EXECUTIVE SUMMARY

Environmental and Social Impact Assessment Study and Environmental and Social Management Plan for construction of state road A2, Section Rankovci – Kriva Palanka

May 20, 2015, Skopje
INTRODUCTION

The World Bank intends to support the Government of the Republic of Macedonia (GoM), i.e. the Public Enterprises for State Roads (PESR), through an investment loan for construction of a new road A2, Section Kriva Palanka - Rankovce. The section Kriva Palanka - Rankovce is part of Corridor VIII, known as the corridor East – West, crossing Drac – Tirana – Kaftan/Cafasan – Skopje – Deve Bair – Gusevo – Sofia – Plovdiv – Burgas – Varna, i.e connects the Adriatic Sea (Bari – Brindisi) with the Black Sea, Russia, as well as Central Asia, passing through Albania, Macedonia and Bulgaria. This Corridor is one of the two most important international corridors in the country.

The proposed new express road between Kriva Palanka and Rankovce is designed to be approximately 25 km, and will be located in the north-eastern part of the Republic of Macedonia. The subject section Kriva Palanka to Rankovce is divided into two subsections: Kriva Palanka to Dlabochica, and Dlabochica to Stracin (Chatal).

Figure 1 Sub-section Kriva Palanka to Dlabochica
The Project will be implemented by the Public Enterprise for State Roads (PESR). In order to address potential environmental and social impacts of the proposed construction, the PESR has engaged consulting services (an independent expert) for the preparation of respective Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP).

Figure 2 Sub-section Dlabochica to Stracin (Chatal)

Figure 3 Section Rankovce – Kriva Palanka (source: Google earth)
PROJECT BACKGROUND

Corridor VIII includes the region of the Southern Italian ports - Albanian ports Dures and Elbasan - Albanian - Macedonian border – Kafasan – Struga – Ohrid - Skopje – Kumanovo – Macedonian - Bulgarian border (Deve Bair). Through Bulgaria there are three possible transcontinental routes towards the North, the second towards Azerbaijan and the third option towards Turkey and the Middle East.
a bridge from the East towards the West and it will be one of the prerequisites for rapid economic
development of this region and the Republic of Macedonia in general. The verification of this corridor in
the European roads network demonstrates its geopolitical and strategic significance for the country.

Figure 6 European road corridors in Republic of Macedonia

ANALYSIS OF ALTERNATIVES

The analysis of alternatives entails consideration of environmental, social and engineering aspects
for each proposed option. Three alternatives, including the ‘without project’ scenario, have been
considered for the Project.

‘Without project’ scenario

Presently, due to the insufficient traffic capacity and damages along the existing road section
between Kriva Palanka and Rankovce transportation along this route represents negative aspects of road
safety issues, causing accidents and adverse social and environmental impacts, especially within the
villages along the road section. Environmental implications of vehicles accidents are potential spills of
diesel, fuel and lubricants and, consequently, contamination of soil and water. Additionally, since the
existing road crosses several settlements (mainly villages), the latter are affected by detrimental noise
and air quality impacts. Another aspect is the absence of proper drainage system, which would have
been an associated infrastructure of the expressway, which is presently a reason for seasonal floods
causing deterioration of water quality in Kriva Reka (River). Economically, there is pressing demand to facilitate travel between Kriva Palanka and Rankovce, as part of Corridor VIII, which is impossible to ensure with the current technical conditions of the existing road.

**Alternative A**

Alternative A suggests the alignment which would consist of two sub-sections: Kriva Palanka – Dlabochica (approximately 10.5 km) and Dlabochica – Rankovce (approximately 14 km). The engineering design envisages the road to pass through the existing wildlife corridor German – Osogovo (important biological corridor used mainly by large mammals and a number of other species) and will have three junctions: at Stracin, TIRZ Rankovce and near the entrance to Kriva Palanka, which are needed to accommodate the transport needs of the respective settlements. An important benefit of this Alternative is that certain segments of the alignment will go in parallel with the railway, which is at an advanced planning stage, thus, it will be technically possible to design the wildlife passes in accordance with those already planned for the railway. These will allow to avoid to the maximum extend potential habitat fragmentation in the area, and will pose less significant impact of wildlife compared to Alternative B. Furthermore, Alternative A alignment, unlike Alternative B alignment, will require less efforts for land acquisition and conversion.

**Alternative B**

Alternative B alignment follows the existing road until the village of Stracin, and after junction at Stracin turns South to village Vetunica, then turning East to villages Odreno and Psaca, crossing the landscape corridor German-Osogovo and ending at the village of Martnica, with connection to Kriva Palanka. The common feature with Alternative A is the need to incorporate into design the existing important biological and landscape corridor German-Osogovo. However, among the most serious environmental implications of this option is the need to build new wildlife passes, while Alternative A allows for the use of those already designed for the railway section. These designed passes have been examined by the State Technical Revision against, inter alia, environmental aspects which took into account the location of the wildlife existing migratory routes, the required size, the type of fencing, as per EU standards adopted by the national legislation. These are also in accordance with the environmental requirements of the EBRD which is financing the railway construction (the mitigation measures have been identified by the respective ESIA study (Eptisa & DB, technical no.C21196/EBSF-2010-07-101, February 2012, Chapter 7, p.658,658 and 809 and Chapter 10.1, p.778). The EBRD approved the design first in 2008 and then reconfirmed its decision in March 2015. Alternative B is also located much closer to the River Kriva Reka (1 km) compared to Alternative A (3 km), which presents higher risk of accidental surface water contamination and damaging the new express road by spring floods. Alternative B will entail greater extend of land expropriation and conversion of arable land for the needs of the project.

The analysis of alternatives concludes that Alternative A is the preferred option for the project, due to less adverse environmental and social implications associated with the construction of the road as per the Alternative A alignment.
SUMMARY OF LEGAL AND POLICY FRAMEWORK

The environmental legal framework of the Republic of Macedonia is based on several overarching laws covering such areas as environmental protection, water protection, waste management, nature protection, noise impacts mitigation, air quality and cultural heritage protection, which transpose the main obligations under the EU Environmental Directives. The key legislation for protection of the environment which defines the process and the procedures for environmental assessment is the Law on Environment (Official Gazette No.53/05, 81/05, 24/07, 159/08, 83/2009, 124/2010, 51/2011, 123/12, 93/13, 187/13, 42/14 and 44/15). This Law contains requirements of the EU EIA Directive 85/337/EEC (amended by Directive 97/11/EC).

Social aspects are addressed by the Laws on Health Protection, Occupational Health & Safety, Labour Relations, Working Conditions, Employment, Wages, Social Protection, Child Protection and Equal Opportunities. The Republic of Macedonia has ratified several International Labour Organisation Conventions and a number of international environmental and social treaties and conventions, including:

- Aarhus Convention: Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters: UNECE (Aarhus, Denmark 1998);
- Espoo Convention: EIA in a Transboundary Context: UNECE: (Espoo, Finland 1991);
- Convention on Biological Diversity (United Nations, 1992);
- Bonn Convention: Conservation of Migratory Species of Wild Animals: (Bonn, 1979);
- Bern Convention: Conservation of European Wildlife and Natural Habitats: (Bern, 1972);

and


Nature protection is also regulated by special provisions of the Constitution of the Republic of Macedonia.
ESIA & NATIONAL PERMITTING REQUIREMENTS

The EIA procedure is regulated by the Law on Environment. The Project envisages the construction of new road section, falling under Annex I of the Decree on Determining Projects, for which the EIA procedure should be carried out (Official Gazette of RM No.74/05). In accordance with the national legislation, the ESIA also considers impacts associated with the implementation of ancillary activities, similarly to the requirements of the WB OP 4.01.

Regarding the environmental permits for opening and operation of asphalt plants according to national legislation, the procedure and requirements are as follows:

IPPC A Environmental permit shall be issued by the competent authority (Ministry of Economy/Government and MoEPP). The content of the Application for issuing IPPC A Environmental permit should be in accordance with the Rulebook for procedure for obtaining IPPC A Environmental permit. This Application and Permit should be based on the implementation of best available techniques for the exploitation of the construction material. It should contain the following informations:

- Technology for exploitation of materials, capacity of borrow pit, overall quantity of material that will be exploited, quantity of generated waste during exploitation and its management:
- Impacts on environment:
- Types of emissions in to the environment, determined limit values of emissions, which must not be higher than the prescribed emission limit values. Based on the emission limit values set out in the integrated environmental permit, through the application of best available techniques and in accordance with local geographical and meteorological conditions, Operator shall meet the quality standards of the environment and to prevent or reduce, to the least possible extent, pollution of the environment:
- Measures for reducing impacts on environment:
- Manner of performing monitoring activities, monitoring points and sampling;

Environmental practices for opening and operation of concrete plants according to national legislation are regulated by IPPC B permits issued by the Municipality on which territory the plant is located.

Regarding the environmental permits for opening and operation of borrowing pits according to national legislation, the procedure and requirements are as follows:

- Borrowing pits for road construction from where only earth and gravel material is excavated are regulated by the Law on Mineral Resource, though issuing a concession for exploitation of earth and gravel materials during the construction of project.
- The maximum area for which a concession for borrow pit could be issued is 10ha.

The designer is obliged to prepare restoration/remediation works plan after closure of borrow pit site, which is subject to approval by Ministry of Economy. It should also be specified in the ESIA that the borrow pits shall not be located in the protected areas, areas near the sensitive environmental receptors, e.g. water bodies, settlements etc.

For management of non-hazardous waste and excessive construction materials, the procedure is as follows:
- Contractor to conclude contract with legal/physical entities that possess License for Collection and transportation of municipal and other non-hazardous waste such as PUC issued by
competent authority according to the By-law for the form and content of the Application, the form and content of the License for collection and transportation of municipal and other types of non-hazardous waste and the minimum technical requirements for performing activities for collection and transportation of municipal and other types of non-hazardous waste ("Official Gazette of R. Macedonia" num. 8/06). PUC than to hand over waste for disposal in to landfill to Installation that possess License for Landfill Operator issued by competent authority according to By-law for the form and content of the Application the form and content of the License for landfill operator ("Official Gazette of R. Macedonia" num. 140/07). Waste for project activities shall not be landfilled at the Kriva Palanka landfill which is located on the Kriva River bank. The contractor shall conclude a contract with legal entity that will dispose the waste on environmentally acceptable location.

The Project is a Category I Construction Project according to the Law on Construction (Official Gazette. No.70/13). The national responsible body for issuing the construction permit for this category of projects is the Ministry of Transport and Communication (MoTC).

LAND ACQUISITION LEGAL FRAMEWORK

Land tenure and property rights are regulated by the Law on Property Cadastre (Official Gazette No. 40/08, 158/10, 51/11); the Law on Survey and Land Cadastre (Official Gazette No. 34/72, 13/78); and the Law on Ownership and Other Material Rights (Official Gazette No.18/01). Expropriation of property and real estate (immovable properties) which will result from the implementation of the projects that are for public interest is regulated by the Law on Expropriation (Official Gazette No. 33/95, 20/98, 40/99, 31/03, 46/05, 10/08, 106/08 & 76/10). Construction of new road section falls under the expropriation law as being projects of public interest. The legal justification of why the project is believed to be of public interest is submitted together with the request for expropriation by the expropriation beneficiary to the offices for legal and property affairs.

All issues related to land acquisition/expropriation, resettlement limited access to assets, etc. will be regulated by the provisions of Resettlement Policy Framework which has been developed for the project in accordance with the World Bank Operation Policy 4.12 ‘Involuntary resettlement’.

By the time of preparation of this document the final design for the project was not completed and the exact amount of land that needs to be acquired was not still confirmed. Thus Resettlement Policy Framework (RPF) is being prepared and not Resettlement Action Plan.

Implementation of RPF might involve deviations from Macedonian laws in the following domains:

- WB recognizes those who have no recognizable legal right or claim to the land they are occupying, while Macedonian laws does not;
- Macedonian laws does not include socio-economic assessment in order to determine the real magnitude of impact to the PAP, while WB does;
- WB requires that compensation levels should be sufficient to replace the lost land and other assets at full replacement cost in local markets;

WB considers crucial that displaced persons and their communities are provided timely and relevant information, consulted on resettlement options, and offered opportunities to participate in planning, implementation and monitoring of resettlement.

8
WORLD BANK ENVIRONMENTAL POLICIES AND GUIDELINES

In accordance with the World Bank Operational Policy (OP) 4.01 ‘Environmental Assessment’, this Project has been assigned an environmental category A. Such classification is due to the fact that the implementation of the project is associated with significant and long-term environmental risks related to the new construction mainly in previously untouched landscapes, which require significant mitigation efforts. The scope of Environmental and Social Impact Assessment (ESIA) examines the project’s potential negative and positive environmental impacts and recommends adequate measures needed to prevent, minimize, mitigate or compensate for adverse impacts and improve environmental performance.

The Environmental and Social Management Plan (ESMP) details mitigation measures, monitoring program, institutional strengthening measures and implementation arrangements, schedule and costs, and is an integral part of this ESIA. Due to the project nature and location, in addition to OP/BP 4.01 ‘Environmental Assessment’, the other safeguard policies triggered for this project, are OP/BP 4.04 ‘Natural Habitats’, OP/BP 4.12 ‘Involuntary Resettlement’, and ‘Access to Information’.

The ESIA Study will be presented to both the WB and Government of Republic of Macedonia and shall serve as a background document for approval by the competent authority (MOEPP). The Government will have to make the draft ESIA available at a public place accessible to project-affected groups, other stakeholders and local NGOs in order to obtain valuable feedback which might be incorporated into the final ESIA and project design.

The PESR shall also obtain World Bank’s “No Objection” on the ESIA, before the Bank begins formal appraisal of the project. Once the ESIA has been locally disclosed and officially received by the Bank, the Bank will also make it available to the public through its online disclosure instrument InfoShop.

The major gaps between the national environmental law and the requirements of OP 4.01 are as follows:

- Assessment of social impacts is not required to be covered by EIA under the national legislation;
- For such category projects, the national legislation envisages shorter period between the disclosure of EIA and approval of the project;
- National legislation does not consider illegal squatters/residents eligible for any compensation for the loss of asset or loss or limited access to asset;
- According to the national legislation, no socio-economic assessment is required to determine the magnitude of social impact and adequate mitigation.

The above gaps have been determined by this study and discussed with the Government/client. As a result, the Government accepted the requirements of respective World Bank policies to be applied to this project. Table 1 below presents the laws and regulation which will govern the project implementation, and analyzes the gaps between the Macedonian law and the requirements of the World Bank Policies and other international requirements:
Table 1 Overview of differences between national Macedonian legislation and WB/EU/EIB/IFC requirements

<table>
<thead>
<tr>
<th>Issue</th>
<th>WB/EU/EIB/IFC Requirements</th>
<th>Provisions of Macedonian law</th>
<th>Gap/comment</th>
<th>Proposed response</th>
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<tr>
<td>ESIA Procedure</td>
<td>The EIA EU applies to a wide range of defined public and private projects and requires for all projects who have significant effects on the environment EIA to be prepared.</td>
<td>According to Macedonian Law on environment, potential environmental impacts of the project must be evaluated by an Environmental Impact Assessment (EIA) process and documented in an environmental impact statement.</td>
<td>In Macedonian law on environment, requirements of the EU EIA Directive (85/337/EEC amended) have been transposed, however there is a gap for social assessment required by World Bank and only EIA required by Macedonian law.</td>
<td>Full ESIA to be prepared, including social aspects.</td>
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<td>WB requires an evaluation of the proposed project through an Environmental and Social Impact Assessment (ESIA) that meets WB, EIB and other applicable international guidelines and requirements.</td>
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<td>IFC Environmental and Social Safeguard Policies and its Disclosure Policy, IFC Sustainability Framework, articulates IFC's strategic commitment to sustainable development and is an integral part of their approach to risk management.</td>
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<td>Access to environmental information and public participation in environmental decision making process</td>
<td>EU directives covers access to environmental information, for public participation in respect of the drawing up of certain plans and programs relating to the environment (public participation and access to justice).</td>
<td>Macedonian law on Environment stipulates that public participation in the EIA process is obligatory.</td>
<td>Macedonian law covers access to environmental information and public participation in environmental decision making process, period required for public disclosure is 30 days according to Macedonian law and 120 days according to WB (Pelosi principle).</td>
<td>To follow national legislation which is in compliance with EU directives, WB and IFC requirements. To meet WB requirements, 120 days public disclosure needs to be provided. Both procedures for public disclosure to be fully implemented.</td>
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<td>IFC's Policy on Disclosure of Information sets out the policy of the Corporation regarding the scope of information that it makes available to the public either as a routine matter or upon request. IFC believes that transparency and accountability are fundamental to fulfilling its development mandate and to strengthening public trust in IFC and its clients.</td>
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<td>Hydrology (Surface Water) &amp; Hydrogeology (Groundwater)</td>
<td>EU directives establish the list of priority substances in the field of water policy, on environmental quality standards in the field of water policy, on pollution caused by certain dangerous substances discharged into the aquatic environment, urban waste water treatment, nitrates, dangerous substances to water discharges, quality of water intended for human consumption, protection of</td>
<td>The most important aspects of legislation of the Republic of Macedonia in the field of water management are already established within the horizontal environmental legislation and the Law on Waters (Official Gazette no.87/08).The</td>
<td>At this point legislation in the field of water management, which is already or will be transposed, is in compliance with the European Union water legislation. Following degrees are prepared within the Law on Waters:</td>
<td>To follow national legislation which is in compliance with EU legislation, issues that still need to be covered with outstanding degrees to be covered with</td>
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<td>Groundwater against pollution caused by certain dangerous substances.</td>
<td>Determination of the water quality status of the main surface watercourses is prescribed by the Law on Water (Official Gazette No. 87/08) and Decree on classification of waterways, lakes, accumulations and ground waters (Official Gazette No. 18/99, 71/99). As established in the national legislation, there is a list of parameters that needs to be analysed, and reports to be prepared annually by the Ministry of Environment and Physical Planning.</td>
<td>- Degree on criteria for determination of the good ecological status of the surface waters – physical/chemical, biological and morphological conditions; - Degree on criteria for determination of the good ecological status of the ground waters – physical/chemical, biological and morphological conditions; - Degree on classification and categorization of waters; and - Rulebooks on the determination of the sensitive water zones and water bodies.</td>
<td>Relevant EU legislation. This regulation applies in cases of emissions in water bodies and accidental spillovers in waters during construction and operational phase of the project.</td>
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**Climate and Air Quality**

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<td>The WB requires implementation of the pollution prevention and abatement measures, as signatory of European principles for the environment the WB requires compliance with relevant EU environmental standards on water.</td>
<td>On national level, the air quality regulation is provided by Law on Ambient Air Quality (&quot;Official Gazette of the Republic of Macedonia&quot; No. 67/04). Adopted secondary legislation has adopted transposing relevant EU directives and technical standards like decree on limit and target values for levels and type of pollutants in the ambient air, alert and information thresholds; deadlines for achieving limit and target values for specific substances; margins of tolerance for limit value and target value and long term objectives for</td>
<td>Requirements of EU directives have been transposed into national legislation.</td>
<td>If Rulebook for air emission limit values from mobile sources will not be adopted, directive (EU Directive 2004/26/EC) on measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery will be relevant. This regulation applies during construction and operational phase of the project.</td>
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General IFC’s EHS Guidelines apply to projects that have either direct or indirect discharge of process wastewater, sanitary (domestic) sewage or stormwater. This involves the necessary precautions to avoid, minimize and control adverse impacts to human health, safety or the environment. The wastewater management including water conservation, wastewater treatment, stormwater management and waste water and water quality monitoring are also required to be met.

EIB Environmental and Social practices Handbook requires assessment regarding project’s activities impact on climate change (carbon credit potential, vulnerability and carbon footprint) on which issues EIB is committed to support EU leadership role in combating climate change and recognises the need for an appropriate response. EIB requires reducing the impact of environment on human health e.g. supply of quality potable water and improvement of air quality.

IFC Environmental, Health & Safety Guidelines provides information about common techniques for emissions management that may be applied, provides an approach to the management of significant sources of emissions, including specific guidance for assessment and monitoring of impacts.
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<td>Noise and Vibration</td>
<td>EU directives covers the assessment and amendment of environmental noise and on noise emissions from outdoor equipment</td>
<td>The protection against environmental noise pollution is addressed in the Law of Noise Protection (Official Gazette of the Republic of Macedonia No.79/07). The law establishes the need to reduce harmful effects that are consequence of exposure to noise in the media and the environment, and to provide a basis for developing measures to reduce noise from its entire sources. The ultimate objective is the protection of the health and wellbeing of the population.</td>
<td>Relevant EU directives are transposed to national legislation; the basic recommendations of the European Union are met, providing full access to the management of environmental noise. The national noise exposure limit values are in line with the WHO guideline values for community noise in specific environments and with IFC noise level guidelines provided in the General EHS Guidelines: Noise Management.</td>
<td>This regulation applies during construction and operational phase of the project. For example if noise emissions are above the prescribed values in certain areas, measurements and mitigation measures shall apply.</td>
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| Waste management | EU directives regulates the waste management, establishes a list of wastes and list of hazardous waste, disposal on waste oil, landfill, labelling the equipment that contains PCBs EU PCBs and waste oils | With regards to policy documents, the Republic of Macedonia prepared the main strategic documents:  
• National Waste Management Plan (2009 – 2015) of the Republic of Macedonia, Ministry of Environment and Physical Planning, 2008 | National legislation follows the recommendations of international organizations such as IFC EHS General Guidelines (waste oils, batteries & accumulators, oil leakage, packaging & packaging waste). | National legislation is in full compliance with EU, WB, EIB requirements, on issue which are not covered with relevant laws EU legislation will be relevant. This regulation applies during construction and operational phase of the project. |
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<td>The WB Policy requires implementation of the pollution prevention and abatement measures, as signatory of European principles for the environment the WB requires compliance with relevant EU environmental standards on waste management. Project must be designated to comply with relevant EU environmental requirements as well as with applicable national law and will be operated in accordance with these laws and requirements.</td>
<td>In Macedonia, the main national legislation regarding the waste management sector is the Law on Waste Management (Official Gazette No.68/04,) and some technical rules and guidelines. The Law on Waste Management significantly contributes to the approximation process in establishing a modern and comprehensive waste management system based on the main EU directives on different waste streams including hazardous waste.</td>
<td>Most of the EU legislation on nature conservation has been transposed into this Law, which also contains obligations from relevant ratified international agreements. Full implementation of the Law is still to be achieved with the adoption of several by-laws. Thus, with regards to the transposition of the two directives that comprise the cornerstones of EU nature protection policy, the Habitats Directive (92/43/EEC) and the Wild Birds Directive (79/409/EEC), there are still many requirements pending of full transposition.</td>
<td>Requirements which are still pending to be covered by relevant EU legislation and WB OP Requirements. This regulation applies during construction and operational phase of the project.</td>
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<td>Nature Conservation &amp; Biodiversity</td>
<td>EU directives covers conservation of natural habitats and wild fauna and flora, wild birds, protection of species of wild fauna and flora.</td>
<td>The basic law in the area of nature protection is the Law on Nature Protection (Official Gazette of the Republic of Macedonia Nos. 67/04,</td>
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<td>Community health and safety</td>
<td>WB policy requires identification and requirements evaluation of the risks and potential impacts to the health and safety of the affected community during the design, construction and operation of the project, establishing preventive measures and plans to address them in a manner commensurate with the identified risks and impacts. These measures to Macedonian legislation which covers this issue is the law on road safety, law for health protection, law for transport of hazardous materials, law for preventing</td>
<td>Relevant national legislation covers all issues related with community health and safety</td>
<td>To follow national legislation which is in full compliance with relevant requirements. Community health and safety issues to be covered with ESIA as well,</td>
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<td>Favour prevention or avoidance of risks and impacts over minimisation and reduction.</td>
<td>the spreading of the infectious diseases law. Issues related with community health and safety are covered as well under other issues like noise and vibrations, labour and working conditions, air quality and climate and hydrology.</td>
<td>since this is not covered with national EIA procedure.</td>
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<td><strong>Occupational health and safety</strong></td>
<td>EU directives regulate workforce requirements concerning the minimum safety and health requirements for the workplace, covers the minimum health and safety requirements regarding exposure of workers to the risks arising from physical agents, and introduction of measures for encouraging improvements in the safety and health of workers at work.</td>
<td>Macedonian law on Occupational Health and Safety and secondary legislation requires: employers will take all the necessary measures and maintain acceptable working conditions. Employees are under the obligation to obey and observe all the measures taken to ensure acceptable occupational health and safety. Employers must inform the employees of the occupational risks and preventative measures that must be taken to address these risks. The employer must inform employees of their legal rights and obligations and must provide the employees with the necessary training on occupational health and safety. The Employer is responsible for the provision of a safe working environment and must provide workers all the required personal protective equipment. The employer must regularly check this and all other health and safety equipment and ensure that it is in good working order. The Macedonian legislation is in line with WB/EU/EIB/IFC requirements</td>
<td>To follow national legislation which is in full compliance with relevant requirements. Occupational health and safety issues to be covered with ESIA as well, since this is not covered with national EIA procedure.</td>
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<td>Land acquisition</td>
<td>WB recognizes those who have no recognizable legal right or claim to the land they are occupying; WB requires that compensation levels should be sufficient to replace the lost land and other assets at full replacement cost in local markets; WB considers crucial that displaced persons and their communities are provided timely and relevant information, consulted on resettlement options, and offered opportunities to participate in planning, implementation and monitoring of resettlement.</td>
<td>employer must take necessary measures to prevent occupational illnesses. The employer must prepare a health and safety plan prior to the commencement of construction works.</td>
<td>Macedonian laws do not recognize those who have no recognizable legal right or claim to the land they are occupying. Macedonian laws do not include socio-economic assessment in order to determine the real magnitude of impact to the PAP, while WB does.</td>
<td>To meet WB requirements on issues not covered with Macedonian legislation Resettlement Policy Framework (RPF) and Resettlement action Plan (RAP) will be prepared. The ESIA will include social aspects as well.</td>
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SUMMARY OF BASELINE ENVIRONMENTAL & SOCIAL CONDITIONS

ENVIRONMENTAL BASELINE

The project area covers the municipalities of Rankovce and Kriva Palanka. Agricultural activities, such as crop growing, husbandry, orchards and farming, are being developed on the fertile lowlands Slavishko Pole mainly located in the municipality of Rankovce and partially in Kriva Palanka, especially in the vicinity of the Kriva River. Averagely, 68% of lands in Rankovce and 56% of land in Kriva Palanka are dedicated for agricultural purposes.

About half of the area is characterized by high erosion intensity. The main water artery in the project area is the Kriva River which is fed by watersheds of the Osogovo Mountains and Mount German. The Kriva River valley comprises 620 minor watercourses, including permanent, periodic and temporary. The proposed road alignment crosses the Rankovska River at km 19+207, 5 small temporary streams/canals in the Kriva River valley, and goes in parallel to the Kriva River in its part located within the Kriva Palanka Municipality.

The ESIA analyzed the surface water quality data of the Kriva River at 20 measuring points, which were provided by the National Hydrological and Meteorological Service (NHMS). The analysis showed that the water quality deteriorates as the water flow passes through the Kriva Palanka Municipality on such indicators as concentration of ammonia, turbidity and high concentration of iron. This attributes to the presence of such permanent sources of pollution as neighboring households, mining and other industries and illegal dumps. However, the quality of the Kriva River water is improved by the point of exit from Rankovice, mainly due to the dilution of pollutants through addition of higher quality water from inflowing tributaries. This has also been confirmed by the observations of the Public Health Institute in Kumanovo. According to the monitoring reports of the NHMS, the area where the eastern part of the road is proposed to be constructed suffers from regular spring flooding caused by seasonal snow melting and rainfalls. This high risk flooding area includes the stretch of the Kumanovska River upstream the Pcinja River, and the stretch of the Pcinja and Kriva Rivers upstream their confluence. In the proposed expressway corridor, there are two aquifers consisting of unconfined alluvium aquifers of the Pcinja River and the Kriva River (Kriva Palanka valley). The depth of the groundwater level in the hill terrains of the project area exceeds 10 m, reaching at some points 15-20 m. No artesian wells and other types of spring have been observed in the area.

Overall, the project area landscape is hills and mountains located north of the road. On the south, the proposed road alignment passes oak forest, black locust plantation, conifer tree plantation and hill pastures. The entire southern section of the road goes parallel with the Kriva River, with closest to the river point (850m) being at km 10+000, and the farthest point (5 km) being at km 19+290. The Osogovo Mountain is located south of the proposed road, and the Mountains German and Bilion are to the north.

In order to analyze the natural habitats and assess the ecosystems value in the project area, a strip of 400 m (200m each side of the proposed road axis) has been defined. The ESIA identified several areas within the study area, which bear various status of protection and ecological importance, as follows:

1. **Area Proposed for Protection:**

Osoogovo Mountain, proposed to a status of protected landscape (unique landscape characteristics and specific interactions of people with nature) under the 2010 UNDP/GEF project on the development of representative protected areas network in Macedonia. The road alignment goes in parallel with the border of this proposed protected area, with closest distance being 2 km at chainage km 0+200,00. The road construction will not impact this landscape.
2. **Osogovo-German Landscape Biocorridor**

The Macedonian Ecological Society (MES) and the European Centre for Nature Conservation implement a project for development of national ecological network in Macedonia (MAC-NEN). The project identified the biocorridor Osogovo-German as an important corridor for large mammal. This corridor has been proposed for protection as protected area – Category V (according to article 66 of Law on Nature Protection, Official Gazette No.67/06) by MES in December 2013, because it allows for daily, periodical and seasonal movements and migration of various fauna species and dispersal of plants, namely amphibians, brown bear, grey wolf, ungulates, particularly roe deer, and some small mammals. According to the Law on Nature Protection, Article 66, there are six categorizations of protected areas. The subject area is category V – protected area (landscape/region), with limited level of protection, where the interaction of people and nature throughout the time creates an area with significant ecological, biological, cultural values, geographical features and it has recreational, historical and/or scientific importance. The protection of the landscape will be carried out through taking activities to conserve and maintain the significant or characteristic features of the area derived from its natural configuration and/or the type of human activity.

This proposal by MES is pending approval by the Ministry of Environment and Physical Planning (MoEPP), which will also assign a protection status to this area. The biocorridor extends south-north from the Osogovo Mountain to the German Mountain, and more generally connects the Osogovo Mountain with the range of mountains on the border with Serbia. The proposed road alignment will cross this landscape corridor at km 5+872 to km 9+290 (which is part of the National ecological network of Macedonia MAC-NEN, 2011).

3. **Other habitats in the study area**

The natural habitats along the proposed road alignment include forests and shrubs, grasslands and water habitats. The anthropogenic habitats are represented by tree plantations, grasslands of anthropogenic origin, agricultural lands, and urbanized areas. All natural habitats have been under strong anthropogenic pressure for long time, and currently most of them are at different stage of degradation.

There is a well-developed forest of pubescent oak and oriental hornbeam on the right side of the Kriva River and near the Dlabochica village. Mediterranean oak woods are found, as an intermittent belt, along the left bank of the Kriva River above Kriva Palanka as well as along the downstream of the Vitunica River, at the confluence with the Kriva River. Riparian forests and shrublands, namely, riparian willow-poplar woodland and shrublands of Tamarisk and Salix Amplexicaulis, have developed along the river banks and streams everywhere in the area under consideration. This forest area is not found to have high ecological and biological value. The aquatic habitats in the study area are those formed by the Kriva River and its catchment basin including several streams and rivers (Rankovska, Vetunica, Blidecka, Gaberska). This hydrographical network is inhabited by mammals (Otter), birds (Common Kingfisher breeding; Heron, White and Black Stork foraging, some species of Ducks, Egretts and Cormorants migrating), fish (Squalius Cephalus, Chondrostoma Nasus, Barbus Balcanicus), amphibians and reptiles (Balkan Stream Frog and Marsh Frog, Grass Snake). None of these species will be affected during the construction and operation of the new road section.

The tree plantations are Black Locust plantation located in the vicinity of Kriva Palanka at chainage km 1+567.; Conifer Tree plantations, mainly distributed on the right side of the Kriva River, starting from the Petralica village to Kriva Palanka, with the largest area concentrating around the locality Korija; and Broad Leaf Tree plantation evenly distributed throughout the entire study corridor.

The forested area will be crossed by the road at km 13+547,00 - km 13+700,51. Tree plantations will also be impacted by the project activities, as there will be a need for vegetation clearance at km 7+250,00 - km 8+861,59, km 5+293,71 - km 5+872,31, km 0+535,04 - km 2+169,27. The process of
vegetation clearance will be agreed with, and monitored by, the Public Enterprise (PE) “Macedonian Forests” in accordance with the provisions of the Law on Forests (Official Gazette of RM No.64/09, 24/11, 53/11, 25/13, 79/13, 147/13, 43/14, 160/14, 33/15 и 44/15), which is in accordance with the respective EU Directives. These regulations envisage compensatory planting at the ratio 1:3, with the allowed species to be advised by MoEPP and PE “Macedonian Forests”, in accordance with local ecosystems and upon agreement with PE Macedonian Forests. The Law on Forests also requires that PE “Macedonian Forests” ensures further maintenance of the compensatory plantation sites, and envisages monetary payments to PE ‘Macedonian Forests for the loss of timber.

4. Cultural Heritage Sites

The project area is known for a number of cultural heritage sites referring to antique, medieval and other periods, which are specified in Chapter 5 of the ESIA. Two cultural heritage sites in the study area – Church St.Nicolas in the Psacha village and the Monastery of St. Joachim on the Osogovo Mountain near Kriva Palanka – have been identified as bearing protection status. However, these two sites are located aside from the road alignment and the affiliated facilities and infrastructure, thus, will not be impacted by the project activities. No other historical or archaeological sites have been identified by this ESIA study identified along the proposed road alignment. Specific provisions have been incorporated into the ESMMP to appropriately handle chance findings, if discovered during the project implementation.

SOCIAL BASELINE

The project area is dispersed to two political – territorial units: municipality of Kriva Palanka and municipality of Rankovce. The project activities will affect 19 rural settlements and the city of Kriva Palanka (urban settlement). The following table presents the number of people living in the affected settlements.

Table 2 Review of the number of Population in the affected settlements, by gender

<table>
<thead>
<tr>
<th>Population and Dwellings Census 2002</th>
<th>Total</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KRIVA PALANKA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bashtevo</td>
<td>13</td>
<td>5</td>
</tr>
<tr>
<td>Dlabochica</td>
<td>144</td>
<td>71</td>
</tr>
<tr>
<td>Konopnica</td>
<td>1398</td>
<td>689</td>
</tr>
<tr>
<td>Kriva Palanka</td>
<td>14558</td>
<td>7127</td>
</tr>
<tr>
<td>Mozhdivnjak</td>
<td>770</td>
<td>357</td>
</tr>
<tr>
<td>Timinci</td>
<td>73</td>
<td>34</td>
</tr>
<tr>
<td><strong>RANKOVCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baratlija</td>
<td>39</td>
<td>18</td>
</tr>
<tr>
<td>German</td>
<td>311</td>
<td>141</td>
</tr>
<tr>
<td>Ginovci</td>
<td>315</td>
<td>142</td>
</tr>
<tr>
<td>Guinci</td>
<td>19</td>
<td>9</td>
</tr>
<tr>
<td>Ljubljinci</td>
<td>164</td>
<td>75</td>
</tr>
<tr>
<td>Milutince</td>
<td>72</td>
<td>35</td>
</tr>
<tr>
<td>Odreno</td>
<td>131</td>
<td>59</td>
</tr>
<tr>
<td>Obshnica</td>
<td>105</td>
<td>52</td>
</tr>
<tr>
<td>Piskha</td>
<td>30</td>
<td>8</td>
</tr>
<tr>
<td>Petralica</td>
<td>669</td>
<td>333</td>
</tr>
<tr>
<td>Psacha</td>
<td>539</td>
<td>272</td>
</tr>
<tr>
<td>Radibush</td>
<td>157</td>
<td>75</td>
</tr>
<tr>
<td>Rankovce</td>
<td>1192</td>
<td>557</td>
</tr>
<tr>
<td>Stancha</td>
<td>23</td>
<td>10</td>
</tr>
</tbody>
</table>

(Source: website of State Statistical Office)
Dominant activities for livelihood provision in the affected settlements are services (trade, transport, communal and medical domains) and agriculture. Production is barely present since the transition period (1980-90ties) that facilitated closure of main production capacities due to bad management.

Temporary seasonal and to lesser extent permanent migration is also present in the project area.

**POTENTIAL ENVIRONMENTAL AND SOCIAL IMPACTS**

The environmental and social impacts expected in connection with the implementation of the project are defined by the environmental and social baseline summarized above. The ESIA identified the following main concerns to be addressed under the project:

1. **Environmental Impacts**
   The following main impacts to be occurring at both the construction and operation phase have been identified by the studies:
   
   **Construction**
   
   - impacts on the natural landscape and aesthetics;
   - impacts associated with the extraction and transportation of road construction materials, and disposal of excess materials. Due to the volume of materials which will need to be extracted and transported, this impact is considered to be one of the major risks by the project. Its significance is mitigated by the fact that the sites identified by ESIA have all been duly licensed and are regularly monitored, and both the licensing procedure and the results of monitoring are found acceptable. The likelihood of opening new borrow pits by Contractor is assessed as low. In case Contractor decides to open a new borrow pit, a guidance is provided for the Contractor on how to ensure that the site and operational practices are environmentally complaint
   - potential disturbance to the existing drainage systems;
   - increased dust and emissions, degradation of air quality;
   - impacts related to noise and vibration at selected sensitive sections of the roads in the vicinity of identified settlements of T‘Ininici, Ginovce and Rankovce;
   - disturbance to flora and fauna species in the sensitive area of Osogovo - German Landscape Biocorridor, as specified by the Baseline Study. The risk associated with this aspect is considered to be major, however, proper mitigation is envisaged through providing of passes for wildlife, introduction of seasonal limitation for construction works to avoid critical disturbances during the nestling and breeding seasons for wolf (Canis lupus), red fox, Vulpes vulpes, wildcat (Felis silvestris), Badger (Meles meles), and maximum coordination of the design of the road with one of the railway which is planned to go in parallel with the preferred road alignment;
   - impacts on forested area at km 13+547,00 - km 13+700,51 and tree plantations at km 7+250,00 -km 8+861,59, km 5+293,71 - km 5+872,31, km 0+535,04 - km 2+169,27. Since the impact on the forested area is not found to be significant and/or causing degradation of forest ecosystem, it will be mitigated though minimizing the areas to be cleared and though compensatory planting to be closely monitored by MoEPP and PE “Macedonian Forests”. If properly managed, this impact will not present a major risk to local biodiversity and ecosystems;
   - impacts related to the generation and disposal of liquid and solid wastes at the construction phase. Taking into account the overall poor waste management practice in the country, this impact could be significant, however, the ESIA has identified the sites that are found to be environmentally acceptable (landfill Zletovo and landfill Probishtip, the nearest sites with low
environmental risks assessed by the MoEPP), and also provided detailed and clear guidance for Contractor on the management of all types of wastes expected to be generated;
- impacts related to the storage and disposal materials;
- surface water pollution, including the Kriva River flowing in parallel with the road alignment at a distance of 850 m to 5 km, and Rankovska River to be crossed by the proposed road at chainage km 19+207.5;
- potential impacts on ground water in the project area;
- impacts on soil which might be caused by spills and leaks of hazardous liquids, as well as soil compaction and erosion which might be caused by poorly managed excavation, use of construction machinery and other construction activities.

Operation
- impact related to noise and vibration;
- impact on air quality by traffic;
- risk of accidental pollution of soils and water due to fuel spills and leakages;
- impact on wildlife due to ecosystem fragmentation (Osogovo-German Landscape Biocorridor).

2. Social Impacts

The Project will require permanent land take during construction which will give rise to the permanent loss of some agricultural land. After construction this land will be reinstated, where possible, to its original condition. Two communities (Rankovce and Kriva Palanka), which include potentially vulnerable groups of residents, will be subject to direct effects.

The project, during construction will also influence infrastructure and communication means, local economy, and labour issues.

With the application of the mitigation measures during the operational phase, the majority of residual negative social effects are anticipated to not be of a significant nature.

PESR will need to carefully manage and monitor any issues related to community safety from the operation of a road section. Noise from the operation of the road section may affect the quality of life of small part of communities who will live along close to the road section, particularly the settlements Rankovce, Ginovci, Gulinci, Ljubinci, Petralica, Dlabochica, Triminci and Kriva Palanka.

The Project is expected to have a positive, long-term and significant residual effect on the local, national and regional economies and improve access locally and across the region. The construction of the road section should stimulate economic growth at a local level and create local employment opportunities. No community will be bypassed. Business opportunities may also potentially increase significantly for local contractors and especially subcontractors during construction works. Significant economic, employment and educational benefits are anticipated to arise as a result of the operation of the road section at a local, North-Eastern regional and national level and also on a south eastern European regional level. These economic benefits should provide improvements in the quality of life of some communities along the road section.

PROJECT FACILITIES

Borrow Pits

Three borrow pits have been identified in the vicinity of the road: at km 6+000 of the road, near the village Strezovce, and near Rankovce. These borrow pits have sufficient material (sand, gravel and
limestone) totaling to 1,300,000 m³ needed for the construction. More precise amounts will be defined by the Detailed Design reflected in Bill of Quantities (BoQ).

The identified borrow pits possess concessions issued by the competent authority (Ministry of Economy/Government), and have obtained positive opinion from the MoEPP. The Concession Permits determine environmental mitigation measurers to be implemented during the site operation period, specify the capacity of the borrow pits, provide for site remediation/rehabilitation plans upon completion of activities, and determine the maximum site operation period. It is also required by the Law on Mineral Resources that the site shall be operated in accordance with BREFs - Best Available Techniques (BAT)¹ reference documents. Environmental compliance of the licensed borrow pits is monitored by the State Environmental Inspector under MoEPP. If deficiencies are found in the environmental compliance of the licensed facility, the Inspectors shall issue a Decision to restrict or prohibit the operation of the borrow pit until revealed damage on environment is eliminated. The provisions and requirements of the national legislation are found generally acceptable to ensure the environmental compliance of the proposed borrow pits. In addition, specific provisions for monitoring the environmentally sustainable operation of borrow pits have been incorporated into the project ESMMMP.

If there is a need for opening new borrow pits during the construction period, the PESR should submit a request for issuing a concession for exploitation to the State Administration responsible for managing the use of mineral resources, and act according to Article 40 of the Law on Mineral Resources ("Official Gazette of R.M." No. 132/13, 44/14, 160/14), as detailed above. PESR’s request for issuing a new concession for exploitation shall include:

- Construction permit;
- Report indicating the required quantity of mineral resources;
- Topographic map of the site in scale 1: 25000;
- Plan for site rehabilitation/reclamation, after the site is no longer in use as a borrow pit.

**Waste and Excess Materials Disposal Sites**

Two sites have been identified by the ESIA for disposal of construction and domestic wastes, and excess materials: landfill Zletovo and landfill Probishtip. These sites have been selected due to their safe locations against watercourses, groundwater level and distance from settlements and agricultural/arable lands. The Kriva Palanka Landfill has been rejected due to its environmentally unsafe location on the Kriva River bank. The details of the proposed site assessment are presented in Chapter 3 of ESIA.

**Asphalt Plants**

The ESIA has also identified two existing asphalt plants which Contractor can potentially use for the purchase of asphalt: both privately owned, one located near the village Romanovce, and the second near Supli Kamen. Both plants also possess necessary environmental permits and regularly monitored by respective departments of MoEPP.

The asphalt plants proposed for the use under the project posses IPPC A Permit issued by the MoEPP. The content of the Application for issuing IPPC A Environmental Permit should be in accordance with the Rulebook for obtaining IPPC A Environmental permit, which envisages the following information to be enclosed to the Application for issuing the IPPC A Environmental Permit:

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¹ According to Article 14(3) of the IED (Industrial Emissions Directive (IED, 2010/75/EU), BAT conclusions shall be the reference for setting the permit conditions to installations
- Technology to be applied during the plant operation, estimated quantity of wastes to be generated and their management;
- Types of emissions into the environment and determined limit values of emissions;
- Measures to avoid/mitigate environmental impacts;
- Methodology for environmental monitoring, monitoring points and sampling.

Should the Contractor opt to establish a new asphalt plant, it shall follow the requirements above for obtaining the environmental permit.

ENVIRONMENTAL AND SOCIAL MANAGEMENT

An Environmental and Social Management and Monitoring Plan (ESMMP) for the road section Rankovce – Kriva Palanka Project has been prepared (presented in Chapter 8 of ESIA). The ESMMP describes the environmental and social mitigation and monitoring measures, the criteria for their successful implementation and the organizational measures to be implemented during the pre-construction, construction and operation of the Project. The ESMMP involves a long term and phased process which will need to be regularly reviewed and updated as the Project evolves, to reflect any changes in the Project implementation and organization as well as in regulatory requirements.

The ESMMP details environmental and social measures for the construction and operation of the road section, including the requirement to establish and implement an Environmental and Social Management System and monitoring plan along with a number of specific Environmental and Social Management Plans, including a Dust Management Plan and Traffic Management Plan. The determined mitigation activities include measures to avoid or minimize impacts on flora and fauna in the sensitive areas identified by the baseline study (inter alia, by provision of wildlife passes to accommodate the migration routes and avoid habitat fragmentation), prevent pollution of surface and groundwater, minimize disturbance on, and pollution of soils, air quality measures, etc.

For each identified impact a monitoring protocol will be established that will define the objective of the monitoring, the description and timing of monitoring activities, the indicator to measure the effectiveness of the measure, and any thresholds to be taken into account. Monitoring reports will be required from the Contractor/Operator during the construction and operational phases. These will be submitted to the relevant inspection authority. The monitoring plan is integrated within the ESMMP. Should the monitoring identify insufficiency of the defined mitigation measures, the Environmental and Social Mitigation Plan will be revisited to accommodate emerging needs of impacts mitigation.

The ESMMP also defines that the ultimate responsibility for ensuring environmental compliance of the project and implementation of the measures specified by the ESMMP is borne by the PESR and specifically by its Environmental Protection and Social Aspects UNIT (EPSAU). This Unit has two environmental engineers.

The Environmental and Social Mitigation and Monitoring Plans and other relevant project documentation and approvals will be part of tender documentation for selection of the construction contractor. Implementation of ESMMP will be a contractual commitment of a selected contractor. The selected Contractors will be required to provide the required plans and procedures to PESR for approval prior to commencing the construction. All required plans which are responsibility of the selected Contractors are listed below:

- Site Specific Sediment and Erosion Control Plan For Each Construction Site;
Surface Water and Groundwater Management Plan;
Waste Management Plan for Construction and Operation Phase;
Pollution Prevention Plan With Site Specific Pollution Control (Water, Air, Noise) Plan for each Construction Site;
Greenhouse Gases Reduction Plan for construction;
Road Safety Management Plan including, Emergency Rescue (Response) Plan and Early Warning System;
Quarry EHS Management Plan (Covering Air Pollution, Noise and Vibration, Water, Solid Waste, Land Conversation);
Spill Response Plan;
Project Security Management Plan;
Cultural Heritage Management Plan;
Traffic and Transport Management Plan;
OHS Management Plan for Construction and O&M Phase;
Site Specific EHS Management Plan for Each Construction Camp;
Community Health, Safety and Security Management Plan;
Complaints Logging System and Response Plan;
Employment Plan for the Affected and Local Community;
Stakeholder Engagement Plan for construction and O&M;
Biodiversity Action plan;
Storm water management plan;
Environmental monitoring plan.

Regular monitoring will be carried out by the Construction Supervision Consultant as part of overall project supervision. General requirement for the teams of both Consultant and Contractor will be to involve full time environmental specialist to be present on site for the entire time of the construction contract implementation, including the construction mobilization phase. The MoEPP will also conduct regular monitoring of the project activities, as envisaged by the Law on Environment (Official Gazette of RM No.53/05) Article 32 and By-law on the content of the annual report of the inspection (1) (Official Gazette of RM No.128/07).

STAKEHOLDER ENGAGEMENT AND PUBLIC CONSULTATIONS

The stakeholder engagement process started at the earliest stage of project planning and will continue throughout the entire life of the Project. A Stakeholder Engagement Plan (SEP) has been prepared and is contained within the ESIA. The SEP identifies the key project stakeholders and will be updated, if needed, during the development of the Project. Stakeholder engagement is an on-going process involving the public disclosure of appropriate information so as to enable meaningful consultation with stakeholders and potentially affected parties, and includes procedures contained within the SEP aimed at receiving and addressing people’s comments and complaints.

As per the requirements of the World Bank OP/BP 4.01 and Access to Information Policy the PESR has conducted two rounds of public consultations on the ESIA: first round was dedicated to the disclosure and discussion of the draft Terms of Reference for conducting environmental and social studies and was held in 14th of May 2014 in the Municipality of Kriva Palanka and the second round was dedicated to the draft Environmental and Social Impact Assessment Study and Resettlement Policy and was held in 11th of May 2015 in the Municipality of Rankovce and Municipality of Kriva Palanka. The disclosure process, Minutes of Meeting (MoM), List of participants and photo documentation for this public consultation are presented in Annex 5 of ESIA.