**Terms of Reference**

Technical assistance for Road Safety Audit of local road infrastructure projects, preparation of guidelines and providing training to the municipal staff and improving children`s traffic safety

LRCP-9034-MK–RFP-CS-CQS-A.1.1.2

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# ABBREVIATIONS

|  |  |
| --- | --- |
| EU | European Union |
| IBRD | International Bank for Reconstruction and Development |
| IFI | International Financial Institutions |
| LRSM | Local Road Infrastructure Safety Management |
| LSGU | Local Self-Government Unit |
| MoF | Ministry of Finance |
| MoI | Ministry of Interior |
| MoTC | Ministry of Transport and Communications |
| NRRRP | National and Regional Roads Rehabilitation Project |
| PESR | Public Enterprise for State Roads |
| PIU | Project Implementation Unit |
| RAMS | Road Asset Management System |
| RISM | Road Infrastructure Safety Management |
| RS | Road Safety |
| RSA | Road Safety Audit |
| RSI | Road Safety Inspection |
| RUDP | Road Upgrading and Development Project |
| ToR | Terms of Reference |
| ZELS | Association of the Units of Self Government |

# Background information

North Macedonia is a landlocked country at the heart of the Balkans characterized by mountainous terrain intersected by valleys and lowlands. It is a transit region that sits on two of the ten Pan-European transport corridors, Corridor VIII and Corridor X. Its proximity to the European Union (EU) potentially provides the country with access to a large export market of 650 million customers. According to the last census of 2002, the population is about two million, of which 25 percent live in the capital Skopje, 40 percent reside in rural areas, and the remaining share live in smaller urban centers.

Infrastructure investment levels in North Macedonia have been low over the past 10 years. The Government’s infrastructure plan, the National Program 2017–2020, focuses on providing infrastructure in support of a modern economy. The main goals for the transport sector are to improve connectivity so that travel between economic centers takes less than 90 minutes, tackle accident blackspots, and achieve a local road network that is ‘without mud’. The Government’s vision also anticipates that large investment projects will be developed transparently and through consultation with citizens.

The road network in North Macedonia comprises about 14,000 km of roads, which includes about 5,000 km of primary roads and 9,000 km of local roads. The primary network consists of roads of national significance, including expressways and national and regional roads, and is managed by the Public Enterprise for State Roads (PESR). As of October 2019, the PESR reported that 87 percent of the primary network is in good or fair condition. The World Bank supported rehabilitation of national and regional roads and introduction of a Road Asset Management System (RAMS) for primary roads, through the recently closed National and Regional Roads Rehabilitation Project (NRRRP-P148023). The RAMS enables the Government to develop five-year rolling programs for road preservation works to address sustainability of the project investments. The ongoing Road Upgrading and Development Project (RUDP-P149955) will reconstruct sections of Corridor VIII between Skopje and Deve Bair and continue to support PESR to enhance its capacity to manage primary roads with a focus on bridge management.

Governance of the 9,000 km local road network is fully decentralized to municipalities, most of which have limited capacity to manage and preserve road assets. Local roads consist of a mixture of rural roads connecting villages and towns and streets within urban areas and villages. The local road networks suffer from a lack of systematic planning, neglected maintenance, and insufficient funding. The poor quality of municipal infrastructure is considered a major factor preventing people from regularly accessing social and educational services and employment opportunities outside their immediate communities. Minimal central government support for the strategic development of local roads and local government resistance to inter-municipal cooperation also limits the potential to develop synergies that could be achieved through a more coordinated approach. The main body lobbying on behalf of the municipalities is the Association of the Units of Self Government (ZELS), which represents their interests and may provide a convening forum for more integrated planning and policy development.

The main objectives of the Local Roads Connectivity Project (LRCP) are to improve local government capacity to manage local roads and improve access to markets and services. Besides expected positive effects of improvements of local roads, such as increased mobility and quality of life's, unfortunately average travel speeds will be increased. This is well known fact and therefore additional, road safety tools and measures shall be undertaken and applied.

Road Safety Audit (RSA) is recognized as one of the most efficient and cost-effective engineering tools that can minimize the risk and severity of road traffic accidents that may be affected by road infrastructure projects. RSA is a part of Road Infrastructure Safety Management EC Directive 96/2008 (Amended on November 26, 2019 through EC Directive 2019/1936) and it means an independent, detailed, systematic and technical safety check of the design characteristics of a road infrastructure project and it covers all stages from planning to early operation. It is a formal process of safety examination of the road infrastructure project which affects road users, carried out by an independent qualified team of auditors who reports on the project`s accident potential and safety performance for all types of road users. RSA is a pro-active approach with the primary aim of identifying potential road traffic safety problems, omissions and deficiencies as early as possible in the road design process or during the early phase of road operation so that decisions for their elimination or reducing their negative impact on traffic safety can be made.

For successful and sustainable conducting of RSA and other road infrastructure safety management procedures at local level (local communities) in the future, the Guidelines should be provided and the training of the municipal staff should be undertaken in accordance with the best international/regional practice. In addition, the activities for improving the road safety near primary schools should also be undertaken.

As a part of Rehabilitation of Local Roads and Community Facilities component, there is a need for engagement of independent Technical Assistance who will deal mainly with road safety part of the component.

# Objective of the assignment

The objective of the assignment are as follows:

* Safety check and examination of the design characteristics of a local road infrastructure projects in order to identify and define, as precisely as possible, the elements of the road infrastructure design project or the elements of the newly reconstructed or rehabilitated road that may adversely affect road traffic safety;
* Securing of best international road safety practice in designing of local roads and implementation of local roads improvements;
* Capacity building to municipalities for Local Road Infrastructure Safety Management (LRISM);
* Improvements of road safety near primary schools.

# Scope of services

Within this assignment, the Consultant shall perform the following tasks:

* Task 1: Conducting Road Safety Audit (RSA) of selected local road infrastructure projects within LRCP;
* Task 2: Preparation of Guidelines for Local Road Infrastructure Safety Management (LRISM);
* Task 3: Providing training on Local Road Infrastructure Safety Management (LRISM) for municipal staff;
* Task 4: Improving of the children`s traffic safety.

## Task 1: Road safety audit (RSA) and of selected local road infrastructure projects within LRCP

Within this task, the Consultant shall carry out Road Safety Audit (RSA) at the detailed design stage, pre-opening stage and post-opening (early operation) stage of the selected road infrastructure projects financed through the Local Road and Connectivity Project (LRCP) as it is specified in Table 1 in accordance to the approved schedule.

Table 3.1: RSA stages and approximate length of local roads and streets

|  |  |
| --- | --- |
| **Road safety audit (RSA) stages** | **Approximate length of local roads and streets (km)** |
| Detailed design and Pre-opening | 190 (± 5%) |
| Pre-opening | 135 (± 5) |
| Post-opening (early operation) | 25 (± 5%) |
| Total | 350 (± 5%) |

In case that RSA section starts from the middle of the intersection, the Consultant should take into consideration the whole intersection, covering at least 100 m of each approach of the intersection.

### Requirements

#### General requirements

The detailed design stage of RSA will be conducted on already elaborated and completed technical documentation for rehabilitation or reconstruction of municipal roads, the pre-opening stage of RSA will be conducted after completion of rehabilitation or reconstruction works but prior opening of the road, while the post opening stage of RSA will be conducted within (twelve) 12 months after opening of the road.

During the detailed design stage, the audit team should review the final geometric design features, the proposed traffic signing and pavement marking plans, lighting plans, drainage, guardrails and other roadside objects, landscaping, intersections etc. The team should also review the provisions for specific users such as motorcyclists, pedal cyclists, pedestrians (including the particular needs of children and the elderly) and the mobility-impaired road users.

Right before opening a road or facility, the audit team should conduct a site inspection to ensure that the safety needs of all road users (i.e., pedestrians, cyclists, motorists, and others) are adequately satisfied. The pre-opening stage of RSA attempts to determine if hazardous conditions exist which were not evident in the previous stages of the audit (if such exist).

After opening of the road or facility, the audit team should conduct a site inspection in order to evaluate/assess the actual safety situation when the road is in early use. The post-opening stage if RSA attempts to assess the performance of the road under traffic and identify areas that require further attention (if such exists).

The RSA process within the LRPC is presented in Annex I of this ToR. It explains how the RSA should be performed and describe the complete process from the commencement to the completion meeting and follow-up.

#### Specific requirements

In terms of conducting the Road Safety Audit, the consultant shall fulfill, but is not limited to, the following specific requirements:

* Preparatory work:
  + hold a commencement meeting with the Client, the Municipality and the Design team in order to understand the background of the road infrastructure project and its design,
  + review of the technical documentation (detailed design project, reports etc.) submitted by the municipality and identification of critical locations,
  + checking of the project design in terms of application of suitable measures for prevention of traffic accidents at the identified critical locations (if such were identified),
  + preparation for a site visit.
* On-site field study:
  + the site visit shall be conducted along the entire length of the road and when the whole road and its elements are visible,
  + the site visit shall be conducted during both day and night conditions,
  + a special attention should be paid to the road environment, the traffic along the road and the road infrastructure elements. Also, it is necessary to investigate if there are special requirements for road safety during different weather conditions (rain, fog etc.), peak hours and other specific conditions for the subjected road section (school near the road, touristic traffic etc.) i.e., this should be considered during the site visit,
  + a suitable photo and video documentation with GPS coordinates should be produced,
  + the auditor shall undertake all necessary measures for safety of the audit team and other road users during the site visit.
* Preparation of RSA report:
  + preparation of Draft RSA report,
  + submitting the Draft RSA report to the Client and the Municipality,
  + hold a completion meeting with the Client, the Municipality and the Design team in order to present the draft report and to discuss the findings and the recommended measures for elimination of road safety deficiencies and also to answer questions related to the RSA report,
  + preparation of Final RSA report based on the feedback from the Municipality and the Design team,
  + submitting the Final RSA report to the Client and the Municipality.

#### RSA Methodology

The RSA should be mainly focused on low cost and highly effective measures. The road safety problems, omissions and deficiencies shall be identified within the following 8 categories:

* Road function;
* Cross section;
* Alignment;
* Intersections;
* Public and private services, service and rest areas, public transport;
* Vulnerable road user needs;
* Traffic signage, marking and lighting; and
* Roadside features and passive safety installations.

The RSA shall be conducted in accordance with:

* this Term of Reference,
* the National legislation,
* the EU Directive on Road Infrastructure Safety Management,
* the PIARC (World Road Association) guidelines
* the Road Safety Audit Manual prepared for the Public Enterprise for State Roads (PESR) and
* the best international practices.

#### Dynamic of conducting the RSA

The dynamic of conducting the RSA at the detailed design stage will depend on the dynamic of submitting the technical documentation for road infrastructure projects by the municipalities, while the dynamic of conducting the RSA at the pre-opening and post-opening stages will depend on the dynamic of the completing the construction works on the road infrastructure projects.

The list of road infrastructure projects that will be subject of RSA will be prepared by the Client and submitted to the Consultant annually. At the beginning of each year the Consultant and the Client shall revise the initial work plan, especially selection of road sections to be included in the RSA services for that year, due to possible changes in road conditions. Once the list of road sections for RSA for that year is agreed with the Client, the Consultant shall submit their annual Work plan for approval. The list of road infrastructure projects under ongoing implementation is presented in Annex II. The consultant shall prepare a work plan for conducting the RSA and submit it to the Client as an integral part of the Inception Report.

The work plan related to RSA should contain, but is not limited to, the following main elements:

* methodology of conducting the RSA at the detailed design stage, pre-opening stage and post-opening stage including the key activities which the consultant intends to perform during conducting the RSA,
* engagement of staff for conducting the RSA per road infrastructure project,
* schedule of conducting the RSA per road infrastructure project.

The consultant shall update the work plan quarterly based on the updating of the list of road infrastructure project for RSA and submit it to the client as an integral part of the Progress Report.

### Deliverables

#### Requirements for deliverables

The following deliverables shall be provided as result of the task 1:

* Deliverable 1.1: RSA reports for each conducted RSA at the detailed design stage, pre-opening or post-opening stage of the infrastructure projects; and
* Deliverable 1.2: Final report of the conducted RSA.

The RSA report is a formal report which defines the identified road safety omissions and deficiencies and gives recommendations for their elimination or recommendations for reducing their negative impact on traffic safety. The RSA report shall be clear, concise and easily understandable. The report should contain, but is not limited to, the following main elements:

* cover page,
* control sheet,
* table of content,
* introduction,
* a statement for the RSA stage,
* details of the RSA team members,
* basic data for the project and the road which is subject of RSA,
* description of the identified road safety problems including accident risk assessment and recommendations for elimination of the deficiencies as well as estimated costs for implementation of each countermeasure,
* summary and classification of the recommendations,
* a statement of the RSA team members,
* feedback form (follow-up table) for RSA,
* list of revised projects and other relevant documentation during the RSA process,
* appendices.

To give a better understanding of the audit results i.e. to clarify the proposals and their locations, maps, illustrations, photos and sketches of countermeasures should be used.

The template that will be used for RSA report shall be proposed by the Consultant and must be approved by the Client prior starting of RSA.

The final report of the conducted RSA shall summaries all caried out activities during the RSA service including proposals for improving of RSA services. The final report of the conducted RSA should contain, but it is not limited to, the following main elements:

* cover page,
* control sheet,
* table of contents,
* summary,
* brief introduction,
* description of RSA methodology,
* dynamic of conducted RSA,
* engaged human resources for RSA,
* conclusions from each separate RSA report,
* summary of road traffic safety problems, omissions or deficiencies including the accident risk,
* summary of proposed measures for improvements of road traffic safety including their status (accepted / unaccepted) per road infrastructure project including explanation of unaccepted measures,
* analysis of improvements of road traffic safety taking into account the accepted measures,
* proposals for improving of RSA services,
* conclusions and lessons learned,
* appendices.

The checklists and all other material (digital photos, video and audio recordings etc.), which resulted from the RSA or that were used during the RSA, the Consultant shall deliver together with the Report of the conducted RSA.

All RSA reports and the Report of the conducted RSA shall be regarded as classified and they shall not be given for use or revision to any third party without a written consent of the Client. The Consultant has no rights to use any of the material received from the Client or the material resulting from the Consultant’s work on this assignment for other purposes except for realization of the services subject to this Contract during the Contract validity or after its completion, unless otherwise approved in writing by the Client.

#### Submission and approval of deliverables

The RSA reports and the Final report of the conducted RSA shall be prepared in Macedonian and English language and it shall consist of а hard copy and an electronic copy in editable unprotected format and PDF format.

The RSA report shall be submitted to the Client and the appropriate Municipality, with cover letter that contains the basic data about the Consultant, the contract and the road section. The RSA report shall be delivered as follows:

* for the Client: 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copies in English language,
* for the Municipality: 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copies in English language.

The Final report of the conducted RSA report shall be submitted to the Client, with cover letter that contains the basic data about the Consultant, the contract and the report that is subject of delivery. The Final report of the conducted RSA report shall be delivered in 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copy in English language;

The RSA report shall be submitted to the Client and the appropriate Municipality within 21 days following the date of receiving the letter of commencement for conducting RSA. The RSA reports shall be accepted by the municipality within 15 days from the receiving of the RSA. The deadlines for each activity within the RSA process shall be proposed by the consultant and agreed with the Client.

The Final Report of the conducted RSA shall be submitted to the Client in draft version within 30 days from the date of the submission of the last final RSA report.

The Client, shall provide comments (if any) on the draft version of the Final report of the conducted RSA within 15 days upon receipt. Within 15 days of receiving comments from the Client, the Consultant shall submit the final version of the Final report of the conducted RSA. If no written comments are received from the Client within 15 days upon the receipt, the draft version of the Final report of the conducted RSA will be considered as agreed by the Client and the Consultant shall submit the final version of the Final report of the conducted RSA.

The final version of the Final report of the conducted RSA has to be approved by the Client within 10 days upon receipt. The Client has right to reject the final version of the Final report of the conducted RSA. If the final version of the Final report of the conducted RSA is rejected, the Consultant has to revise the final version of the Final report of the conducted RSA accordingly and resubmit the revised final version of the Final report of the conducted RSA within 5 days of receiving letter of rejection from the Client.

The consultant shall propose the way for monitoring of the RSA process (commencement of the RSA, submission of the RSA report, providing feedback for the RSA report, acceptance of the RSA report etc.) in which the exchange of documents and its versioning will be followed and tracked.

## Task 2: Guidelines for Local Road Infrastructure Safety Management (LRISM)

### Requirements

Based on best international practice and existing condition on road and street network in Republic of North Macedonia, the Consultant shall prepare comprehensive “Guidelines for Local Road Infrastructure Safety Management (LRISM)”. The guidelines shall be used as practical handbook covering at least the following topics:

* Road safety principles
* Road safety audit (RSA)
* Road safety Inspection (RSI)
* Road black spot management (BSM)

The Guidelines shall be tailored to local road network ensuring sustainable planning, design, construction and maintenance of safe local roads, streets and spaces. The Consultant shall prepare the Guidelines by applying of best international practice related to road safety principles and road infrastructure safety management procedures defined in the EU directive (2008/96/EC, 2019/1936). During elaboration of the Guidelines, the Consultant need to analyze the existing national legislation related to local road infrastructure planning, design, construction and maintenance including road traffic safety and to suggest appropriate method of application of RISM procedures at local level. The Consultant shall also to take into account the outputs, results and recommendations, including the guidelines and manuals, that refers to road infrastructure safety, from the work on, but it is not limited to, the following national/regional projects:

* “Technical Assistance for establishing an executive body for road safety in North Macedonia”, funded by the European Union, Project Identification No. EuropeAid/138778/DH/SER/multi;
* “Technical Assistance to Connectivity in the Western Balkans (CONNECTA), funded by the European Union”, Project Identification No. EuropeAid/137850/IH/SER/multi;
* “Preparation of Study and Action plan for improvement of road safety along SEETO Comprehensive Network”, funded by the European Union, Project Identification No. EuropeAid/132633/C/SER/multi;
* “International road safety advisor to provide technical assistance to Public enterprise of state roads”, WB Loan No. 8420 – MK, Project Identification No. P148/023.

The Consultant shall also consider the outputs, results and recommendations from other road safety related technical assistance provided within the LRCP.

During the site visits that should be performed for purpose of RSA, the Consultant will face with numerous road safety issues on local road network within municipalities, which should be elaborated in the Guidelines.

The Guidelines shall address the road safety problems and issues related to inappropriate planning, design, construction and design of local roads and streets. The guidance shall include catalogue of planning/design/construction/maintenance safety problems and potential countermeasures. For each topic, at least two case studies shall be included. The guidance shall also include examples of good and bad practices and typical gaps/deficiencies as well. The concept “Sustainable safety” which is based on the safety principle “man as the reference standard” and means that infrastructure is adapted to limitations of human capacity through proper road design, should be applied. The list of references shall be included to the guidance as an appendix.

The guidelines shall be prepared in a way that additional scenarios can be included without re-publication of the full guidelines i.e. using a numbering/referencing system that can allow additional parts to be inserted. All standard layout drawings shall show dimensions, and be prepared in color with a clear legend and also a clear referencing system. Also, all drawings shall be presented in a way that they can be clear and legible on A4 page. In terms of pages the guidelines shall be 300 – 400 pages including figures, drawings and appendix. At least two revisions to the draft guidelines are to be expected, including possible amendments.

### Deliverables

#### Requirements for deliverables

The following deliverables shall be provided as result of the task 2:

* Deliverable 2.1: Report of preparation of Guidelines for Local Road Infrastructure Safety Management
* Deliverable 2.2: Guidelines for Local Road Infrastructure Safety Management in form of publication

#### Submission and approval of deliverables

The Report of preparation of Guidelines for Local Road Infrastructure Safety Management and the Guidelines for Local Road Infrastructure Safety Management in form of publication shall be prepared in Macedonian and English language and it shall consist of а hard copy and an electronic copy in editable unprotected format and PDF format. The deliverables shall be submitted to the Client, with cover letter that contains the basic data about the Consultant, the contract and the deliverable that is subject of delivery.

The Report of preparation of Guidelines for Local Road Infrastructure Safety Management shall be delivered in 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copies in English language;

The Guidelines for Local Road Infrastructure Safety Management in form of publication shall be delivered in 100 (one hundred) hard copies and electronic copy in Macedonian language and 20 (twenty) hard copies and electronic copy in English language;

The Report of preparation of Guidelines for Local Road Infrastructure Safety Management shall be submitted to the Client in draft version within 15 days following the date of the completion of the task.

The Client, shall provide comments (if any) on the draft version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management within 15 days upon receipt. Within 15 days of receiving comments from the Client, the Consultant shall submit the final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management. If no written comments are received from the Client within 15 days upon the receipt, the draft version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management will be considered as agreed by the Client and the Consultant shall submit the final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management.

The final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management has to be approved by the Client within 10 days upon receipt. The Client has right to reject the final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management. If the final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management is rejected, the Consultant has to revise the final version of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management accordingly and resubmit the revised final version of Report of preparation of Guidelines for Local Road Infrastructure Safety Management within 5 days of receiving letter of rejection from the Client.

The Guidelines for Local Road Infrastructure Safety Management in form of publication shall be submitted to the Client within 30 days from the date of the approval of the Report of preparation of Guidelines for Local Road Infrastructure Safety Management.

## Task 3: Training on Local Road Infrastructure Safety Management (LRISM) for municipal staff

### Requirements

Within this task, the Consultant shall provide training to the municipal staff, for Local Road Infrastructure Safety Management. This training shall cover at least, but it is not limited to the following topics:

* Road safety basics;
* Safe system approach;
* Road safety principles and best practices of safe road design related to road function, cross section, alignment, intersections, public and private services, service and rest areas, public transport, vulnerable road user needs, traffic signing, marking and lighting, roadside features and passive safety installations, temporary road works etc.;
* EU directive for Road infrastructure safety management including procedures for Road safety audit (RSA), Road safety Inspection (RSI) and Road black spot management (BSM);
* Operationalization of the results from the procedures for Road safety audit (RSA), Road safety Inspection (RSI) and Road black spot management (BSM);
* Procurement and contract management of road safety management procedures for Road safety audit (RSA), Road safety Inspection (RSI) and Road black spot management (BSM);
* Basics of economic assessment including: traffic accidents costs, accident savings, cost-benefit analysis, prioritization etc.

The consultant shall prepare training concept including detailed training plan that should be based, but it is no limited on, PIARC (World Road Association) documents and the international best practices. The training concept including the detailed training plan and all training material shall be approved by the Client prior to delivering of the training.

The training is expected to last at least five days and due to the COVID-19 pandemic the Consultant shall demonstrate the possibility to organize online training. It is expected at least 80 delegates to attend the training (at least 1 delegate from each municipality). The Consultant shall provide delegates with training material in electronic form including hand-outs, manuals, and other relevant material prior to conducting the training.

The Consultant shall fulfill the following specific requirements:

* Preparation of the training:
  + preparing a training concept and including detailed training plan,
  + preparing a request for expressions of interest for training,
  + establishing of criteria for selection of trainees,
  + selection of trainees,
  + preparation of training material in English and Macedonian language,
  + providing trainees with training material in electronic version,
  + providing suitable application for online training that enable feature for simultaneous translation of the lectures,
  + providing appropriate equipment for online lecturing.
* Undertaking of the training:
  + undertaking training according approved training concept and detailed training plan,
  + recording of the training (audio and video),
  + issuing certificates of attendance.

### Deliverables

#### Requirements for deliverables

As result of the task 3, the consultant shall provide Deliverable 3: Report of completed training to the municipal staff that summaries all carried out activities prior and during the conducting the training. The Report of completed training to the municipal staff should contain, but it is not limited to, the following main elements:

* cover page,
* control sheet,
* table of contents,
* executive summary,
* brief introduction,
* description of training concept and detailed training plan,
* engaged resources for providing of training,
* conducting of training and evaluation by trainees,
* proposals for future trainings and improvements,
* conclusions and lessons learned,
* appendices.

The training material including digital photos, video and audio recordings etc., the Consultant shall deliver together with the Report of completed training to the municipal staff.

#### Submission and approval of deliverables

The Report of completed training to the municipal staff shall be prepared in Macedonian and English language and it shall consist of а hard copy and an electronic copy in editable unprotected format and PDF format. The deliverable shall be submitted to the Client, with cover letter that contains the basic data about the Consultant, the contract and the deliverable that is subject of delivery.

The Report of completed training to the municipal staff shall be delivered in 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copy in English language;

The Report of completed training to the municipal staff shall be submitted to the Client in draft version within 30 days from the date of the completion of the task.

The Client, shall provide comments (if any) on the draft version of the Report of completed training to the municipal staff within 15 days upon receipt. Within 15 days of receiving comments from the Client, the Consultant shall submit the final version of the Report of completed training to the municipal staff. If no written comments are received from the Client within 15 days upon the receipt, the draft version of the Report of completed training to the municipal staff will be considered as agreed by the Client and the Consultant shall submit the final version of the Report of completed training to the municipal staff.

The final version of the Report of completed training to the municipal staff have to be approved by the Client within 10 days upon receipt. The Client has right to reject the final version of the Report of completed training to the municipal staff. If the final version of the Report of completed training to the municipal staff is rejected, the Consultant has to revise the final version of the Report of completed training to the municipal staff accordingly and resubmit the revised final version of the Report of completed training to the municipal staff within 5 days of receiving letter of rejection from the Client.

## Task 4: improvement of children`s traffic safety.

### Requirements

Within this task, the Consultant shall carry out activities related to improvement of children`s traffic safety near 10 selected primary schools. The primary schools shall be selected by the Consultant based, but it is not limited on: (a) school size, (b) proximity to improved roads and streets, (c) children`s road safety, (d) average traffic speed near the school, and (e) equal gender distribution between boys and girls. The Consultant shall propose methodology and to prepare request for expressions of interest including the criteria for selection of 10 primary schools. The proposed methodology including the selection criteria shall be approved by the Client during the Inception phase. The Client will support the Consultant in approaching the schools and getting necessary access to data, employees, and site.

Within this task, Consultant shall perform the following specific activities:

* Analysis of children`s road safety on school routes and in school zones with background maps and recommendations for unifying the marking and traffic management on routes to school and school zones;
* Design, conducting and evaluation of a 2 Children`s safety awareness campaign related to safe routes to school and children`s traffic safety, including producing and providing of the following dissemination material for each campaign: 2000 (two thousand) brochures, 150 (one hundred and fifty) posters, and 1 (one) video;
* Propose an innovative way of using IT potentials to raise road safety awareness, including IT driven approach for road safety awareness and continuous and individualized learning;
* Evaluation of the pupils’, teacher`s and parents’ knowledge related to children`s road safety and including the basic rules for safe trip to schools (before and after analysis);
* Review of available traffic safety books for children in usage and, if necessary, prepare proposal for improvements of existing ones and for teaching materials that should be used (stand-alone Technical Report);
* Preparation of information packages for parents’ education and improving their traffic safety knowledge;
* Preparation of proposals for polygon for children`s traffic safety in the school yards (where there is a spatial possibility) according to the regulations of the FIA (International Automobile Federation);
* Providing an online learning platform for individual training of teachers (all grades) for improving their knowledge related to traffic safety and preparation of all necessary training materials.

The consultant will get the dedicated tab at the project website which the Consultant shell use for dissemination, promotion and presentation of the activities and publishing the results related to this task. The Consultant will get access rights to maintain that page of the Project website.

All prepared material shall be based on best international practice, taking into account the Ministry of Education and Science`s official curriculum related to traffic safety for primary schools and the available traffic safety children's books in usage.

All materials related to activities should be approved by the Client, before undertaking of the specific activity. The Client will support the Consultant in coordinating the activities with the Local sectors of Interior, local road safety bodies (if such exists) and municipalities in order to avoid overlapping of activities and to enable evaluation without influence of another programs.

### Deliverables

#### Requirements for deliverables

The following deliverables shall be provided as result of the task 4:

* Deliverable 4.1: Report of analysis of children`s road safety on routes to school and in school zones and proposing the unified way to approach marking and managing the road safety on routes to schools and in school zones.
* Deliverable 4.2: Report of design, conducting and evaluation of a Children`s safety awareness campaign, situational testing, and results of utilization of IT solutions.
* Deliverable 4.3: Report on proposed road safety curriculum for children and populating online learning platform for individual training of the teachers
* Deliverable 4.4: Final Report of improvement of children`s traffic safety.

The final Report of improvement of children`s traffic safety shall summarize all carried out activities related to task 4 including a detailed but concise analysis of achieved results in improving of knowledge related to children` traffic safety.

#### Submission and approval of deliverables

All deliverables as result of the task 4, shall be prepared in Macedonian and English language and they shall consist of а hard copy and an electronic copy in editable unprotected format and PDF format. The deliverables shall be submitted to the Client, with cover letter that contains the basic data about the Consultant, the contract and the deliverable that is subject of delivery.

All deliverables as result of the task 4, shall be delivered in 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copy in English language;

The deliverables shall be submitted as follows:

* Deliverables 4.1, 4.2 and 4.3 in draft version, shall be submitted to the Client within 15 days from the date of the completion of the task.
* The Final Report in draft version shall be submitted to the Client within 30 days from the date of the approving of the Deliverables 4.1, 4.2, and 4.3.

The Client, shall provide comments (if any) on the draft version of the deliverables within 15 days upon receipt. Within 15 days of receiving comments from the Client, the Consultant shall submit the final version of the deliverables. If no written comments are received from the Client within 15 days upon the receipt, the draft version of the deliverables will be considered as agreed by the Client and the Consultant shall submit the final version of the deliverables.

The final version of the deliverable has to be approved by the Client within 10 days upon receipt. The Client has right to reject the final version of the deliverables. If the final version of the deliverable is rejected, the Consultant has to revise the final version of the deliverable accordingly and resubmit the revised final version of the deliverable within 15 days of receiving letter of rejection from the Client.

# Location and duration of the assignment

## Location

The assignment will be implemented in North Macedonia. All of the consultant’s activities should be implemented in North Macedonia. In exceptional cases and given COVID-19 pandemic, the Client may approve working days out of North Macedonia, based on duly substantiated written justifications.

## Duration of implementation services and payment schedule

The indicative duration of implementation services is 24 months from the commencement/contract date. The assignment will be organized over a total duration of the implementation of services, as it is specified in Table 4.1. The payment related to the implementation of the assignment will be made according as it is specified in the Table 4.1.

Table 4.1. Organization of the assignment within the period of implementation and payment schedule

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Assignment phase** | **Task** | **Starting date** | **Indicative task duration** | **Deadline for submission of the reports (from contract signing)** | **Payment schedule** |
| Inception phase | Preparation of inception report | Contract/ Commencement date | 30 days | 30 days | 10% |
| Implementation phase | Task 1: Conducting Road Safety Audit (RSA) of selected local road infrastructure projects within LRCP | After approval of the report for conducting of the training on Local Road Infrastructure Safety Management to municipal staff | 18 months | 21 months | 35%  15% for RSA 1 group;  15% for RSA 2 group; and  5% for the final report of the conducted RSA. |
| Task 2: Preparation of Guidelines for Local Road Infrastructure Safety Management (LRISM) | After approval of the report for conducting of the training on Local Road Infrastructure Safety Management to municipal staff | 6 months | 10 months | 20% |
| Task 3: Providing training on Local Road Infrastructure Safety Management (LRISM) for municipal staff | After approval of the Inception report | 2 months | 3 months | 5% |
| Task 4: improving of the children`s traffic safety | After approval of the report for preparation of the Guidance for Local Road Infrastructure Safety Management | 6 months | 17 months | 20% |
| Completion phase | Preparation of final report | After approval of the final report for conducting of RSA but not later than 30 days before the end of the assignment | 30 days | 23 months | 10% |

It shall be considered that the Consultant has not complied with contracted obligations and shall not be entitled to payment in accordance with the contract conditions as long as the Consultant does not completely meet the above stated reporting requirements.

# Reports and project management

## Reporting requirements

The consultant shall prepare the following reports:

* Inception Report which defines the work plan;
* Quarterly Progress Reports which inform about the project progress; and
* Final Report which covers the overall project achievements.

The Inception Report is intended to provide opinions as to whether or not the actual situation, in relation to the contract, is as described in the Terms of Reference, to describe the implementation approach to the contract, if it differs from that of his original technical proposal, to present the proposed work schedule and the planned resource mobilization and to inform about any other issues that should be identified at the earliest stages of the contract, in order to minimize any potential delays or problems during the implementation phase. The Inception Report should contain, but is not limited to, the following main elements:

* Project synopsis;
* Executive summary;
* Activities implemented (in the inception period);
* Assessment of the project start situation;
* Project Objectives, results, assumptions and risks;
* Planned activities and outputs (overall project duration and first reporting period);
* Communication and Visibility Plan;
* Project management;
* Mobilization of experts;
* Annexes.

The Quarterly Progress Reports are intended to assesses and inform about the project progress in implementation of activities, delivery of outputs and results and to plan the activities for the next reporting period. The Quarterly Progress Reports should contain, but is not limited to, the following main elements:

* Project synopsis;
* Executive summary;
* Summary of progress since the project start;
* Project progress in the reporting period;
* Detailed description of communication activities;
* Summary of project planning for the remainder of the project;
* Project planning for the next reporting period;
* Annexes, project findings, recommendations;

The Final Report is intended to present all carried out activities during the whole project period and to include an overall assessment of the achievement of project objectives. The report should reply to every requirement set in the Terms of Reference reflecting all activities carried out and results achieved etc. The Final Report should contain, but is not limited to, the following main elements:

* Project synopsis;
* Executive summary;
* Summary of progress since the project start;
* Project progress in the reporting period;
* Overall assessment of the performance of the project;
* Evaluation of communication activities;
* Lessons Learned;
* Annexes - outputs of the project.

## Submission and approval of reports

The reports shall be prepared in Macedonian and English language and it shall consist of а hard copy and an electronic copy in editable unprotected format and PDF format. The reports shall be submitted to the Client with cover letter that contains the basic data about the Consultant, the contract and the report that is subject of delivery. The report shall be delivered in 2 (two) hard copies and electronic copy in Macedonian language and 2 (two) hard copies and electronic copy in English language;

The reports shall be submitted in draft version as follows:

* Inception Report shall be submitted within 30 days following the assignment start.
* Quarterly Progress Report shall be submitted within 10 days following the end of each quarter period.
* Final Report shall be submitted no later than 30 days before the end of the assignment.

The Client, shall provide comments (if any) on the draft version of the reports within 15 days upon receipt. Within 15 days of receiving comments from the Client, the consultant shall submit the final version of the reports. If no written comments are received from the Client within 15 days upon the receipt, the draft version of the reports will be considered as agreed by the Client and the Consultant shall submit the final version of the reports.

The final version of the report has to be approved by the Client within 10 days upon receipt. The Client has right to reject the final version of the report. If the final version of the report is rejected, the Consultant has to revise the report accordingly and resubmit the revised final version of the report within 5 days of receiving letter of rejection from the Client.

## Project management

The Consultant shall ensure proper project management including organising of the meetings, preparing and circulating the agenda, writing and distributing the minutes, and follow-up/implementing the client decisions etc. The date of the meetings, the agenda and the necessary documents shall be set and circulated among the interested parties tentatively with a reasonable time in advance. The Client will provide support to the Consultant to reach out to relevant stakeholders and ensuring their participation. The Consultant has to keep all documents in a file as project documentation. These tasks shall be performed in co-ordination with the Client. Copyright on all deliverables and reports and other material prepared under this contract shall remain within the Client.

# Company profile and expertise required

## Requirements for the consultant company

For the purpose of the assignment a team of experts with relevant experience and qualifications in their subject area as indicted further below shall be engaged. The Consultant firm may associate with other Consultant firm (s) in the form of a joint venture or of a sub-consultancy to complement their respective areas of expertise, strengthen the technical responsiveness of their proposal, and avail themselves to a broader pool of experts.

The qualification requirements of the Consultant firm are summarized as follows. The Consultant shall be a firm or a group of firms with the following qualifications:

* Proven general experience and verifiable track-record working on providing Consultancy - Technical assistance in the area of transport policy advice in Western Balkan countries within the past ten (10) years;
* Proven specific expertise in assignment of similar\* nature and scope, at least three (3) project references successfully completed within the last ten (10) years in Europe;
* Proven similar\*\* experience in the past ten (10) years in developing training materials and conducting training in the subject area;

The credibility of mentioned generalexperience shall be presented in a list of project references for provided Consultancy - Technical assistance within the past ten (10) years and accompanied by certificates of orderly fulfilment of the contracts verified by other party from such contracts. The credibility of mentioned specific experience shall be presented in a list of at least three (3) similar\* project references within last ten (10) years with description of services provided (including information on contract value, contracting entity/client, project location/country, duration, assignment budget, percentage carried out by consultant in case of association of firms or subcontracting and main activities) and accompanied by certificates of orderly fulfilment of the contracts verified by other party from such contracts.

\*Similar nature and scope of the assignments are those that have similar tasks and objectives (e.g., at least 1 reference to RSA and road safety awarness campaign).

\*\*Similar experience in developing training materials and conducting training in the subject area means provided road safety related trainigs to at least 50 particpants.

The Consultant shall have the organizational capacity (it is expected that the Consultant shall have at least below listed key experts for performing activities under this assignment) and available appropriate skills among staff. The consulting team assembled to implement the project should be composed of experts with strong knowledge as per the below requirements.

## Requirements for the consultant`s staff

The Consultant shall provide adequate staff in terms of expertise and time allocation, as well as the equipment needed to complete the activities required under the scope of work and to finally achieve the objectives of the project in terms of time, costs and quality.

The numbers and person-months for all staff shall be included in the technical proposal and the costs in respect of these personnel are to be included in the financial proposal.

The Consultant is encouraged to use local expertise, as appropriate. The Consultant shall also provide adequate administrative staff (secretary, translators, drivers etc.) needed to support the expert team.

### Key experts

A Team Leader and four (4) Key experts from which one will be Deputy TL are foreseen to carry out the assignment throughout the life of the Contract. The minimum required qualification and experience of these key experts is presented in Table 6.1.

Table 6.1. Consultant Team qualification and experience

| **S.#** | **Expert** | **Qualification and Skills** | **Professional Experience** |
| --- | --- | --- | --- |
| 1 | **KE1**  Team Leader / Road  Safety  Expert | University degree in Traffic / Transport Engineering or equivalent  Post-graduate degree in the relevant field related to the scope of the assignment is an advantage. | **General experience:**   * minimum fifteen (15) years of proven professional working experience in providing consultancy/technical assistance;   **Specific experience:**   * at least ten (10) years of proven working experience in road safety; * at least two (2) projects of similar nature and scope in a position of Team Leader in the previous 5 years; * experience in performing of RSI/RSA trainings; * experience related to road safety awareness campaigns;   **Language:**   * Good command of spoken and written English language is required; * Knowledge of Macedonian language will be considered an asset; |
| 2 | **KE2**  Deputy team leader/ Road  Safety  Auditor | University degree in Traffic / Transport engineering /Civil engineering or equivalent  Certified (with License issued by recognized institution) Road Safety Auditor  Post-graduate degree in the relevant field related to the scope of the assignment is an advantage. | **General experience:**   * minimum ten (15) years of working experience in traffic engineering / transport engineering /civil engineering;   **Specific experience:**   * at least ten (10) years of proven working experience in road safety; * at least three (3) projects of RSA in the previous 10 years where at least one (1) project s. in a position of Deputy Team Leader or higher; * experience in designing of RSA measures;   **Language:**   * Good command of spoken and written English language is required; * Knowledge of Macedonian language will be considered an asset; |
| 3 | **KE3**  Road Safety management Specialist | University degree in Traffic / Transport engineering / Civil engineering or equivalent  Post-graduate degree in the relevant field related to the scope of the assignment is an advantage. | **General experience:**   * minimum ten (10) years of working experience in traffic engineering / transport engineering /civil engineering;   **Specific experience:**   * at least seven (7) years of working experience in road safety management; * at least two (2) projects related to drafting of Road Safety Management guidelines in the previous 10 years;   **Language:**   * Good command of spoken and written English language is required; * Knowledge of Macedonian language will be considered an asset; |
| 4 | **KE4**  Road Safety Training Specialist | University degree in  Traffic / Transport engineering / Civil engineering or educational science  Post-graduate degree in the relevant field related to the scope of the assignment is an advantage. | **General experience:**   * minimum ten (10) years of working experience in conceptualizing and delivering targeted trainings;   **Specific experience:**   * at least three (3) projects related to performing of trainings for more than 50 people; * at least one (1) project of similar nature (training of public officials) and in a similar position;   **Language:**   * Good command of spoken and written English language is required; * Knowledge of Macedonian language will be considered an asset; * Delivering of trainings in the field of road safety would be considered as an asset |
| 5 | **KE5**  Road Safety Awareness Campaigns Specialist | University degree in  Traffic / Transport engineering or public communication or equivalent  Post-graduate degree in the field related to the scope of the assignment is an advantage | **General experience:**   * minimum ten (10) years of working experience in the area of road safety;   **Specific experience:**   * at least three (3) projects related to performing of Road Safety Awareness Campaigns in the previous 10 years where at least one (1) project in a position of Road Safety Awareness Campaigns Specialist or similar;   **Language:**   * Good command of spoken and written English language is required; * Knowledge of Macedonian language will be considered an asset; |

The Consultant shall submit for the approval of the Client, the curriculum vitae of key experts along with certified copies of their academic qualifications and professional registration.

The key staff specified in the Proposal cannot be replaced, except in cases and under conditions clearly stated in General and Special conditions of the contract.

Key experts are expected to be present all the time at the base of operations, while home base work is acceptable for the tasks that does not require direct communication with the beneficiaries given the overall pandemic situation. All experts who have a crucial role in implementing the Contract are referred to as key experts. The minimum expected staff inputs are summarized in Table 6.2.

Table 6.2. Minimum expected staff working months

|  |  |  |
| --- | --- | --- |
| **KE** | **Key Experts** | **Working Months** |
| KE 1 | Team Leader/ Road Safety Expert | 20 |
| KE 2 | Deputy team leader/Road Safety Auditor | 18 |
| KE 3 | Road Safety Management Specialist | 8 |
| KE 4 | Road Safety training specialist | 4 |
| KE 5 | Road Safety Campaigns Specialist | 6 |
|  | **Total Key Experts (KE)** | **56** |

### Non-key experts

In addition to the key staff, the Consultant shall provide a sufficient number of other non – key expert staff with necessary expertise and logistical resources required to perform the assignment promptly. A list of other staff engaged on the contract with description of assignments and responsibilities with periods of engagement shall be a composing element of the Consultant’s work plan.

CVs for non-key experts are not examined prior to the signature of the Contract and should not be included in the technical proposals.

The Consultant shall mobilize the experts as required according to the profiles identified in the Organization & Methodology and these Terms of Reference. They must indicate clearly which profile they have so it is clear which fee rate in the budget breakdown will apply. All experts must be independent and free from conflicts of interest in the responsibilities accorded to them.

The mobilization of non-key experts shall be transparent, and shall be based on pre-defined criteria, including professional qualifications, language skills and work experience and shall be subject to approval by the Client.

The number and type of experts to be mobilized will be agreed between the Client and the Consultant as the need arises. For estimating purposes, a number of individual expert visits and a global number of man-months are to be shown in the proposal and the Consultant should also enter a man-month rate.

The Client's agreement to a proposed expert shall be obtained prior to his coming/her coming in North Macedonia based on a curriculum vitae supplied by the Consultant. Other experts may only be mobilized upon the written consent of the Client and must provide mission reports prior to their demobilization.

Note that the civil servants and other staff of the public administration, MoTC and municipalities cannot be recruited as experts. The minimum required qualification and experience of the non-key experts and differentiation between senior and junior is defined below:

**NON-KEY SENIOR EXPERTS**

Qualifications and skills:

* University degree or equivalent in a disciple relevant to their role in the assignment;

General professional experience:

* Minimum 7 years of professional working experience is required;

Specific professional experience:

* Minimum 5 years of experience relevant to their role in the assignment.
* Experience in minimum 3 projects of similar nature and complexity relevant to their role in the assignment;

Language

* Good command of spoken and written Macedonian language is required;
* Knowledge of English language will be considered an asset;
* Good computer skills are required;

**NON-KEY JUNIOR EXPERTS**

Qualifications and skills:

* University degree or equivalent in a discipline relevant to their role in the assignment;

General professional experience:

* Minimum 5 years of professional working experience is required;

Specific professional experience:

* Minimum 3 years of experience relevant to their role in the assignment;
* Experience in minimum 2 projects of similar nature and complexity relevant to their role in the assignment;

Language

* Good command of spoken and written Macedonian language is required;
* Knowledge of English language will be considered an asset;
* Good computer skills are required;

# Law and language

For implementation of contracts under the Project, laws of the Republic of North Macedonia shall apply (unless in case of conflict with provisions of the loan agreements and relevant guidelines in which case provisions of those shall prevail).

Within execution of the Services, the Consultant with comply with all requirements referred to by the loan agreements, project agreements and relevant guidelines, rulebooks and manuals in addition to appliance of relevant domestic regulations.

Official language of the contract is English. However, the Consultant shall maintain written and oral correspondence with the relevant institutions including municipalities and other stakeholders in Macedonian language. The communication at the meetings with the relevant institutions including the municipalities and other stakeholders should be conducted with simultaneous translation in Macedonian language and vice versa. The Consultant shall be obliged to provide all translations into English and Macedonian respectively.

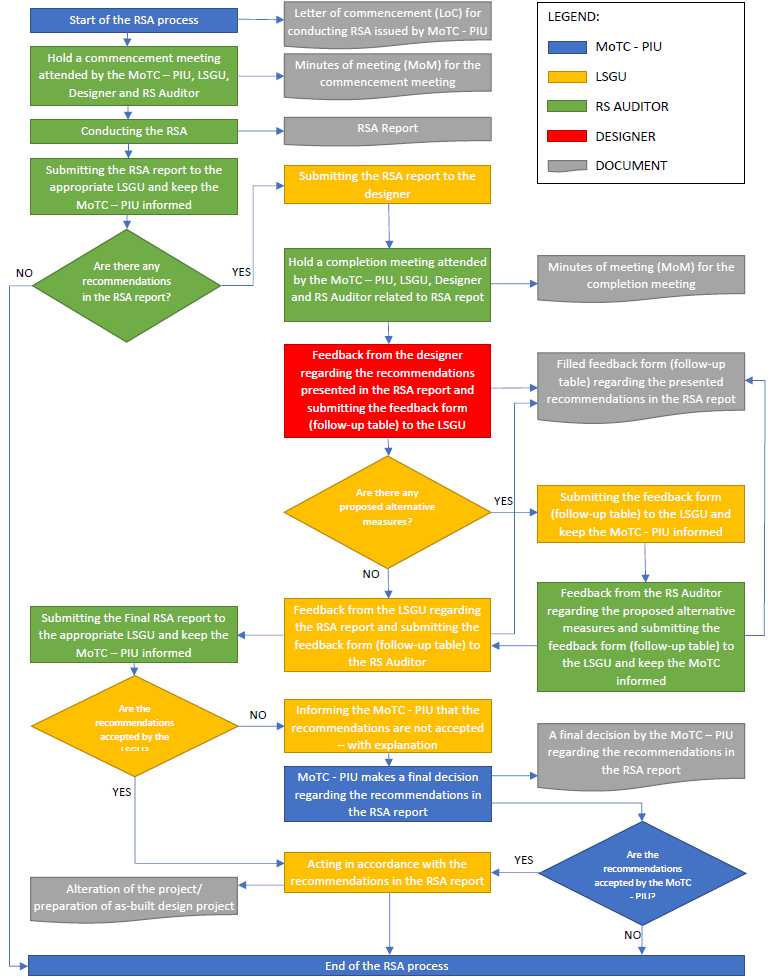
# Monitoring and evaluation

Suitable and objectively quantifiable indicators shall be proposed in the technical offer of the Consultant, which will be reviewed during the Inception phase and confirmed by the Client as part of the process of approval of the Inception Report.

Indicators to be proposed in the offer shall be based on required outputs and may take the nature of: descriptive indicators; performance indicators; qualitative indicators; quantitative indicators etc.

# Annexes

## Annex I: Description of RSA process within the LRCP



## Annex II: List of road infrastructure projects under ongoing implementation

| **No** | **Municipality** | **Road infrastructure project** | **Length (m)** |
| --- | --- | --- | --- |
| 1 | Karposh | Reconstruction of Local Street: Pariska - Karpos | 406.3 |
| 2 | Kisela Voda | Reconstruction of Local Street: Zivko Firfov | 876.0 |
| 3 | Ilinden | Access Road – Street no.532 from km 0+000 to km 1+888,82 - Ilinden | 1888.8 |
| 4 | Gjorche Petrov | Local Street Kuzman Shapkarev - Gjorce Petrov | 349.4 |
| 5 | Gjorche Petrov | Local Street Anton Keckarov - Gjorce Petrov | 440.4 |
| 6 | Tetovo | Reconstruction of Local Street: Goce Delcev - Tetovo | 732.0 |
| 7 | Tetovo | Reconstruction of Local Street: Goce Stojcevski - Tetovo | 294.0 |
| 8 | Vrapchiste | Construction of Local Road to village of Zubovce | 2117.0 |
| 9 | Kochani | Rehabilitation of the left carriage way of the 4-lane street Todosija Paunov | 955.4 |
| 10 | Kratovo | Reconstruction of Local Street: Access Road to Health-Emergency Centre in Kratovo | 481.8 |
| 11 | Berovo | Reconstruction of streets in village Dvoriste | 2906.2 |
| 12 | Radovish | Construction of Local Road: Prnalija-Supurge | 2902.0 |
| 13 | Demir Hisar | Reconstruction of local road from R29371 to Sloeshtica | 2288.9 |
| 14 | Makedonski Brod | Local Street from the river Treska to the City Cementery | 1200.0 |
| 15 | Prilep | Reconstruction of part of the street Mice Kozar | 276.0 |
| 16 | Kavadarci | Reconstruction of street Ilindenska | 612.0 |
| 17 | Kavadarci | Reconstruction of street Pionerska | 436.7 |
| 18 | Kavadarci | Reconstruction of street Brakja Dzunovi | 571.0 |
| 19 | Negotino | Reconstruction of street Antiigona to D Mircev | 1190.0 |
| 20 | Negotino | Reconstruction of street Edvard Kardelj | 560.0 |
| 21 | Bogdanci | Reconstruction of street Mirce Gjockov | 158.7 |
| 22 | Bogdanci | Reconstruction of street Mirka Ginova | 135.8 |
| 23 | Bogdanci | Reconstruction of street Koco Racin | 260.0 |
| 24 | Bogdanci | Reconstruction of street Gjurov Dol | 271.7 |
| 25 | Bogdanci | Reconstruction of street Brakja Miladinovi | 254.4 |
| 26 | Bogdanci | Reconstruction of street 10 Oktomvri | 164.6 |
| 27 | Konche | Reconstruction of local road D.Lipovik - G Lipovik | 894.1 |
| 28 | Kriva Palanka | Reconstruction of access local road to the new Sity Cementary | 827.0 |
| 29 | Makedonska Kamenica | Reconstruction of local road to village Todorovci - Albansko maalo | 1499.6 |
| 30 | Makedonska Kamenica | Reconstruction of local road to village Cera, section from Krapevska maala to Stipcarska maala and branch to maalski Grobishta | 2409.1 |
| 31 | Delchevo | Reconstruction of lokal street Orce Nikolov and street Skopska | 750.0 |
| 32 | Delchevo | Reconstruction of part of lokal street Delcevo - Trabotivishte L-1 | 5300.0 |
| 33 | Delchevo | Reconstruction of part of lokal street Ostrec | 74.0 |
| 34 | Bogdanci | Reconstruction of street Krushevska | 1318.0 |
| 35 | Gevgelija | Reconstruction of part local street Metodija Andonov Cento in v. Mrzenci | 839.0 |
| 36 | Demir Kapija | Reconstruction of lokal street 11 Oktomvri | 158.1 |
| 37 | Demir Kapija | Reconstruction of lokal street 8mi Mart | 143.4 |
| 38 | Demir Kapija | Reconstruction of lokal street Goce Delcev | 213.7 |
| 39 | Demir Kapija | Reconstruction of lokal street Marshal Tito | 195.9 |
| 40 | Negotino | Reconstruction of street JNA | 765.0 |
| 41 | Kavadarci | Reconstruction of street Disanska | 324.9 |
| 42 | Kavadarci | Reconstruction of street Zapaden Bulevar | 609.0 |
| 43 | Krivogashtani | Reconstruction of part of Street 4 and street 14, v.Krusheani | 341.9 |
| 44 | Krushevo | Reconstruction of local street Pitu Guli | 236.3 |
| 45 | Ohrid | Reconstruction of local street Makedonski Prosvetiteli | 420.0 |
| 46 | Debarca | Reconstruction of local road from v. Zlesti to v. Belcista /section1 and 2 | 2121.0 |
| 47 | Kochani | Reconstruction of lokal street Goso Vikentiev | 243.0 |
| 48 | Kochani | Reconstruction of Local Street Rade Kratovce | 543.0 |
| 49 | Shtip | Reconstruction of lokal street Pance Karagozov | 407.0 |
| 50 | Shtip | Reconstraction of crossroad between street Sremski front and street Boris Krajger | 530.0 |
| 51 | Vasilevo | Reconstruction of local road Novo Vladevci - Staro Vladevci | 1741.0 |
| 52 | Vasilevo | Reconstruction of local street in v. Gradosorci | 432.0 |
| 53 | Vasilevo | Reconstruction of local street in Vasilevo along the water channel | 420.0 |
| 54 | Konche | Reconstruction of local road Gabrevci | 129.0 |
| 55 | Cheshinovo I Obleshevo | Reconstruction of local street Hristijan Todorovski | 550.0 |
| 56 | Shuto Orizari | Reconstruction of local street Ce Gevara | 589.0 |
| 57 | Shuto Orizari | Reconstruction of local street Novoproektirana | 365.0 |
| 58 | Grad Skopje | Reconstruction of boulevard Kiro Gligorov to the overpass to Boulevard Aleksandar Makedonski, phase 1 | 730.1 |
| 59 | Mavrovo I Rostusha | Reconstruction of local road Mavrovi Anovi-Vrben | 7260.1 |
| 60 | Kichevo | Reconstruction of local street Boris Kidric | 830.0 |
| 61 | Kichevo | Reconstruction of local street Uzicka Republika | 1350.0 |
| 62 | Kichevo | Reconstruction of local road from v. Greshnica - v. Dlapkin Dol | 830.0 |
|  |  | **Total length (m)** | **59118.1** |
|  |  | **Average length per project (m)** | **953.5** |