

CONSTRUCTION OF NEW MOTORWAY SECTION DEMIR KAPIJA - SMOKVICA AS A PART OF PAN - EUROPEAN CORRIDOR X

Stakeholder Engagement Plan

Notice

This Stakeholder Engagement Plan was developed with help of Empiria EMS DOOEL Skopje as part of public disclosure and consultations of the HIGHWAY E-75 / PAN-EUROPEAN CORRIDOR X project in Macedonia

ЕМПИРИА - ЕМС

November 2010

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References and Background Studies

1. Feasibility Study, prepared by Egnatia Odos a.e. (GR), April 2007
2. Preliminary Design, prepared by Egnatia Odos a.e. (GR), June 2007
3. Environmental Impact Assessment Study, prepared by Civil Engineering Institute “Makedonija” J.S., April 2007
4. Revised Environmental Impact Assessment Study, prepared by Civil Engineering Institute “Makedonija” J.S., March 2008
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6. Cost Benefit Analysis, prepared by Marios Miltiadou, Surveyor & Transport Engineer, MSc, August 2008
7. Cost Benefit Analysis – Supplement to the Final Report I, prepared by Marios Miltiadou, Surveyor & Transport Engineer, MSc, April 2009
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9. Revised Cost Benefit Analysis, prepared by Marios Miltiadou, Surveyor & Transport Engineer, MSc, August 2010
10. Developing technical documentation to the levels of Basic and Detailed Designs for a highway solution for the Demir Kapija - Smokvica section of European Corridor 10 by JV of ILF BERETENDE INGENIEURE GmbH & ADT – OMEGA S.A., completed March 2001
11. Major Project Request for Confirmation of Assistance under Article 10 of Council Regulation (EC) No. 1085 / 2006 and Article 157 of Commission Regulation (EC) No. 718 / 2007, Instrument for Pre-Accession Assistance Infrastructure Investment Transport (Revised Version)

Abbreviations

ASR	Agency for State Roads
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
ESAP	Environmental and Social Action Plan
EU	European Union
LACP	Land Acquisition and Compensation Plan
LSGU	Local Self Government Unit(s)
MEPP	Ministry of Environment and Physical Planning
MTC	Ministry of Transport and Communications
NGO	Non-Governmental Organisation
NTS	(Project's) Non-Technical Summary
PA	Protected Area(s)
RAP	Resettlement Action Plan
RM	Republic of Macedonia
Ref.	Reference
SEP	Stakeholder Engagement Plan
VOC	Vehicle Operating Costs

Introduction

This document describes and defines the **Stakeholder Engagement Plan (SEP)** of the project: “**CONSTRUCTION OF NEW MOTORWAY SECTION DEMIR KAPIJA - SMOKVICA AS A PART OF PAN - EUROPEAN CORRIDOR X**” (further referred to as “the Project”).

The Agency for State Roads (further referred to as “the Developer”) is a wholly state owned body, responsible for:

- Planning of the construction, reconstruction, maintenance and protection of the national and regional roads
- Developing and implementing multi-annual and annual programs for construction, reconstruction, maintenance and protection of the public roads
- Monitoring and analysis of the conditions in relation to the construction, reconstruction, maintenance and protection of the public roads
- Making investments in the field of public roads
- Planning and implementing measures for rational usage of the funds necessary for development of the public roads
- Technical supervision on the construction, reconstruction, maintenance and protection of the public roads and technical control on the accomplished work regarding the investment maintenance.

The Developer is currently carrying out a planning stage of the initiative which includes development of an extension of the Highway E-75, the section between settlements Demir Kapija and Smokvica. The length of the section is approximately 28 km.

The present Stakeholder Engagement Plan has been developed in compliance with EBRD’s Performance Requirements, EBRD’s Public Information Policy and best international practice in order to enhance public information and stakeholder¹ engagement procedures, and includes the following:

- ✓ Local legal framework of consultation activities and project disclosure requirements particularly in respect of those public consultation activities that are directly required under the national permitting process.
- ✓ Identification of potential stakeholders in the Project area of influence.
- ✓ Description of how any concerns or grievances will be handled.
- ✓ Planned approach for further consultation during construction and operations phases of the Project, including details on appropriate formats for effective and culturally meaningful interaction with the various stakeholders.
- ✓ Disclosure plan, including the identification of any locations where relevant project documentation will be available locally and elsewhere as well as languages to be used.

The SEP will be reviewed and updated on a regular basis. If activities change or new activities relating to stakeholder engagement commence, the SEP will be brought up to date. The SEP will also be reviewed periodically during project implementation and updated as necessary.

¹ “Stakeholder” is a person, group or organization that is affected or can be affected by the environmental and/or social consequences of a proposed project/activity; this includes individuals/groups/organisations that express interest in the project/activity and in the participation to round tables and discussion meetings, and/or are able to influence the project’s implementation and/or operations.

1 Project Location

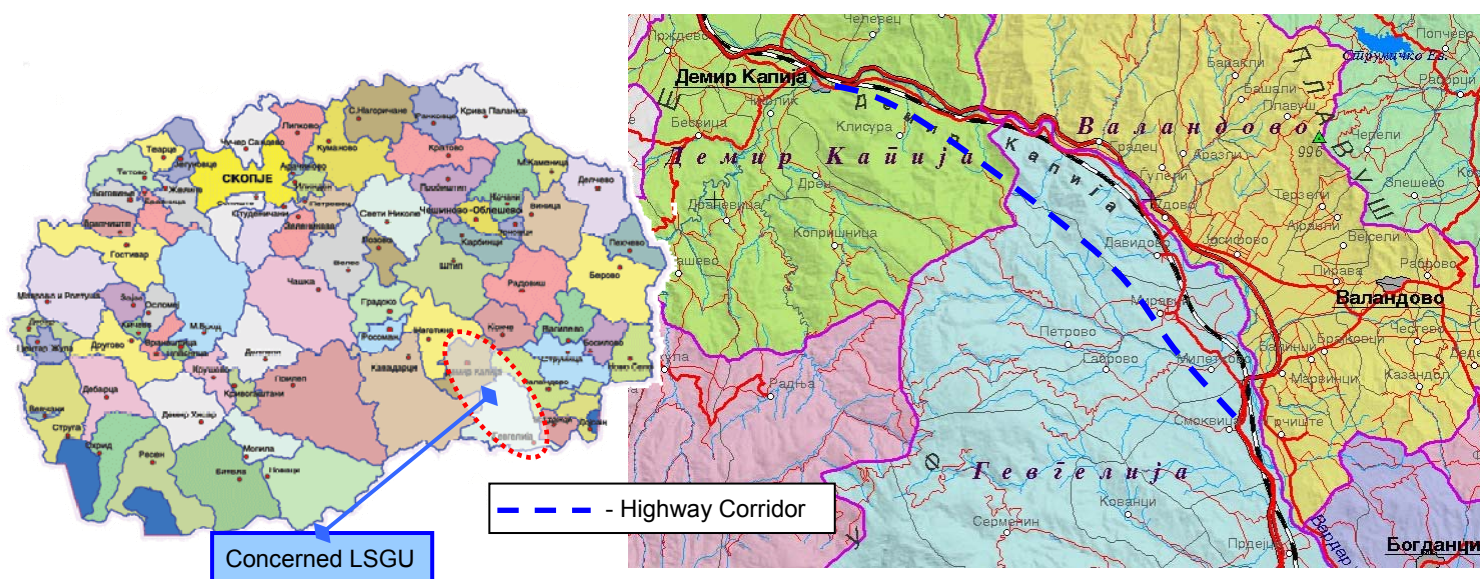
The project intention is to construct a modern highway with four lanes (two in each direction and additional lane for stopping) with predicted traffic frequency of 12,000 vehicles per day as an annual average.

The planned highway route is located in the central – south part of Macedonia on the territory of the municipalities Demir Kapija and Gevgelija. It represents a section of the existing highway E-75 and is segment of the Pan-European Corridor X, which runs through Macedonia in North – South direction, connecting the country with Serbia on North and Greece on South. This Corridor is an important element of the core transport network from Greece to Austria. Present average annual daily traffic (AADT) of the Corridor linking Salzburg and Thessalonica through Ljubljana, Zagreb, Belgrade and Skopje of 15,000 vehicles per day is set to increase at 6% per annum to 40,000 vehicles per day by 2020 (Ref. 11).

The map of the road network in Macedonia indicating the planned development is given in the Appendix 1.

The wider project area is presented on the following figure.

Figure – Wider project area



During the preparatory phase of the project, the Agency for State Roads has overtaken activities for selection of optimal corridor for the route of the planned highway. These activities have included two main alternative variants, as well as “Do nothing” alternative. The main alternative routes have been assessed against a set of criteria.

The map in the Appendix 2 shows the considered alternatives and the one that has been selected for future development of the planned highway.

The selected alternative is subject to this Stakeholder Engagement Plan.

2 Requirements for Stakeholders Engagement

2.1 Macedonian Requirements

2.1.1 The Public Participation Provisions of Macedonian Legislation

Public participation in the environmental protection processes in Macedonia is regulated by:

- Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention), (Official Gazette of RM no. 40/99)
- Law on the Environment (Official Gazette of RM no. 53/05, 81/05, 24/07 and 159/08) and associated secondary regulation

Environmental Impact Assessment (EIA) of certain projects is required to be carried out in Macedonia in accordance with Articles 76-94 of the Macedonian Law on the Environment (LoE). This law and the associated secondary legislation set out the requirements for undertaking environmental assessment (EA) of potential environmental impacts of public and private projects which are likely to have a significant impact on the environment before development consent / construction permit is granted in the form of approval for project implementation.

The types of projects that require an EIA are determined in the “Decree for determining projects for which and criteria on the basis of which the screening for an environmental impact assessment shall be carried out” (EIA Decree). Under this decree, projects are classified in two groups: projects listed in Annex I are all subject to compulsory EIA while for projects in Annex II, the assessment contains an element of discretion, noting that an EIA procedure will, in any event, be required for projects with potentially significant environmental impacts.

Highway projects are listed in the Annex I of the EIA Decree. Thus, a process of an EIA for such developments is mandatory.

The public and other parties are to be consulted on the EIA. The Macedonian legislation concerning the environmental impact assessment defines the rules and detailed procedures for including the public in the decision-making process. The practical public involvement is performed through: a) disclosing of the information to the public, b) public participation where public can actively be involved in public discussions and submitting its written opinion within the different EIA phases of the procedure and c) through the mechanism of access to justice, when public could influence the decision making with submitting appeals to the Court or Second Instance Commission of the Government.

According to the Macedonian national legislation, the public is involved in every stage of the EIA procedure. Every decision made during the process should be published in appropriate media and the public could follow and participate through the different steps of the procedure. This applies for the following documents:

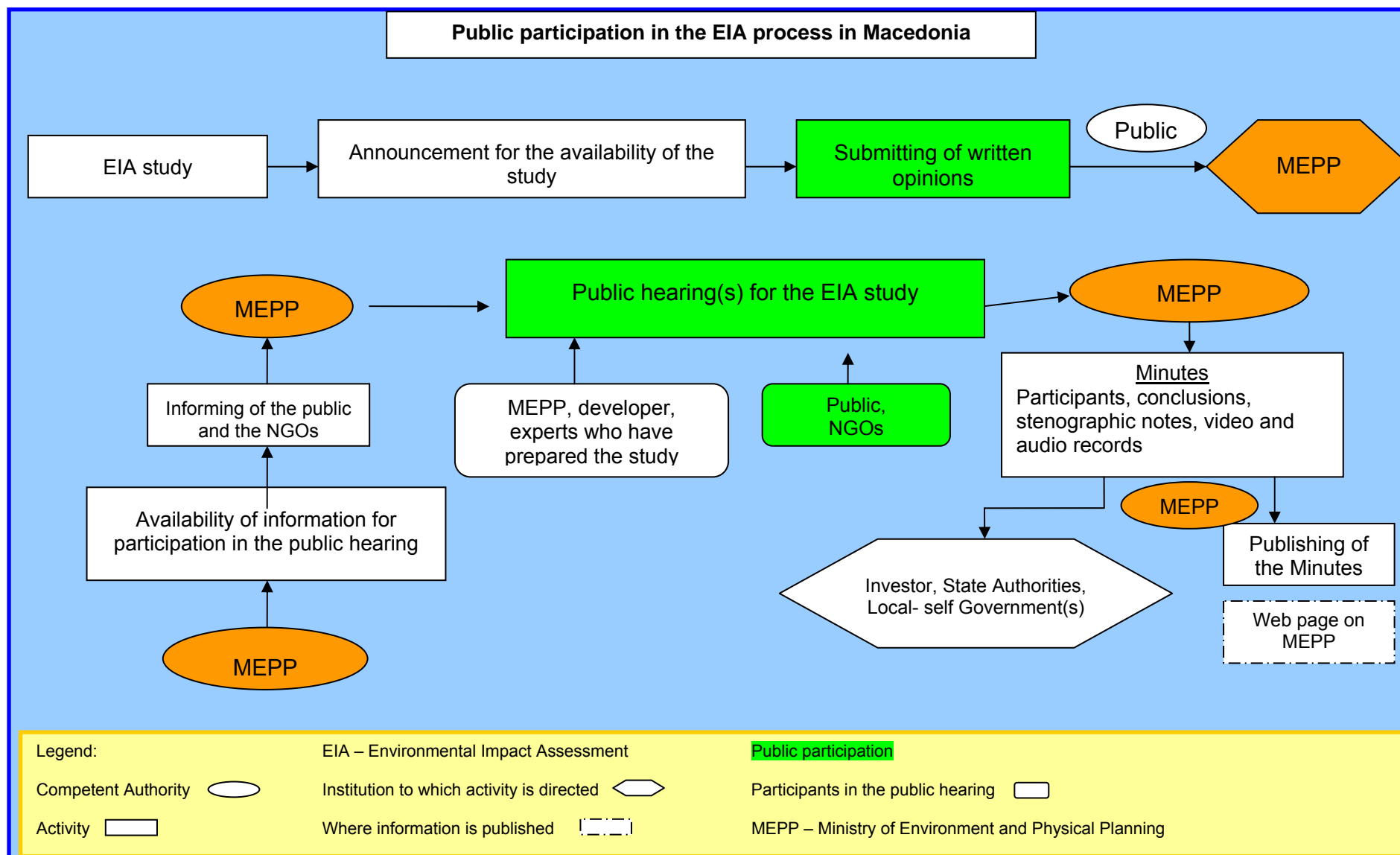
- Notification for the intention for project implementation
- EIA Screening decision
- EIA Scoping decision

- Announcement for availability of the EIA study
- Non-technical summary of the EIA study,
- Report on the adequacy of the EIA study,
- Decision on granting consent to or rejecting the application for the project implementation.

The public could express its opinions about the EIA study during the public hearing event(s), organised by the Developer and the MEPP, and through submitting written opinions to the MEPP.

An overview of the public consultations process in Macedonia is given in the following figure.

Figure - Overview of the EIA public consultation process in Macedonia



2.1.2 Properties Acquisition / Resettlement Issues

In a case when a certain part or facility of the planned highway needs to be constructed on private owned land, the Agency for State Roads will conduct an appropriate process for conclusion of an Agreement for land purchase and/or timely limited Agreement for use of land, with every concerned party. If such agreement, after reasonable efforts, could not be concluded, the Agency for State Roads has right to ask for an expropriation procedure for necessary land for project implementation. This acquisition shall be conducted in accordance to the Macedonian Law on Expropriation (Official Gazette of RM no. 33/95, 20/98, 40/99, 31/03, 46/05 and 10/08).

In order to address the project – related land and property acquisition, the Developer has prepared Land Acquisition and Compensation Plan (LACP). This plan includes, inter alia, an estimate of land acquisition and a number of affected landowners, as well as programme, budget and timeline for the completion of land acquisition.

It is expected that the acquisition of land and properties will not be connected with any compulsory operations, no involuntary physical or economical displacement will take place, nobody will be deprived of livelihood, and nobody will incur economical losses.

Due to the above, no Resettlement Action Plan (RAP) will be required.

Any eventual permanent loss of land, forest and other property, and possible damage during the construction phase, or during operation and maintenance of the infrastructure will be subject to compensation under positive Macedonian regulations.

2.2 EBRD Requirements

The EBRD is committed to promote environmentally sound projects and sustainable development within the full range of its activities, applying sound banking principles to all its operations. Consequently, the Bank formulated its environmental policy and requirements aimed at achieving the following two main objectives:

- Ensuring that potential environmental consequences of each Bank-financed investment project are identified and evaluated at a very early stage in the project planning/decision making process, i.e. integrate environmental considerations into the project cycle, including project preparation, approval and implementation.
- Developing/applying techniques designed to improve environmental aspects of all Bank-financed projects by identifying environmental opportunities and incorporating environmental improvements/benefits into these projects.

The present project is governed by the EBRD Environmental Policy and the applicable Performance Requirements (PR) adopted in 2008. Specific stakeholder engagement requirements are set out in the following documents:

- EBRD Environmental and Social Policy (2008)
- EBRD Public Information Policy (2008)
- PR 10 Information Disclosure and Stakeholder Engagement (2008).

Other relevant documents applicable to the EBRD-funded projects include:

- UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention)

- The EU Directive 85/337/EEC, amended by the Directive 97/11/EC, on the Assessment of the Effects of Certain Public and Private Projects on the Environment.

EBRD considers public consultation and stakeholder engagement as an on-going process, to be started at the earliest stage of the environmental assessment process, and to be continued throughout the entire life of the EBRD-financed project.

An essential element in the stakeholder engagement process, in order to ensure meaningful and effective consultation process, is the careful identification of all involved stakeholders and the examination of their concerns, expectations and preferences. Special attention should be paid to the identification of vulnerable stakeholders whose life and well-being is directly dependant by the Developer's activities. The consultation and dialogue with these stakeholder groups need to be planned and managed with special care.

Furthermore, the EBRD requires that the project developer establish and maintain an effective grievance mechanism, ensuring that any stakeholder complaints and concerns are received, handled and resolved effectively, in a prompt and timely manner.

Maintaining close interaction with the local community and promoting its development should be an essential element of corporate policies and activities of all companies borrowing through the EBRD. Even if there is no explicit requirement for social investment activities, they are encouraged and appreciated.

3 Review of the Stakeholders Engagement

The Agency for State Roads has allowed public information / participation and consultations during the implementation of past project stages and shall allow public information / participation and consultations during the next project stages.

The full EIA report(s) and other EIA-related documents, including minutes of meetings and the written communication with NGO have been timely disclosed on the following locations:

- The Macedonian Ministry of Environment and Physical Planning web-site: www.moepp.gov.mk. The documents are still available on this web site.
- The Public Relation Office within the MEPP

In addition, the full EIA report(s) have been disclosed on the following locations:

- Web-site of the Ministry of Transport and Communications: www.mtc.gov.mk. The documents are still available on this web site.
- Web-site of the Government of Republic of Macedonia: www.vlada.mk. The documents are still available on this web site.
- Liaison offices of the concerned municipalities.

As a part of the implementation of the EIA administrative procedure, the Agency for State Roads in cooperation with the MEPP organized and conducted a number of public hearing meetings in the Project area. The records of these meetings have been published on the web site of the Government of Republic of Macedonia. Following meetings were organized:

(i) EIA Report (March 2008)

- Public hearing in municipality of Demir Kapija on 10th June 2008
- Public hearing in municipality of Gevgelija on 25th July 2008

(i) Update of EIA Report (July 2009)

- Informative meeting with NGOs

This meeting has been proposed by the NGO Eco-svest as an event on which the MEPP would directly inform concerned NGOs in the wider project region on the procedural matters regarding the EIA process. In that occasion, the NGO Eco-svest has proposed and the MEPP has accepted:

- To prepare and distribute informative poster that contains information regarding the planned project activities.
- To hold planned public hearings during weekend days, in order to achieve better public participation.
- To prepare Minutes of received comments from the public consultations and those received in written form where reasons of their acceptance / refusal would be explained.

The NGOs Eco-svest, Skopje and Steane 2003, Demir Kapija have submitted official letters to the MEPP with specific written comments on the EIA study. The MEPP has responded to these letters explaining the reasons for acceptance / refusal of each of the comments.

- Public hearing in municipality of Demir Kapija on 22nd August 2009
- Public hearings in village Miravci and municipality of Gevgelija on 3rd September 2009

The aim of these meetings was to deliver the information and findings related to environmental assessment of the highway construction and operation to local communities as well as to explore local communities' response and eventual concerns in regard to the proposed development.

Summary of the issues that were raised during the public hearing events is given in the Appendix 4.

3.1 Trans-boundary Context

In compliance to the Convention on Environment Impact Assessment in a Trans-boundary Context (Espoo Convention), information for realization of the project was sent by the Macedonian MEPP to the Ministry of Environment, Physical Planning and Public Works of the Hellenic Republic in July 2009.

4 Identification of Stakeholders and Communication Methods

4.1 Stakeholder Identification

There are several groups of people and social groups who are interested in the Project on different levels. These may be described as following:

- ✓ people and social groups who will be directly or indirectly influenced by the Project
- ✓ people and social groups who participate in implementation of the Project
- ✓ people and social groups who have a possibility to influence and make decisions on implementation of the Project.

The following table represents the identified stakeholders in accordance to above classification.

Table – Stakeholder identification

Stakeholders that will be directly or indirectly influenced by the Project	Stakeholders who participate in implementation of the Project	Stakeholders with possibility to influence and make decisions on implementation of the Project
<ul style="list-style-type: none"> • Residents of villages and communities where the highway route and associate infrastructure will be located • Residents of the municipalities where the highway route and associate infrastructure will be located • Land owners of infrastructure sites • Residents along transport routes • NGOs – Associations on local and national level 	<ul style="list-style-type: none"> • The Developer • Employees of the Developer (internal stakeholders) • Construction companies • Equipments suppliers 	<ul style="list-style-type: none"> • Government Administration • Local self governments (LSG) administration • Local Councils • Local Inspectorates (communal affairs, environment, transport, etc) • Ministry of Environment and Physical Planning • Ministry of Transport and Communications • Ministry of Agriculture, Forestry and Water Economy • Management bodies of the Protected Areas (if relevant)

4.2 Stakeholders Characteristics

Table – Stakeholder identification - directly or indirectly influenced by the Project

Stakeholders		Population ^{*)}	Communication Method
Residents of (i) Municipality (LSG) (ii) villages / communities where the highway route will be located	LSG Demir Kapija	4545	newsletter, public / consultation meeting(s)
	Settlements:		
	• Demir Kapija	3275	
	• Klisura	3	
	LSG Gevgelija	22988	
	Settlements:		
	• Miravci	1647	
	• Miletkovo	117	
	• Smokvica	263	
Land owners of infrastructure sites			in person
Residents along transport routes			in person
NGOs – Associations on local and national level			e-mail, newsletter, website

^{*)} Census of Population, Households and Dwellings in Republic of Macedonia, 2002

Table – Stakeholder identification - participate in implementation of the Project

Stakeholder	Communication Method
The Developer	In accordance with the rules and procedures of internal communication of the Developer
Employees of the Developer	In accordance with the rules and procedures of internal communication of the Developer
Construction companies	In accordance with the rules given in agreement between the Developer and the construction company
Equipments companies	In accordance with the rules given in agreement between the Developer and the transport companies

Table – Stakeholder identification – influence and decision makers

Stakeholder		Communication Method	
Ministries	Ministry of Transport and Communications Crvena Skopska Opstina no.4, Skopje Phone: + 389 2 3145-497 Fax: + 389 2 3126-228 Internet: www.mtc.gov.mk	<ul style="list-style-type: none"> • Official letters / correspondence • Submission of documentation 	On-going-process, in accordance to administrative procedures
	Ministry of Environment & Physical Planning Bul. "Goce Delcev", MRTV building (10,11,12 floor), Skopje Phone:+ 389 3 251-400 Fax:+ 389 3 220-165 Internet: www.moepp.gov.mk e-mail: info@moepp.gov.mk	<ul style="list-style-type: none"> • Official letters / correspondence • Submission of documentation 	On-going-process, in accordance to administrative procedures
	Ministry of Agriculture, Forestry and Water Economy Jurij Gagarin no.15, Skopje Phone / Fax: + 389 02 3134- 477 Internet: www.mzsv.gov.mk	<ul style="list-style-type: none"> • Official letters / correspondence • Submission of documentation 	On-going-process, in accordance to administrative procedures

Table – Stakeholder identification – influence and decision makers (*continued*)

Administration of Local Self Governments (LSGs)	Municipality of Demir Kapija 11 Oktomvri bb 1442 Demir Kapija Phone / Fax: + 389 43 366-212 Internet: / e-mail: opstinadk@yahoo.com	<ul style="list-style-type: none"> • Consultative meetings • Correspondence relating to projects • Exchange of information • Submission of documentation 	On-going-process, in accordance to administrative procedures
	Municipality of Gevgelija Str. Dimitar Vlahov 4 1480 Gevgelija Phone / Fax: + 389 34 213 -899 Internet: www.gevgelija.gov.mk e-mail: gevgelija@t-home.mk		

Table – Stakeholder identification – NGOs interested in the project

Name	Contact Details	Communication Method	
Association of Ecologists of Macedonia (DEM) (an NGO umbrella)	Vasil Gjorgov 39, Skopje Phone: + 389 2 3290-118 Fax: + 389 2 3220-518 Internet: www.dem.org.mk e-mail: dem@dem.org.mk	<ul style="list-style-type: none"> • direct meeting(s) • e-mail • web site 	On request
Macedonian Ecological Society (MES)	K.Josifovski Pitu 28/3-7, Skopje Fax: + 389 2 2402-774 www.mes.org.mk e-mail: contact@mes.org.mk		
Environmental Research and Information Center “Eko-vest”	Ms. Ana Colovic Leshoska Bvd. “11 Oktomvri” 125/12 1000 Skopje		
Local NGO: • NGO Steane 2003, Demir Kapija	Not Available		

Table – Stakeholder identification – Local communities affected by the Project

LSG (municipality)	Settlement(s) being under impact by the highway	Village administrator (contact details) ^{*)}
Demir Kapija	Demir Kapija 1	Mr. Vlado Petrov
	Demir Kapija 2	Mr. Blazo Ivanov
	Klisura	/
Gevgelija	Miravci	Mr. Bosko Dinov
	Miletkovo	Mr. Slobodan Mitrov
	Smokvica	Mr. Vlado Kartov

^{*)} Source: Address Book of Municipalities in Republic of Macedonia, 2010 (published by Association of Local Self Governments)

Village administrators may be contacted via respective LSG.

4.3 Communication Tools

In general terms, the Developer employs the following methods for communication with the public:

- Information via mass-media and internet-based sources
- Meetings with the public
- Annual reports

With a view at promoting and enhancing dialogue with stakeholders in order to ensure full compliance with the relevant EBRD requirements, the Agency for State Roads will evaluate the use of additional communication/interaction methods.

General information comprising the most important information related to the various stages of the development of the Project (planning, construction and operations) will be available:

- on information board in offices of the LSGs
- at local village administrators
- in local newspapers.

Detailed information including relevant documents like Non-Technical Summary (NTS), Stakeholder Engagement Plan (SEP), Environmental & Social Action Plan (ESAP), as well Environmental Impact Assessment reports including environmental and building decisions / permits will be available in hard copies, upon previous request:

- in offices of relevant line ministries
- in offices of the concerned LSGU: Demir Kapija and Gevgelija
- in the premises of the Agency for State Roads in Skopje.

Electronic versions of the above documents, i.e. the NTS, the SEP and the ESAP will be available on the EBRD's website (www.ebrd.org) in compliance with the EBRD's Public Information Policy. For projects with potential significant environmental and social impacts (categorized as Category "A"), such is the project for construction of the new motorway section Demir Kapija – Smokvica, specific public disclosure of 120 days of the documents is required.

5 Information Disclosure

Disclosure of relevant project information helps stakeholders to understand the project environmental and social risks, impacts and opportunities.

The Developer intends to implement the Project as an example of good practice in development of road infrastructure, with the aim to involve stakeholders and to keep good communication practices during the lifetime of the project. According to this approach, the target of the information disclosure / communication will be:

- To provide to local communities a schedule and information on activities that will be arranged, together with the mechanisms for their feedback.
- To make public the commitment to ensure the best practices in terms of environment protection and health and safety for workers and contractors.
- To make available to the public a grievance procedure, in order to collect the negative feedback and to act in correcting the causes that may lead to a negative opinion about developed highway.

During the next project stages, the following documentation shall be available to the public on the EBRD's website (www.ebrd.org):

- i. Project's Non-Technical Summary (NTS).
- ii. Stakeholder Engagement Plan (SEP), including Grievance Mechanism.
- iii. Environmental and Social Action Plan (ESAP).

Additionally, those stakeholders that are directly involved in the activities of construction will be granted access to following information:

- iv. Construction Plan and relevant construction documents
- v. Transport Plan
- vi. Environmental Impact Assessment report
- vii. Environmental decision and building permit

6 Grievance Mechanism

The Developer shall implement a Grievance Mechanism to ensure that it is responsive to any concerns, complaints particularly from affected stakeholders and communities. Grievance process outline and Grievance Form are accordingly given in the Appendix 3. The following indicative timeframe will be used:

- Written acknowledgement of receipt of the grievance: within 5 days of receiving the grievance
- Proposed resolution: within 30 days of receiving the grievance.

In addition the active Grievance Procedure should be enlarged by following actions:

- The information on the avenues to lodge a grievance will be placed on the information boards and websites of local authorities.
- The Developer will allocate responsibility of dealing with community grievances.

A workers' grievance mechanism will be established for the employees of construction companies as a part of general system or separately. Contractors of construction works will be informed by the Developer about necessity of implementation grievance mechanism for their employees in line with the requirements of the EBRD.

The planned public grievance form is presented in the Appendix 3.

7 Developer Contact Information

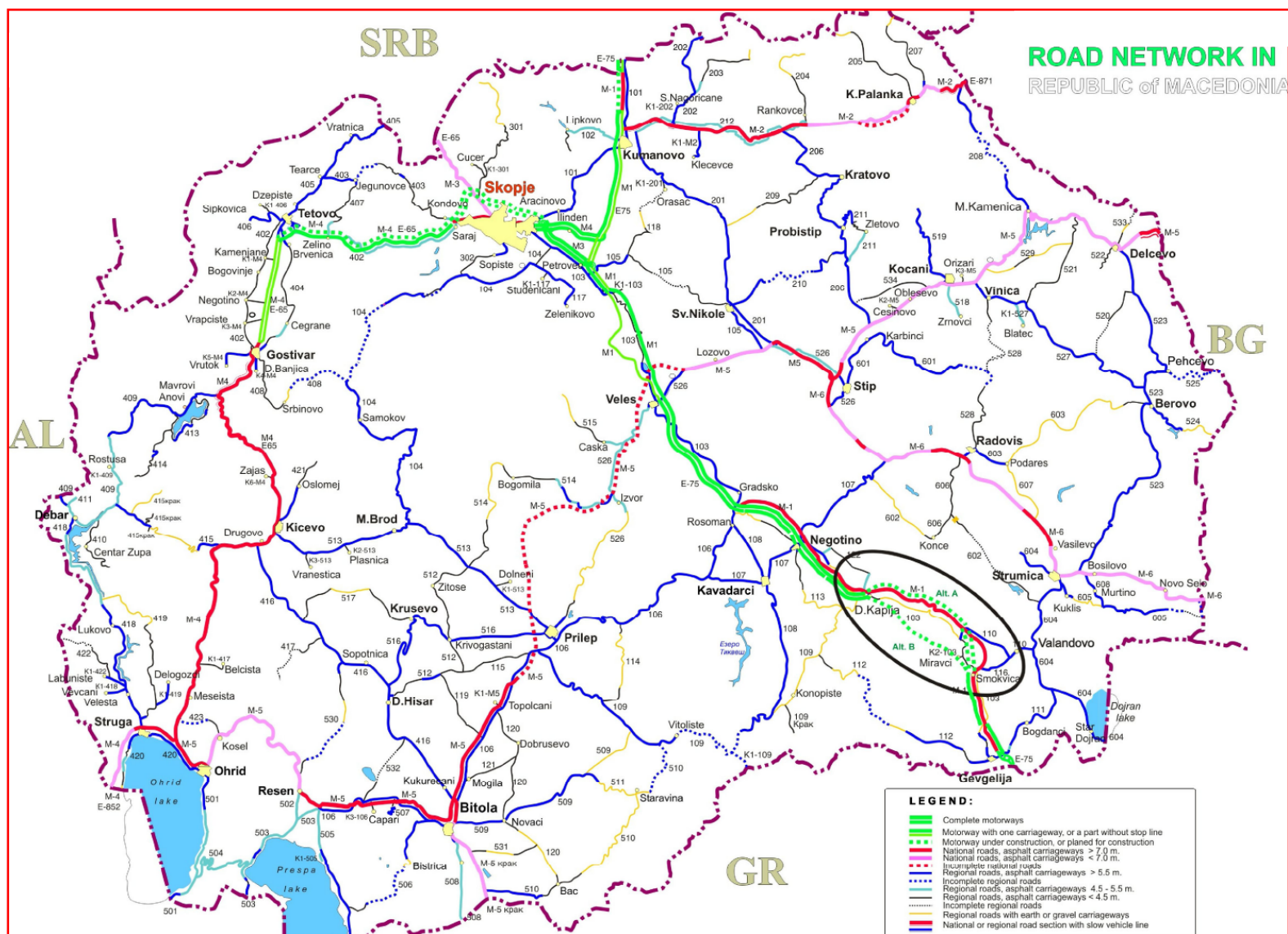
Developer: Agency for State Roads

Postal address: Dame Gruev 14, 1000 Skopje, Macedonia

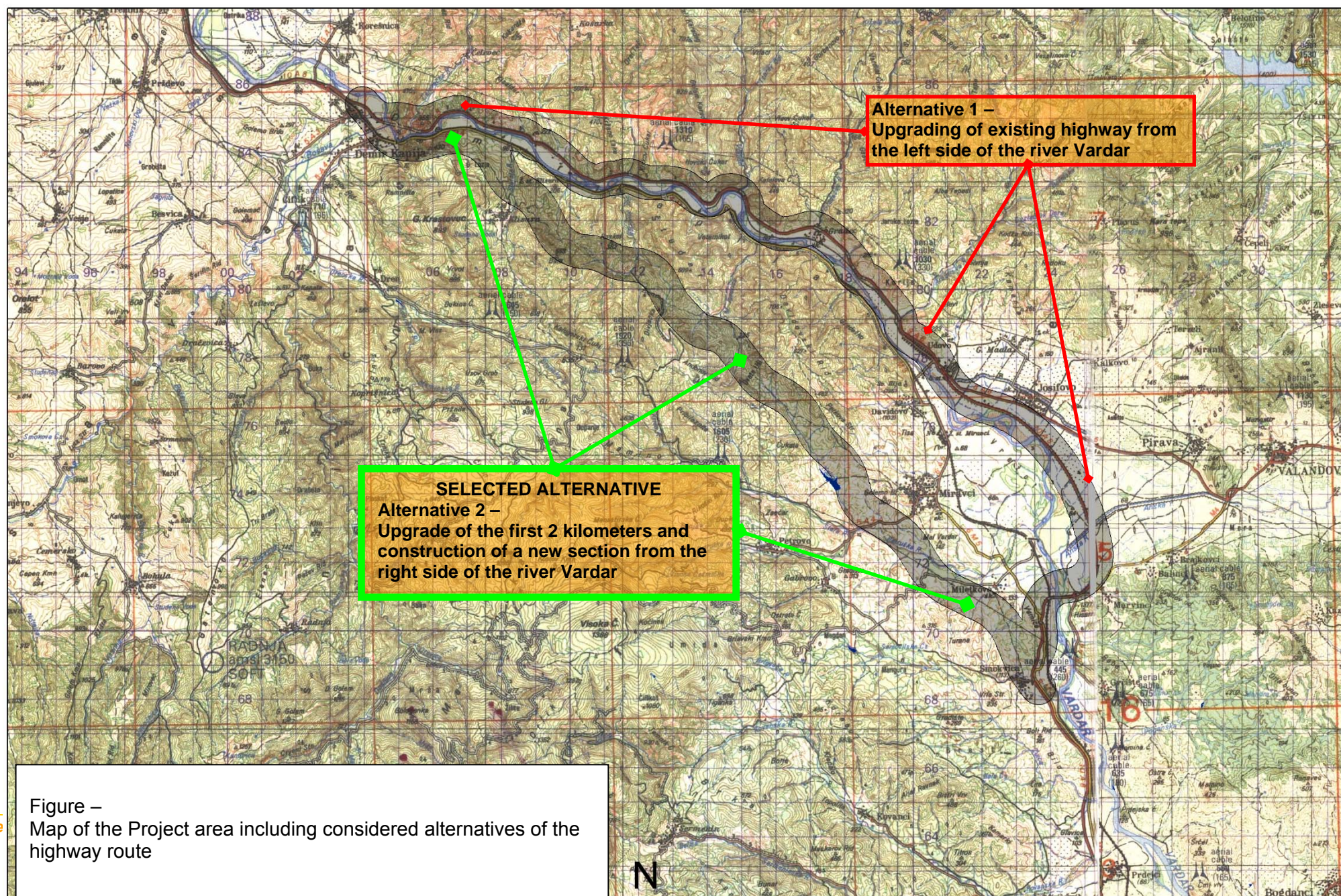
Phone: + 389 2 3 118 044

Fax: + 389 2 3 220 535

Appendix 1 – Map of the Road Network in Macedonia



Appendix 2 – Map of the Project Area and Selected Alternative of the Highway Route



Appendix 3 – Grievance Mechanism

Figure - Flowchart for processing of grievances

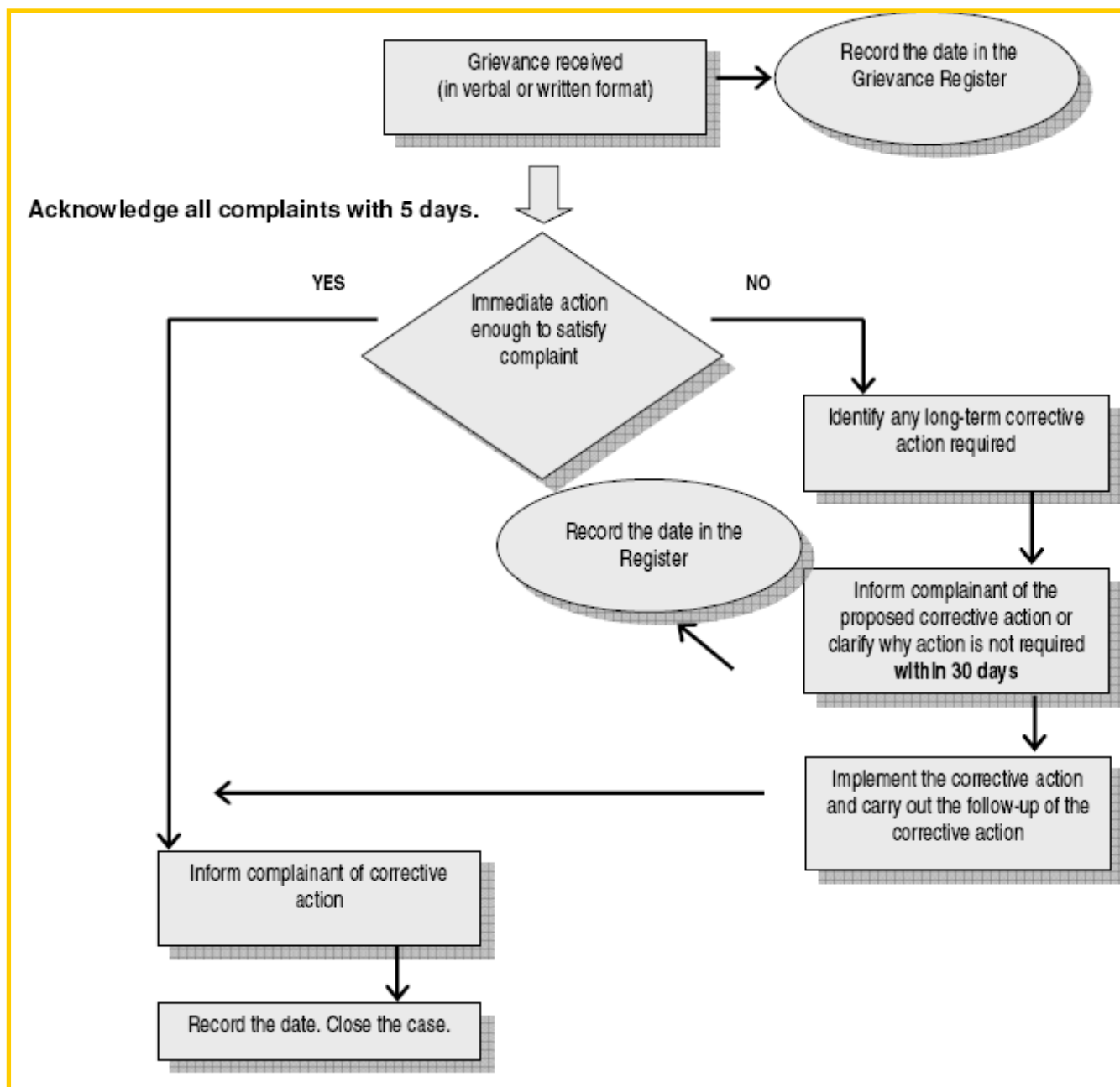


Figure – Public Grievance Form for the Highway E-75 / Pan-European Corridor X project

Public Grievance Form	
Company Reference No:	
Full Name	
Contact Information Please mark how you wish to be contacted (mail, telephone, e-mail).	<input type="checkbox"/> By Post: Please provide mailing address: _____ _____ _____ <input type="checkbox"/> By Telephone: _____ <input type="checkbox"/> By E-mail _____
Preferred Language for communication	<input type="checkbox"/> Macedonian <input type="checkbox"/> English
Description of Incident or Grievance: What happened? Where did it happen? Who did it happen to? What is the result of the problem?	
Date of Incident/Grievance	
	<input type="checkbox"/> One time incident/grievance (date _____) <input type="checkbox"/> Happened more than once (how many times? ____) <input type="checkbox"/> On-going (currently experiencing problem)
What would you like to see happen to resolve the problem?	
Signature: _____ Date: _____	
Please return this form to: Mr / Ms XXXXX - to be identified by the Developer Postal address: Dame Gruev 14, 1000 Skopje, Macedonia Phone: + 389 2 3 118 044 Fax: + 389 2 3 220 535	

Appendix 4 – Summary of the Public Consultation Meetings

Date and time	Location	Reference of notices in public media / Other informative tools	Number of participants	Issues raised / Responses
Public hearing 22 nd August 2009 12.30h	Demir Kapija, House of Culture	<ul style="list-style-type: none"> Public announcement published on 18th August 2009 in two daily newspapers: "Vecer" and "Lajm". Public announcements on local radio and TV stations Informative poster distributed and posted on number of locations in the municipality Demir Kapija. 	<p>21 ...</p> <ul style="list-style-type: none"> Interested public / citizens NGOs Media representatives MEPP, MTC and ADS representatives 	<p>Main issues raised:</p> <ol style="list-style-type: none"> 1. Eventual negative impacts on the cave Bela Voda. 2. Eventual impacts on archaeological heritage during construction activities. 3. Concerns re lack of implementation of proposed mitigation measures. 4. Need of by-pass around Demir Kapija and potential damages on the local roads during construction activities. 5. Flood hazard to the motorway due to the dam Gradec. <p>Responses:</p> <ol style="list-style-type: none"> 1. The wider locality of the cave Bela Voda will be by-passed by selected motorway alternative route. Due to that, there is no likely impact on this natural heritage. 2. The Ministry of Culture has issued consent. As foreseen in the monitoring plan, an archaeological expert shall be included in supervision of the construction works. 3. The Developer has stated its firm intent to implement the measures. It was also stated that EC shall monitor the implementation process. 4. A by-pass around D.Kapija is part of the project. All eventual damages on the local roads shall be repaired. 5. Selected motorway alternative route eliminates such hazard.

Date and time	Location	Reference of notices in public media / Other informative tools	Number of participants	Issues raised / Responses
Public hearing 3 rd December 2009 12.30h	Miravci, Municipality Center	<ul style="list-style-type: none"> Public announcement published on 28th August 2009 in two daily newspapers: "Vecer" and "Lajm". Public announcements on local radio and TV stations Informative poster distributed and posted on number of locations in Gevgelija. 	<p>50 ...</p> <ul style="list-style-type: none"> Interested public / citizens NGOs Media representatives MEPP, MTC and ADS representatives 	<p>Main issues raised:</p> <ol style="list-style-type: none"> 1. It was suggested that the foreseen intersection near Miravci to be constructed as closer as possible to the populated area of Miravci. In that manner, this populated area will be connected to the other settlements in the region which will provide an opportunity for economic development, new investments and urbanization. 2. Passages for movement of animals. 3. NGO Eko-svest delivered their concrete comments on the EIA study and need for certain improvements / corrections of the text on the following issues: <ul style="list-style-type: none"> • air quality • the ratio sut trees – planted trees • noise / vibration impact on archaeological heritage <p>Responses:</p> <ol style="list-style-type: none"> 1. The intersection will be located near the populated area of Miravci by using some of the existing roads. 2. The EIA process has determined the main zones of movements of the animals. As a result, passages for animals along the motorway have been planned. 3. The EIA study has been amended in line with the comments / remarks delivered by the NGO Eko-svest.

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Public hearing 3 rd December 2009 18.00h	Gevgelija, House of Pioneers	<ul style="list-style-type: none"> Public announcement published on 28th August 2009 in two daily newspapers: "Vecer" and "Lajm". Public announcements on local radio and TV stations Informative poster distributed and posted on number of locations in Gevgelija. 	<p>24 ...</p> <ul style="list-style-type: none"> Interested public / citizens NGOs Media representatives MEPP, MTC and ADS representatives 	<p>Support to the project has been expressed by representative of municipality of Gevgelija. The project will contribute toward more intensive tourism development in the region.</p> <p>Main issues raised:</p> <ol style="list-style-type: none"> 1. Concern re eventual obstruction of migration of larger animals from Kozuf mountain toward Vardar River. 2. Concern re the proper care for the new trees that shall be planted as a compensation measure. 3. Eventual impacts on archaeological heritage during construction activities, including eventual new discovered archaeological sites 4. Concerns re lack of implementation of proposed mitigation measures. 5. Concerns re the noise protection in the vicinity of settlements. <p>Responses:</p> <ol style="list-style-type: none"> 1. The EIA process has determined the main zones of movements of the animals. As a result, three crossing corridors / passages for animals along the motorway have been planned. 2. The EIA process has determined a six-month control period for the newly planted trees. It is expected that 80% of the newly planted seeds will survive. 3. The Ministry of Culture has issued consent. As foreseen in the monitoring plan, an archaeological expert shall be included in supervision of the construction works. 4. The Developer has stated its firm intent to implement the measures. It was also stated that

				<p>the project will be financed by the EU IPA mechanism which implies that all relevant EU environmental requirements need to be followed.</p> <p>5. The EIA process has identified proper technical measures to mitigate noise impact, including sound barriers / protective walls</p>
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