



PROJECT APPRAISAL DOCUMENT

*Reconstruction of Jakim Stojkovski street*

July 2013

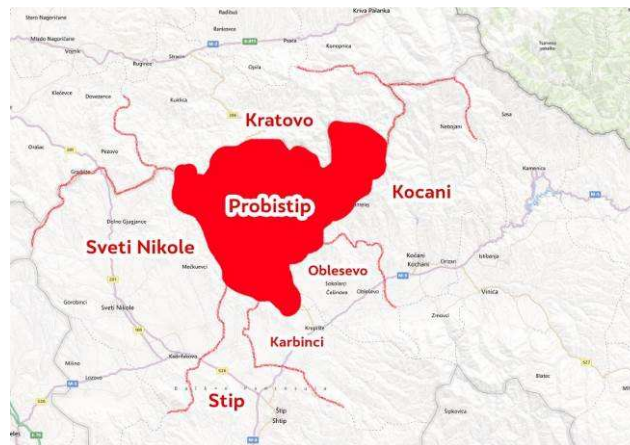
PROBISTIP MUNICIPALITY

# 1. PROJECT DESCRIPTION

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## A. GENERAL INFORMATION ABOUT THE MUNICIPALITY

### 1. Location map



### 2. Information

Probistip is located in the northeastern part of Macedonia with a total of 16,193 inhabitants and an area of 325.6km<sup>2</sup>. To the north it borders Kratovo municipality, to the west - Sveti Nikole, to the south - Stip and to the east - Kocani. Administrative center - Probistip city with Probistip settlement comprise 8,714 inhabitants.

Distance from the Probistip city to Kratovo is 18km, to Stip – 22km, to Kocani – 42km and to Skopje about 100km.

According to the 2002 Census, the municipality has 16,193 residents living in 37 settlements (including 33 rural). Urban population prevails with share of 80%. The male population is dominant (51%).

Table 1: Main characteristics of settlements

	Settlement	Population	Households
1	Buciste	68	26
2	Bunes	48	27
3	Dobrevo	340	100
4	Dolni Stubol	168	66
5	Dolno Barbarevo	11	6
6	Drenak	26	13
7	Dreveno	213	79
8	Gajranci	36	19
9	Gorni Stubol	99	44
10	Gorno Barbarevo	37	21
11	Grizilevci	22	13
12	Gujnovci	33	15
13	Jamiste	10	5
14	Kalniste	2102	623
15	Kukovo	18	10
16	Kundino	81	35
17	Lesново	41	25
18	Lezovo	44	22
19	Marcino	26	15
20	Neokazi	95	36
21	Pestrisino	10	5
22	Petrisino	60	34
23	Pisica	168	57
24	Plesenici	168	68
25	Puzderci	34	17
26	Ratavica	277	80
27	Probistip	669	200
28	Stalkovica	44	16
29	Strisovci	54	30
30	Strmos	294	93
31	Tripatanci	126	53
32	Troolo	45	21
33	Tursko rudari	185	54
34	Zarapinci	12	7
35	Zelenigrad	7	5
36	Zletovo	2477	733
37	Probistip city	8045	4073
	<b>Total</b>	<b>16193</b>	<b>6746</b>

Source: [www.probistip.gov.mk](http://www.probistip.gov.mk)

## B. DEMOGRAPHIC AND ECONOMIC PROFILE

### 3. Minorities repartition

According to the ethnic affiliation most of the population is Macedonian (98.2%). Other ethnicities comprise only 1.8% including Serbs and Vlachs.

Table 2: Population by ethnic groups

	Number	Share
Macedonians	15902	98.2
Albanians	0	0
Turks	9	0.1
Roma	52	0.3
Vlachs	59	0.4
Serbs	114	0.7
Bosniacs	2	0
Other	55	0.3
Total:	16193	100%

Source: Probistip municipality

### 4. Employment repartition

By last census of 2002 the unemployment rate in Probistip municipality is lower than in Macedonia (34% vs. 38%). Since then, the situation has deteriorated. According to the last available data of Employment Agency, the number of unemployed persons in Probistip municipality in the end of 2012 was 2618. Most of unemployed is city population (2120) and male (1434).

Table 3: Basic labor market data

	Employed	Unemployed	Unemployment rate	Employment rate
Probistip	4256	2172	34%	66%

Source: SSO, 2002 Census

Unemployment is growing with age group. Population over 45 years comprises over 50% of unemployed.

Table 4: Unemployment by age (end 2012)

	Number	Share
15-19	55	2.1
20-24	239	9.1
25-29	296	11.3
30-34	225	8.6
35-39	227	8.7
40-44	227	8.7
45-49	308	11.8
50-54	361	13.8
55-59	435	16.6
>60	245	9.4
Total:	2618	100%

Source: Employment Agency

### 5. Economy

In the end of 2012 there were 447 active business entities in the municipality, with majority of micro enterprises (345). Distribution by sectors is presented in table below.

The most important economic activities in Probistip are: mining, the battery industry, clothing industry, agriculture, stock breeding, trade, catering and crafts. Probistip has many natural resources which can be used in its future development.

*Table 5: Economic entities registered in the municipality by sector*

Sector	No of entities
Agriculture, forestry and fishing	34
Mining and quarrying	4
Manufacturing	58
Water supply, sewerage, waste	4
Construction	10
Trade	186
Transport	34
Accommodation and food	31
<b>Total:</b>	<b>447</b>

Source: SSO, Statistical Yearbook 2013

The most important business subject in Probistip is the AD lead and zinc mine Zletovo, today DOO “Indo minerals and Metals”, which have been mined for almost 70 years.

The “VESNA Sap” factory produces starter batteries with capacity of 36Ah to 210Ah for all automotive vehicles and for construction and agricultural applications. The factory has 210 workers. 85% of the production is geared for export and 15% for domestic market. Agriculture is also an important sector in Probistip. A 2007 agricultural survey recorded 4,788.54ha of agrarian land of which 3,462.13 ha are in use. Corn is grown on 1,872.52ha, vineyards on 151ha, greens on 83ha and orchards on 61ha.

In the area of labor-intensive industries a big number (17-18) of textile enterprises were opened, and also were developed firms producing food such as milk and dairy products, baking industry, agriculture etc.

Important factor in the economic development was construction of hydro system Zletovica and dam Knezevo, which contribute to finally solving water issue and agricultural development. As a result, about 3000ha are transformed in productive, agriculture land.

Probistip has flexible economy with important role of large number SMEs carriers of economic activities and the role of diversification of Probistip economy by making it flexible and immune of strokes and is not concentrated only on mining. This structure provides the preconditions for the development of local economy in a system of suppliers-producers-buyers, but like any economy cannot be closed and it is important to be competitive, that SMEs are in constant development in order to be competitive on the local, regional, national and international level. In this context, reconstruction of the main and the most important street in the center of the city means a serious step in the local economic development (business climate) and it is an improvement of the quality of life conditions of all 16.193 inhabitants.

The network of local roads in the municipality is equal to 61.5km, out of which 47km are already asphalted.

### ***a) Natural resources***

Probistip has many natural resources which can be used in its future development.

Many mineral deposits exist as a result of past volcanic activities. There are lead-zinc mine deposits with reserves of over 10,000,000 tons (explored part). These reserves could be much larger since most of the area where the deposits lie have yet to be explored.

Large deposits of quartz can be found near the villages of Plesenci, Kundino and Crn Vrv and large deposits opal tuff in the area surrounding Probistip and the villages of Plesenci and Strmos. Estimates of the reserves of tuff and quartz equal more than 7,000,000 tons.

There are large deposits, not yet explored of Dacites and Andesites minerals used in the construction work.

There are Bitumen slates in Probistip and the villages of Plesenci and Gorni Stubol.

There are coal deposits nearby Probistip. The coal is in miocen sediments and separated with dirt bands in several layers. The layers are with small power and have limited expansion so it is initiating a big interest. The bitumen slates are located nearby the village of Plesenci 5km far from the town of Probistip and connected with an asphalt road. The mine reserves have yet to be determined. If we take into consideration that the Bitumen slates are found in an area of 4,000,000m<sup>3</sup> with average power of 50M than the reserves could be estimated to be 2,000,000m<sup>3</sup>. Detailed mine geological researches are necessary to confirm these reserves.

In addition to the ore resources there is total hunting surface of 31,122ha of which 28,202ha is hunting productive and 2,920ha hunting unproductive surface in the Probistip municipality. It is divided in four hunting places.

## **6. Relevant extracts from the municipal documents**

Jakim Stojkovski street is located in the city center and connects 23 local streets, passes through 4 of 7 urban settlements, and it is a main traffic artery in Probistip with length of 1220m.

The current state of the street could be described as: damaged asphalt carriage cover, damaged concrete sidewalks and curbs. The purpose of this project is complete reconstruction of the asphalt layer. For this reason, Jakim Stojkovski street was included in the annual program on construction and maintenance of the local roads and streets in 2013 and adopted by the Council in November 2012.

This project is priority infrastructure project in accordance with the strategic objective defined in LED municipal strategy.

## **C. GENERAL DESCRIPTION OF PROJECT**

### **7. General description**

In general this project assumes:

- Reconstruction of the upper layer of the street;
- Replacement of the sidewalks and curbs;
- Installation of additional gullies and connecting to the existing storm water system;
- Construction of retaining walls.

### **8. Area concerned by project**

The project assumes reconstruction of one local street of 1220m long. Jakim Stojkovski is central street located in the downtown of Probistip city. The following picture illustrates geographical position of the street and objects located there.



- |                              |  |
|------------------------------|--|
| 1. City Market               | 7. Commercial building                   |
| 2. Cinema                    | 8. Shopping center                       |
| 3. Municipality of Probistip | 9. Commercial building with appartaments |
| 4. City square               | 10. Pharmacy                             |
| 5. Bank (Stopanska banka)    | 11. Shopping stores                      |
| 6. Shopping center           | 12. City hospital                        |

## 9. Current situation

Jakim Stojkovski street was built in the sixties of the 20<sup>th</sup> century. This is the main street in the Probistip city with length of 1220 meters and average width of the roadway of 7 meters. The street is located in the city center and connects 23 other local streets. Its position makes it the most frequent street which has access to all public institutions. On this street are located the municipal building, some of the hotels, health center, several banks, city cinema, most of the shopping objects and also this street is connected to the streets that lead to the city market, schools and kindergarten, so we can freely say that this street is in the heart of the city.

Every year, the local government is taking measures for some small improvements, patching the big holes, but the biggest problem is still unsolved, actually we have totally ruined and excavated roadway with over 40% big holes, there is no storm water system on part of the street what additionally contributes to excavation of asphalt and normal traffic. Therefore, we have insecurity in both traffic and pedestrians.

Reconstruction of the Jakim Stojkovski street will contribute to improvement of the quality of life, the local economic development, safety and traffic connection because over 80% of the everyday activities are going on this street. All 16,000 inhabitants of the municipality are concerned beneficiaries of this project.



## D. GOALS

This project has the following goals:

- Improving of traffic security and pedestrian security;
- Improving quality of life;
- Enabling balanced regional development in the communal and infrastructure area;
- Indirectly, improving economic standards of the citizens of Probistip.

All the necessarily technical calculations and project description are available at the Basic Project prepared by “Atrium Studio” in May 2012.



## 2. ENVIRONMENTAL IMPACT OF THE PROJECT

The project assumes reconstruction of Jakim Stojkovski street located in the downtown of Probistip city. This is the main street in the city with length of 2,214.35 m of which 1,220 meters will be reconstructed within the project. The average width of the roadway is 7 meters. The street is located in the city center and connects 23 other local streets, passes through 4 of 7 urban settlements. The location of the street is shown on Figure 1.

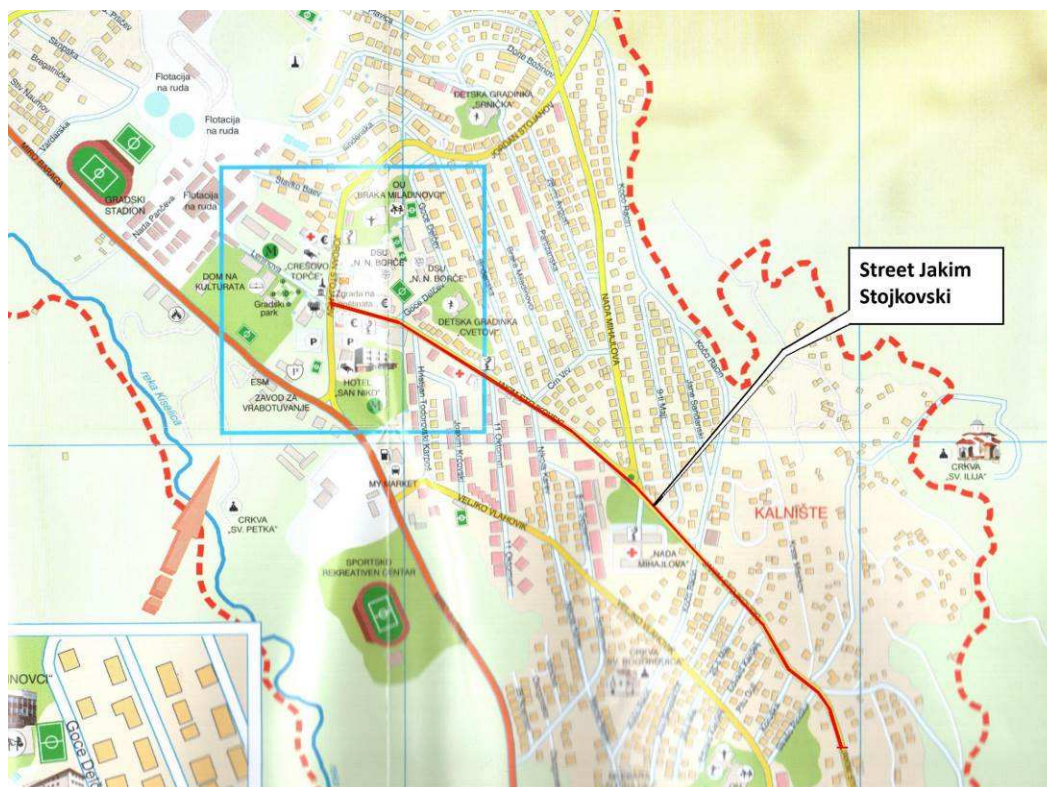


Figure 1 Location of the local street “Jakim Stojkovski” in the Probistip city

Along this street all public institutions are located. The municipal building, hotel, health care center, several banks, city cinema, most of the shopping stores are placed along the street. Also nearby there are city market, schools and kindergarten, commercial buildings, the green market and the city square.

The current state of the street could be described as: damaged asphalt carriage cover, damaged concrete sidewalks and curbs. Actually, the street is totally ruined and excavated roadway with over 40% big holes, there is no storm water system on part of the street what additionally contributes to excavation of asphalt and normal traffic. These damages led to potential risks to safety traffic and health risks for drivers and pedestrians.

The purpose of this project is complete reconstruction of the street with main activities focused on:

- Reconstruction on the upper layer on the street, realization of project activities of replacement of the existing paving stones on the street and replacement of the concrete pavement;
- Partly reconstruction on the storm water system on Jakim Stojkovski street, which includes activities of accepting and discharging of the atmospheric waters by appropriate gutters;
- Installation of underground channel trench and installation of pipes for placing of cables for energy supply;
- Reconstruction of the curbs and sidewalks;
- Construction of retaining walls on the parts of the street.

The project assumes rehabilitation of the asphalt layer of the street over its entire length starting from the main 4-way intersection in front of the municipal building to the old school in settlement Kalniste. The total length envisaged for reconstruction of this part of the street is  $L = 1,214.35\text{m}$  with average width of 7m.

All the activities for reconstruction of the road are in the urban environment and are not expected direct impacts on biodiversity and natural habitats.

According the national legislation (Law on environment – Official Gazette No. 53/05, 81/05, 24/07, 159/08, 83/09, 124/10, 51/11, 123/12, 93/13) and secondary legislation, the Project for reconstruction of the local roads belongs to the Annex I Chapter X – Infrastructural projects, Part 2: Projects for reconstruction of local roads. For these types of projects the EIA Report should be prepared and the Report should be adopted by the mayor.

The EIA Report for the Project “Reconstruction of local street Jakim Stojkovski in Probistip” was prepared and submitted to the Probistip municipality and the Decision for approval the EIA Report and mitigation measures proposed was issued on 17.02.2013.

According the EIA Report, the project activities will be limited along the street, the transportation vehicles will be temporary parked near the construction site only several days and no oil will be changed on the site. The construction site is urban area, no biodiversity and cultural heritage will be influenced. No surface waters are near the site and no waste waters are expected to be generated during the project implementation.

The environmental impacts are expected to be on short-term basis - during the construction period and the impacts will be with minor local significance. The good construction practice could cover almost all mitigation measures proposed mainly to overcome the OH&S risks and community risks that could appear as a result of urban area and surrounding of the project site.

The major impacts are expected as a result of: a) improper waste management with different waste streams (asphalt, pieces of asphalt, road surfacing and inert waste with a very, small quantity of biodegradable waste), b) noise from the outdoor equipment that could cause noise disturbance to the sensitive receptors – households living along the street Jakim Stojkovski in Probistip and c) traffic disturbance during the project implementation.

The EIA Report envisaged the construction and demolition wastes (Code for waste stream 17 03) bituminous mixtures, coal tar and tar products to be generated at the site that should be transported to the inert waste landfill.

There is a municipal Public Utility Enterprise “Nikola Karev” – Probistip that will be in charge to communicate with the Sub-Contractor in order to ensure proper collection and transportation of the waste streams from the reconstruction area. The Public Utility Enterprise needs to prepare the Annual Waste Report including the waste quantities and type of waste generated during this project implementation.

According the Law on noise protection (Official Gazette No. 79/07, 124/10, 47/11) the parts of street belong to urban area with second degree of noise protection and the maximum allowed noise level should be 45dB for night and 55dB for day and evening. The stricter noise levels are proposed for areas near hospital and schools (first degree of noise protection with max. allowed noise level of 40dB for night and 50dB for day and evening). The project activities are not envisaged during the evenings and nights.

In order to prevent the adverse environmental impact on traffic and to ensure regular transportation of goods and people during the reconstruction period, there is a need of development of Traffic Management Plan prior the start of the activities. The Plan should include the re-routing directions, time schedule and placement of horizontal and vertical signalisation. The Plan should be communicated with the Ministry of internal affairs – Office in Probistip. The Information note/Press release about the planned project activities (start, duration timeframe and re-routes) should be prepared by the Probistip municipality staff and announced via local TV and radio channels.

Other mitigation measures refer to the OH&S for workers and community safety need to be applied before and during construction activities, so they are included within the following Environmental Mitigation Plan. The main responsibility for implementation of the mitigation measures lay on the sub-contractor and supervisor (nominated by the municipality) on daily basis. Some of the measures (e.g. recording the waste quantities, announcement of the traffic regime) should be applied by the municipal staff and for some an excellent coordination is needed among sub-contractor, supervisor and municipal staff.

The Monitoring Plan proposes tasks mainly dedicated to the supervisor and an environmental inspector who need to control the implementation of the mitigation measures by sub-contractor.

## ENVIRONMENTAL MITIGATION PLAN

Project activity	Potential impact	Impact scale	Proposed mitigation measures	Responsibility
Marking out the route for reconstruction of local Jakim Stojkovski street Probistip city	<b>Possible adverse social and health impacts on the community, drivers and workers due to:</b> <ul style="list-style-type: none"> <li>- Lack of ensured safety measures at the start of reconstruction works</li> <li>- Injury passing nearby the reconstruction sites</li> <li>- Not compliance with strict OH&amp;S standards and work procedure</li> <li>- Inappropriate public access within the settlements</li> </ul>	Local/within the Jakim Stojkovski street in Probistip city  Short term during the reconstruction due to length (1220m) of the street/ major	<ul style="list-style-type: none"> <li>• Preparation of the Traffic Management Plan together with the municipal staff and Ministry of Internal Affairs – Office in Probistip</li> <li>• Setting the horizontal and vertical signalisation in front of the reconstruction site</li> <li>• Provide the information via local radio/TV station about the reconstruction activities – start and finish of daily basis work, duration of activities and traffic access on other streets</li> </ul>	<ul style="list-style-type: none"> <li>• Contractor –Bidder</li> <li>• Supervisor</li> <li>• Municipal staff (Communal Inspector/ Environmental Inspector/ Traffic Engineer)</li> <li>• Ministry of Internal Affairs – Office in Probistip</li> </ul>
			<ul style="list-style-type: none"> <li>• Ensure the appropriate marking out the construction site</li> <li>• Ensure access to the public institutions located along the street</li> <li>• Marking out the construction material near the street</li> <li>• Warning tapes and signage need to be provided</li> <li>• Forbidden of entrance of unemployed persons within the warning tapes</li> <li>• Community and worker’s OH&amp;S measures should be applied (first aid, protective clothes for the workers, appropriate machines and tools)</li> <li>• The street and surrounding area near the houses should be kept clean</li> <li>• Machines should be handled only by experienced and trained personnel, thus reducing the risk of accidents</li> <li>• Constant presence of fire fighting devices should be ensured in case of fire or other damage</li> <li>• Flammable liquids may be placed and kept exclusively in vessels constructed for that purpose</li> </ul>	<ul style="list-style-type: none"> <li>• Contractor –Bidder</li> <li>• Supervisor</li> </ul>

Project activity	Potential impact	Impact scale	Proposed mitigation measures	Responsibility
			<ul style="list-style-type: none"> <li>• Larger quantities of flammable liquids should not be kept on the site along the constructed street</li> <li>• All workers must be familiar with the fire hazards and fire protection measures and must be trained to handle fire extinguishers, hydrants and other devices used for extinguishing fires</li> <li>• Devices, equipment and fire extinguishers should be always functional, so in case of need they could be used rapidly and efficiently</li> <li>• The portable toilet should be placed on the construction site</li> </ul>	
<b>Reconstruction of the Jakim Stojkovski street</b>	<b>Possible impacts on landscape and visual aspects</b>	Local/within the Jakim Stojkovski street in Probistip city  short term /minor	<ul style="list-style-type: none"> <li>• Minimization of the construction area as much as possible (careful planning and design of the project activity according the Traffic Management Plan for a certain period of time)</li> <li>• Fully clean up of the construction site immediately after accomplishment of reconstruction activities section by section</li> <li>• Collection of the generated waste on daily basis, selection of waste, transportation and final disposal on appropriate places (according the type of waste – more details under Waste management issue)</li> </ul>	<ul style="list-style-type: none"> <li>• Contractor –Bidder</li> <li>• Supervisor</li> </ul>
	<b>Possible emissions by transportation vehicles and impact on air quality due to:</b> - gases emissions of dust-suspended particulates - traffic congestion will be caused as well causing changes in existing traffic circulation especially	Local/within the Jakim Stojkovski street in Probistip city  short term /minor	<ul style="list-style-type: none"> <li>• Reconstruction site, transportation routes and materials handling sites should be water-sprayed on dry and windy days</li> <li>• Construction materials should be stored in appropriate places covered to minimize dust</li> <li>• Vehicle loads likely to emit dust need to be covered</li> <li>• Usage of protective masks for the workers if the dust seems to appear</li> <li>• Restriction of the vehicle speed within the construction location</li> </ul>	<ul style="list-style-type: none"> <li>• Contractor –Bidder</li> <li>• Supervisor</li> </ul>

Project activity	Potential impact	Impact scale	Proposed mitigation measures	Responsibility
	because it is a living area with family houses along the street			
	<b>Possible noise disturbance</b> as a result of outdoor equipment usage and transportation vehicles driving around the site	Local/within the Probistip city  short term/ major	<ul style="list-style-type: none"> <li>As it is a urban area the level of noise should not exceed 55dB during the day and evening and 45dB during the night</li> <li>At the sections near the hospital and school the level of noise should not exceed 50dB during the day and evening and 40dB during the night</li> <li>The construction work should not be permitted during the nights, the operations on site shall be restricted to the hours 7.00 -19.00</li> </ul>	<ul style="list-style-type: none"> <li>Contractor –Bidder</li> <li>Supervisor</li> </ul>
	<b>Possible adverse environmental impact and health effects could occur as a result of generation of the different waste streams</b>  The inappropriate waste management and not in time collection and transportation of waste streams	Local within the center of Probistip city/ short term/ major	<ul style="list-style-type: none"> <li>Identification of the different waste types at the reconstruction site (soil, sand, asphalt, pieces of asphalt, road surfacing, bottles, food, etc.)</li> <li>Classification of waste according the national List of Waste (Official Gazette no.100/05)</li> <li>The main waste would be classified under the Waste Chapter 17 “Construction and demolition wastes (including excavated soil from contaminated sites)” with the waste code 17 01 – Waste from concrete, bricks, 17 05 04 – Excavated soil, 17 09 04 – Mixed waste from construction site, 17 03 - bituminous mixtures, coal tar and tar products</li> <li>Small amount of solid municipal waste could be found (food, beverages), as well as packaging waste (paper, bottles, glass, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Contractor –Bidder</li> <li>Supervisor</li> </ul>
			<ul style="list-style-type: none"> <li>Transportation and final disposal of the inert and communal waste by the Public Communal Enterprise JKP “Nikola Karev” Probistip</li> <li>Fulfilment of the Annual Report for non-hazardous waste management by the Mayor of Municipality of Probistip and reporting to the Ministry of Environment and Physical Planning</li> </ul>	<ul style="list-style-type: none"> <li>Municipal staff (communal inspector/ environmental inspector)</li> <li>CSE Nikola Karev - Probistip</li> </ul>

Project activity	Potential impact	Impact scale	Proposed mitigation measures	Responsibility
			<ul style="list-style-type: none"> <li>• The construction waste should be promptly removed from the site, should be re-used if it is possible</li> <li>• Possible hazardous waste (motor oils, vehicle fuels) should be collected separately and authorized collector and transporter should be sub-contracted to transport and finally dispose the hazardous waste</li> </ul>	
<ul style="list-style-type: none"> <li>• <i>No environmental impacts are expected during the operational phase</i></li> </ul>				

## MONITORING PLAN

What parameter is to be monitored?	Where is the parameter to be monitored?	How is the parameter to be monitored?	When is the parameter to be monitored (frequency of measurement)?	Why is the parameter to be monitored?	Cost		Responsibility	
					Construction	Operations	Reconstruction of the street in Probistip city	Operations of the street
<b>Project stage: Start up of the reconstruction work (marking out the reconstruction site)</b>								
Traffic Management Plan prepared	On the reconstruction site	Visual check and reporting to the Municipal staff	At the beginning of the project activities (before the works start)	To ensure safety and easy re-route of the traffic across around roads/access streets			Contractor - Bidder /Supervisor  Communal inspector at the Probistip municipality/ Traffic engineer	
Information prepared and announced about the traffic redirection	At the municipality public relation office	Information/ Press release prepared and announced	At the beginning of the project activities (before the works start)	To inform the citizens of Probistip about planned reconstruction works and re-routes			Municipal staff/ Communal inspector at the Probistip municipality/ Traffic engineer	
Safety traffic flow around streets within the street "Jakim Stojkovski"	At the spot	Visual monitoring	During the project implementation	To ensure the coordinated traffic flow within Probistip City			Municipal staff/ Communal inspector at the Probistip municipality/ Traffic engineer	



What parameter is to be monitored?	Where is the parameter to be monitored?	How is the parameter to be monitored?	When is the parameter to be monitored (frequency of measurement)?	Why is the parameter to be monitored?	Cost		Responsibility	
					Construction	Operations	Reconstruction of the street in Probistip city	Operations of the street
The safety protection measures applied for the residents of City of Probistip	On the reconstruction site	Visual checks	At the beginning of the reconstruction work (first day)  Every working day during the project activities	To prevent community health and safety risks – mechanical injuries due to the very urban area			Contractor - Bidder /Supervisor  Communal inspector at the Municipality of Probistip/Environmental Inspector	
The occupational health and safety measures applied for the workers	On the reconstruction site	Visual check	Before start of the project activities and each of working day	To avoid occupational and safety risks (injuries)			Contractor - Bidder /Supervisor  Communal /Environmental Inspector at the Municipality of Probistip	
<b>Project stage: Reconstruction of the street Jakim Stojkovski</b>								
Separated hazardous and non-hazardous waste	On the construction site	Visual monitoring and reporting	During the project activities	To avoid disposal of hazardous waste on municipal landfill Ozren (3.3 km from the Probistip city)			Contractor - Bidder /Supervisor  Municipal staff (Communal inspector and Environmental inspector)	
Fulfilled Annual Report for transportation and disposal of waste	Local self-government administration	Review of documentation – Identification waste List	After the accomplishment the task of collection, transportation of waste on	To improve the waste management on local and national level  To be in compliance with			Mayor /Director of the CSE “Nikola Karev” - Probistip	

What parameter is to be monitored?	Where is the parameter to be monitored?	How is the parameter to be monitored?	When is the parameter to be monitored (frequency of measurement)?	Why is the parameter to be monitored?	Cost		Responsibility	
					Construction	Operations	Reconstruction of the street in Probistip city	Operations of the street
			daily/monthly basis	national legal requirements				
Exposure the citizens to noise disturbance from vehicle machine and electric tools	On the site	Review the noise level technical specifications of the used vehicle mechanization and equipment for their use outside	Before the beginning of the work (first day)	To protect the workers against exposure to loud noise taking into account the technical specifications of the equipment and time duration of the work outside			Contractor - Bidder / Supervisor Environmental inspector/ Municipality of Probistip	
Noise level	On the site	Monitoring of the noise levels dB (A) with appropriate monitoring devices	On regularly basis during the work, through site visits, in accordance with the national legislation	To monitor if the noise level is above/or below the acceptance noise level for that type of area - II exposure area for noise protection as residential district (55dB (A) during the day and evening time and 45dB (A) during the night: I exposure area near hospital and school (max. 50dB (A) during day and evening and 40dB (A) during the nights.			Contractor – Bidder Company authorized to performed noise levels measurements sub-contracted by the Contractor – Bidder	

## **A. LOCAL ENVIRONMENTAL ACTION PLAN**

The Probistip municipality has prepared several very important planning documents where the environmental and social issues are taken into consideration. These are: “Municipality Profile” prepared in 2007, “Local Economic Development Plan” developed in 2005, “Local Environmental Action Plan” for the period 2009-2015 and Waste Management Plan and Programme (2011-2016). At the same time the Municipality has been very actively involved in all negotiations and discussions on the regional level within the Eastern planning region. On regional level all the municipalities in Eastern region developed and adopted the “Program for development of Eastern planning region for the period 2010-2015”.

In all these local and regional planning documents, the development of the infrastructure in term of construction of road networks, construction/reconstruction of water supply systems and provision of good quality water to citizens, construction of storm water systems are high priority beside other needs (waste management improvement, construction of waste water sewage systems, street lighting, better traffic distributions in urban areas, etc.).

### 3. SOCIAL IMPACT OF THE PROJECT

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#### A. SOCIOLOGICAL STUDY

##### 10. Methodology

The methodological approach was based upon the methodological concept of World Bank summarized as Five Entry Points, One Result. This methodological concept requires exploration of five components: social diversity and gender, institutions, rules and behavior, stakeholders, participation and social risk.

The Assessment anticipated research of the opinion of citizens with poll, meetings with focus groups, interviews with relevant people from the municipal administration as the Mayor, manager of the department for communal issues, streets and roads and council chairman.

A lot of information regarding the level of priority and the importance of this project were extracted from the strategic plans for local development of the municipality, which represent the opinion of the citizens since all sectors (public, business and civil) were involved in the creation of these documents.

Also taking into account the delegation and duties of the mayor, the managers and the council chairman, it was proved they are useful interpreters of the opinions of the citizens because they are having frequent meetings with them and they are very familiar with the needs, attitudes and opinions of the local population.

##### 11. Social diversity and gender

In this research we will refer to statistical data presented mostly in the demographic section.

In Probistip municipality citizens are organized into various social groups based on their status prescribed at birth (ethnicity, gender, language, etc.). The demographic profile comprises grouping of citizens according to: gender structure, age structure, nationality, employment and density of the population. The following conclusions could be made:

- The population density in Probistip municipality is lower compared to Macedonian average;
- The Probistip municipality is rural municipality with 33 rural and 4 urban settlements;
- The age groups indicate that population in Probistip municipality is younger than Macedonian average;
- Male population dominates with share of 51%;
- There is small difference in the representation of the population in the urban centre (Probistip city) – 80% and the population in the rural settlements – 20% of the total population in the municipality;
- Regarding the ethnic composition the prevailing ethnic group is Macedonians – 98.2% and very low percentage of other ethnic groups including Serbs and Vlachs;
- The unemployment rate is lower than in Macedonia (34% vs. 38%);
- 90% of population is connected to a sewage line opposite to 59.8% on country level;
- There are 447 active business subjects;
- The activity rate in the municipality is 73%, opposite to 47% in the country;
- The officially used language in the municipality is Macedonian with its Cyrillic alphabet. Some of the ethnicities in the municipality speak their own languages in the informal communication.

The direct beneficiaries of this project are the urban inhabitants of Probitip as this is the road located in the city centre, but wider Probitip region will also benefit from this project as the town is often visited by the population from the rural settlements.

## **12. Institutions, rules and behavior**

The institutions in the municipality of Probitip are divided in several sectors as:

- public – regional branches of ministries, educational institutions, cultural institutions;
- business – small and medium size enterprises;
- civil sector –NGOs in the area of sport, protection of environment, education tourism, social work, culture, business.

The Jakim Stojkovski street has an access to most of the above mentioned institutions and it is the most important link between citizens and these institutions.

The Jakim Stojkovski street is the main road located in the centre of the town and it is used by the citizens of the town of Probitip, the citizens from the municipal settlements, visitor and tourists. It connects people with the municipal building, regional branches of Ministries, the building of the multi-assigned hydro system “Zletovica”, the House of culture, the city park, playgrounds, the city square, the local hospital, the farmers’ market and small trade companies.

This road is the most frequent one in Probitip for trade, sport, cultural and other purposes and an easy access to important institutions and organizations.

The reconstruction of the main street will be in favor of many institutions, its employees and the citizens as the traffic will be safer and easier. The maintenances costs will be reduced, because of the new asphalt layer and the absence of holes with soil on the road which pollute the road. This will contribute to costs saving for the municipality. The traffic conditions will improve for all the users including tourists and visitors.

The municipal population will get new, functional and modern street. The reconstruction of the road will motivate citizens to change their behavior and not to pollute the area. It is expected their perception and attitudes toward the local government work will change as well. There will be also reduction in gas emission from vehicles, so this will contribute in protection of the environment.

## **13. Stakeholders**

There are several important stakeholders of the project:

- The Mayor is the most important stakeholder. The success of this project will improve his reputation and prestige among the future voters;
- The Municipal Council will be considered as successful Council, since the members vote and approve the implementation of certain local projects;
- The political parties have interest in implementation of this project and there is political consensus for the reconstruction of Jakim Stojkovski street;
- CSE is also important stakeholder and it has a great interest in realization of this project, since the reconstruction of the road will decrease their work in maintenance implemented by request of the municipality;
- The non-governmental organizations have some influence, and since this project promoting better municipal infrastructure it is expected they will be in favor of the project;
- Local businesses are important stakeholder, because the project will improve the trade with the easy access to all SMEs.

## 14. Participation

It is decided that the loan will be repaid from the municipal budget in the subsequent years. The project does not require, and should not require additional financial contribution from the citizens.

## 15. Social risks

High social risks for carrying out of this project cannot be perceived. The Municipal Council consists of 15 Councilors from 2 political parties. In spite of their political orientation, the Councilors cannot endanger the realization of the Project because it is contributing to improvement in the quality of life of citizens.

The project does not bear high financial burden in comparison to the budget, and the population is not put into a position to contribute financially, so there is no cause for conflict on this point.

There are also no risks related to the ethnic division of Probistip as there is also consensus about this project at the ethnic spectrum.

The project for the first time was mentioned in 2006 on the occasion of public hearing on strategic plan on local economic development. Strategic areas identified by the consulting company were presented to the public. Those were: (1) public services, (2) economy, (3) non-governmental sector (4) urban development, environment and infrastructure, (5) inter-municipal and cross-border cooperation, (6) agriculture. In area (4) the problem of underdeveloped infrastructure (roads, sewage, water supply) was raised. Specifically, the main street (Jakim Stojkovski) in Probistip city was mentioned as the biggest problem by citizens and by businesses (in the special questionnaire distributed among them). For 7 following years the municipality has not managed to solve this problem and to improve the quality of the main road in Probistip city. Finally, on July 4, 2013 the public hearing was organized on the reconstruction of Jakim Stojkovski street and financing these activities from the MSIP funds. The event attracted 38 persons. Municipal servants give a short overview of the planned activities and applied technical solution. All technical documents were attached to the municipal website for comments and remarks. The project idea was welcomed by all present at the meeting. Subsequently, the project was presented to the municipal Council and approved by its members. The Council comprises 15 members and the voting distribution was the following: 12 in favor and 3 withhold. Thus, the project was supported by the political representatives of citizens forming the municipal Council.

## B. RESETTLEMENT ISSUES

This project is not subject to resettlement issues.

## C. CONCLUSION ON THE PROJECT POTENTIAL SUCCESS

The project should be socially successful for the following reasons:

- The project is useful because it provides complete reconstruction of the local street, partial construction of new storm water system, reconstruction of sidewalks and curbs;
- The project will improve the quality of life of the citizens;
- The project will contribute to easier access to the public institutions;
- The project provides safer local traffic and improved look of the town;
- The project will contribute to protection of environment;
- The project will contribute towards preserving the vehicles of citizens during driving;
- The project can at the margin provide inclusion of disabled persons to this part of the city given it is important connection to city center, institutions and organizations;

- The project indirectly can improve economic standards through enabling environment for better road commutation;
- The project can improve citizen's perception of the local administration.