐ **By E-mail** |
| **Preferred language of communication** | ☐ **Macedonian**<br>☐ **Albanian**<br>☐ **Other:** _____ |
| **Gender** | ☐ **Female**<br>☐ **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 _____)**<br>☐ **Happened more than once (how many times? _____)**<br>☐ **On-going (currently experiencing problem)** |
| **What would you like to see happen?** | |
| | |

Signature: _____
Date: _____

*Please return this form to:*

| | | | |
|---|---|---|---|
| Name and surname | Irena Paunovikj | Kire Veleski | ---------- |
| E-mail | irena.paunovikj.piu@mtc.gov.mk | kireveleski@krivapalanka.gov.mk | ---------- |
| Institution | Ministry of Transport and communications | Municipality of Kriva Palanka | Contractor Company |
| | Local Roads Connectivity Project | | |
| | St. Dame Gruev 6,1000 Skopje, R. N. Macedonia | | |