

**IPA II Sectoral Monitoring Committee on**

**Transport and Environment and Climate Change**

**Seventh Meeting**

**(13.05.2022, Friday, 10:00 hrs, via Webex)**

**Minutes**

The representative of the NIPAC Office, Secretariat for European Affairs (SEA)co-chaired the seventh online meeting of the IPA II Sectoral Monitoring Committee on Transport and Environment and Climate Change. She welcomed the representatives of EUD, Embassies of EU Member States, Line Ministries – Ministry of Transport and Communications (MoTC) and Ministry of Environment and Physical Planning (MoEPP), Public Enterprise for State Roads (PESR), CFCD, NAO/Management Structure, IPA Audit Authority and all of the present members. The Minutes of the previous, 6th Meeting of the SMC of 22 September 2021 and the Draft Agenda of the 7th Meeting of the SMC were adopted unanimously by all participants, without any comments.

The EU Ambassador to North Macedonia opened the SMC discussion with his introductory speech. He noted that the EUD is pleased that the EU Member States are invited to this SMC for the first time, which is an important step as they are all part of Team Europe (EU, EU Members States and their partners). The environment and transport sectors are of critical importance not only for the overarching goals on Climate Change and the numerous elements covered by the European Green Deal, but also for the connectivity agenda and for the recovery from the pandemic through the Economic Investment Plan. He added that currently as a result of the war in Ukraine, the issues particularly related to energy, and the transitions to green energies and greater autonomy from hydrocarbons provided via Russia, have really come onto the agenda in an enormous way. These sectors are also critically important for citizens, because they are about delivering very practical benefits to citizens across the border and the country. Also, these are the most fund-consuming sectors, which often comprise extremely complex projects which are difficult to manage. Unlike other sectors, the EU assistance in this area is fully implemented through indirect management. Hence, this is an important exercise in preparing the country’s capacity for the management of EU structural funds and puts the spotlight directly on Chapter 22. There are so many different activities caught by these: the question of energy efficient buildings, good quality roads which help to deal, amongst other things, with the energy consumption. But, at the same time, given that there is indirect management, it is enormously challenging and EU is unfortunately still facing consistent low pace of implementation, which is putting at risk the allocation of funds and related reforms in the country. In closing his remarks, the EU Ambassador underlined the importance of the timely implementation of the procurement plans and the strengthening of human capacities within the Ministries, which is a very complex task to deliver. Measures have been taken, but it is far from reaching an optimal situation. Significant improvements need to be seen to ensure the delivery of the projects and so that EU’s assistance reaches the targets and really manages to make a difference. All involved are interested in reaching a positive outcome but there are many challenges.

The representative of EUD provided a brief overview of the follow-up of the conclusions and recommendations of the previous SMC meeting. Based on information available only 6 conclusions out of 34 were implemented, 6 were partially implemented, and 22 conclusions remain as not implemented. The last SMC observations on the issue were almost identical. The implementation rate is extremely low and EUD needs to see some improvement in this regard. He added that the content of the conclusions and recommendations is more or less the same. They will be transferred as such to this SMC. But the implementation and monitoring of it needs to improve, including the chain of command and information flow from line Ministries towards SEA, so that one can take stock of the developments. In the environment sector, 1 out of 13 recommendations were implemented, 7 were not implemented and 5 were partially implemented. In the transport sector none of the agreed comments and recommendations were implemented. Hence, there are challenges for the Operating Structure in terms of the actions assigned to them.

The representative of the NIPAC Office noted that the NIPAC Office does not tend to bureaucratize the collection of data on the progress in the implementation of conclusions and recommendations. Still, there is a problem of collecting data with institutions not responding to their requests, and providing only partial information on developments. Hence, it is most important that the conclusions and recommendations are implemented.

The representative of NAO Management Structure, Ministry of Finance (MoF)briefed on the administrative capacity issues as follows:

* Ensuring optimal number of human resources in the IPA structures is one of the most critical issues influencing effective functioning of the management and control system. Though a lot of recruitments were undertaken in 2021, this problem still persists. A total of 154 employees are needed for the implementation of IPA II MAAP in Transport and Environment. Currently there are 124 staff employed, representing 81% occupancy rate of posts. Further strengthening of staff capacities is necessary.
* A high turnover of staff is evident again in 2022. Only in CFCD 8 employees left their position which is very critical. NAO/MS undertook several activities to overcome this problem affecting the whole IPA structure, not just CFCD. Furthermore, MoTC posts are filled with sufficient number of staff to implement the IPA programme, whereas further strengthening is required in the MoEPP. The situation should be revised in view of the further needs of the Ministries in relation to the implementation of IPA III programmes.
* He noted that the priority is to fill the following key managerial positions: one managerial position in the NAO/Management Structure, MoEPP and MoETC each, and two managerial positions and further strengthening of the management structure in CFCD. Further strengthening of the PIU, MoEPP is also necessary. This should be revised in view of the needs regarding implementation and setting of structures of IPA III.
* In June 2022, a new Workload Analysis (WLA) on staff capacities required for implementation of IPA II and in parallel IPA III should be prepared. A positive moment is the adopted Retention and Motivation Policy implemented within the Law on Execution of the Budget. This is still a temporary solution. Yet it is producing at least some results in terms of retaining the employees within the structure. In addition NAO/ MS has submitted letters to DG NEAR and DG AGRI presenting the problems identified with the analysis of staff capacities. The letters suggest initiating a dialogue to be considered under IPA III programmes and a financial component to be included within IPA III programmes which would complement this national solution on retention and motivation policy. This is a key aspect which must be enhanced in order to retain and motivate the existing experienced staff, and to also motivate new comers to engage in IPA structures.

The representatives of NAO Management Structure proceeded with an overview of implementation of the findings of audits and various verification missions and financial management:

* In 2021 Audit Report and Audit Opinion an unqualified opinion has been issued to NAO Management Structure. Good progress in implementation of audit recommendations is noted especially in the process of strengthening staff capacities in 2021, though the problem of optimal number of staff persists.
* The finding related to the signing of the operational agreement for the transport and railways sector noted also by the DG NEAR Audit Commission was overcome.
* NAO Management Structure has invested a lot of efforts to complete the activities by year end. As a result the rate of implementation of audit recommendations reached 36%, i.e. 15 out of 42 findings identified in the Audit Report were closed in 2021. The remaining open findings include: 8 findings in the human resources area, 2 findings related to changes of acts of systematization within CFCD and NIPAC Office, 14 findings regarding changes of internal manuals of procedures and 5 findings related to audit of operations and audit of accounts with respect to deadlines set in procurement plans and isolated specific issues, such as functionality of the management information system.
* In terms of financial management, 23% of the IPA allocations have been contracted i.e. EUR 50.9 million were contracted out of the allocated EUR 225 million. Under the transport sector, 27% of IPA allocations were contracted, out of which 13% were paid. Under the environment sector, 18% of IPA allocations were contracted, out of which 10% were paid. On average, for both sectors 12% of IPA allocations were paid of which EUR 14.6 million in the transport sector and 11.6 million in the environment sector. This is a very low implementation rate and NAO Management Structure agree with EUD that the risk of de-commitment for the next year is very real.

The representative of EUD provided the following overview of issues regarding implementation of IPA II Multi-annual Action Programme on the transport sector:

* Four contracts have been concluded out of 22 by the cut-off date of 5 May 2022. The contracted amount is EUR 32 million against the total of EUR 111 million which is a very low contracting rate.
* EUD continues to observe what they see as a lack of commitment, responsibility, ownership, national capacity, absorption capacity. There has been no progress which transfers into additional delays in the implementation of the 2014-2020 programme.
* For example both public enterprises still need to appoint IPA dedicated staff, a fact discussed in various monitoring committees, and listed as a conclusion from the last two monitoring committees. Like many other conclusions it has not been implemented, which showcases the lack of dedication and importance attributed to it.
* Some developments have been noted over the past few weeks with regard to the non-IPA funded sections of the Corridor 8 phases 1 and 2, one of the biggest projects pursued by the country. This should relieve some capacities to look into the IPA funded stretch – phase 3. This is a very important project with political, economic and social implications which is jeopardised as delays keep accumulating. There is quite a challenging structure set up. EUD is chipping in with grants from the national allocation, ILI allocation, plus the multi-country WBIF grant and the IFIs financing. He added that in the end it will have to lead to proper preparation of documents irrespective of where or how the financing is set up. A lot of issues have been encountered. He noted that the EUD called in for additional outside expertise of CONNECTA to look into the preparatory documents which revealed even more problems in the documents. All efforts should be focused on the finalization of the tender dossier as this project needs to be contracted as soon as possible in order to relieve significantly the de-commitment pressure. There are EUR 60 million from the national programme, for which there is a pressing timeline because of lack of progress within the years.

The representative of the Ministry of Transport and Communications (MoTC) provided the following update on the state of play regarding project implementation in the transport sector:

* The open issues include the capacity, delays, bad quality of the tender documentation and the long time required to produce it. The lack of ownership, not following the procurement plan and the delays in the submission of tender documents are also evident.
* With projects where MoTC is the final beneficiary some progress can be noted because most of them are in the process of evaluation e.g. multimodal node, evaluation of aviation strategy, and some other projects on horizontal issues.
* The rest of the important projects are implemented with a very low pace, which is the main problem. MoTC urged the colleagues from PESR and the Public Enterprise for Macedonian Railways Infrastructure (PEMRI) to take this as a final warning by MoTC and EUD.
* MoTC have had some cooperation in the meantime with the two public enterprises regarding the two major projects, Corridor 8 and the road Gradsko-Drenovo, but especially for the flagship Corridor 8 railway section from Kriva Palanka to the border with Bulgaria.
* There is a very slow progress in the delivery of tender documentation for Corridor 8. Initial documents for supervision tender were prepared, but they were returned by MoTC with comments in March with the feedback of PEMRI still pending. CONNECTA submitted different ISA reports and some technical reports still lacking a reply from PEMRI. The first report on ISA was submitted in February, while the first draft technical report was submitted on 14 March. Some remarks to the second report have been provided both by MoTC and PEMRI. The latest technical report submitted on 9 May is under consideration by MoTC in anticipation of the reply from PEMRI, same as for the first report and especially the second report. The main concern for everyone involved in this complex project is the latest report on the detailed design. MoTC are concerned with the number of remarks in the report on the discrepancies in the detailed design. It remains to be clarified with the CONNECTA experts, who are invited to see the detailed design drawings at the premises of PEMRI next week, if all of these remarks are applicable. If so, MoTC will have a huge problem in terms of redesigning. A meeting to clarify all open issues concerning this important project with the CONNECTA experts and IFIs will take place within ten days.
* As regards the Gradsko - Drenovo road section, MoTC received a letter from the contractor about the possible suspension of works due to the lack of timely response about the obligation orders, technical solutions for the slopes and most importantly the Addendum No.3. There were at least five MoTC interventions with PESR on the Addendum No.3 and their reply is expected by COB. Also CFCD, as a contracting authority, expect to receive an official reply from PESR on the matter.
* The Minister of Transport and Communications has been informed over the past several weeks and has probably taken some measures to overcome this situation with only 1 or 2 projects which are protracted (including Kumanovo-Stracin project) within the framework of the sectoral operation programme together with the supervising engineer. MoTC should speed up the pace and find a solution for these projects.
* The future amount for the Gradsko - Drenovo project which was requested officially by MoTC from the supervising engineer should be obtained. He has provided them with some amount for the next Annex. This is very important for the operating structure to be able to proceed with an information note for securing additional funds.
* A meeting was held on the 12 April 2022 among MoTC, EUD and all relevant stakeholders on reallocation of some of the funds for which two projects have been already identified by MoTC. Meanwhile, with EUD services, an evaluation of the programing of all projects set in all priority actions 1, 2 and 3, especially 2 and 3 was carried out.
* Due to the increase of funds for Gradsko- Drenovo project, MoTC considers that all funds allocated within the sector operational programme for transport within the Action No.2 - road transport infrastructure will be consumed by this project. This could result with a problem with the allocation for other projects as well.
* According to preliminary MoTC calculations, EUR 20 million have been over-programmed within Priority Action No.2, and there are some EUR 2 million that are not problematic when speaking about the third technical assistance. However there could be a problem with the second one. EUD informed last week of the possibility of a programme for sustainable and safe transport which comprises of allocation of some EUR 40-50 million. There are ongoing internal consultations with relevant sectors of MoTC and the two public enterprises in order for them to propose some additional projects for consideration.
* Due to the a/m over-programming, two of the projects on railways crossings and guardrails, will be probably transferred to either Action Fiche for IPA III and/or to the recently proposed programme for sustainable and safe transport. This is a good opportunity. However, there will be an increase in the national contribution i.e. national authorities should provide 60% if the project on guardrails is transferred, or 50% if the project on railway crossings is transferred. If it is not possible for some of the projects (especially of the 2nd and 3rd phase) to be included in 2023 Action Fiche they will be included in the safe and sustainable transport programme. Also some of the investment projects will be part of the future sector operational programme for transport 2024-2027. Following internal consultations with relevant sectors of MoTC, PESR and PEMRI a proposal will be submitted to the Ministry of Finance which will assess what is possible. Subsequently, a meeting with EUD will be organized.
* According to WLA of 2021 MoTC has 9 employees. However, MoTC was not informed at that point of the new restructuring process for IPA III, as a result of which both MoTC and MoEPP will be managing authority with increased obligations. The review of WLA in June will indicate more clearly whether the posts foreseen with 2021 WLA will be sufficient. MoTC is not certain that this will be the case, given the role of MoTC in the IPA II set-up, its new role as a managing authority in IPA III and the fact that some projects under IPA I (e.g. Gevgelija and Bitola-Kremenica) are not finalized in full. In short the same staff will work on IPA I, II and III and the new programme for sustainable and safe transport which is not feasible.

The representative of the Public Enterprise for State Roads (PESR) briefed the SMC on the functional analysis and current state of projects’ implementation as follows:

* The information to the Government on the project Prilep – Lenishka Reka was adopted with conclusions. There has been slight delay in the follow-up of the conclusions. PESR will submit by Wednesday next week the revised OIS. The tender procedure will be redrafted in parallel. The same applies to the supervision contract for which the tender dossier is to be re-submitted. They are in coordination with the designer of Phase 1 of the project in order to repackage it. A meeting was held with Bechtel-Enka Consortium working on Prilep-Bitola motorway and the designer for Lenishka Reka. Thereby the points of connection between the two projects were identified and the OIS was adopted accordingly.

The representative of Ministry of Environment and Physical Planning (MoEPP)provided the following feedback:

* As regards horizontal issues related to staff capacity, seven new employments were undertaken according to the recruitment plan of MoEPP for 2021. Currently, the operation structure (OS) includes 15 employees, one position is at a stand-by as of August 2021, due to s/m performing of public office. The temporary employment of 6 monitoring officers for PIU, which is part of this plan, is still pending. The Ministry of Finance has provided consent for the financial resources for year 2022 for the employment of these 6 officers and these positions will be advertised publicly soon.
* Regarding the current Workload Assessment (WLA) five additional staff are needed in the OS of MoEPP to have the optimal number of staff.
* A cancellation notice for the Air Quality Directive Project, was published on 18 April 2022. Based on the justification provided by the end user, MoEPP proposed that this project should continue with the negotiation procedure. MoEPP have already unofficially consulted EUD and informed the contracting authority. Currently MoEPP is preparing the tender documents and they will officially submit a request for this procedure and slightly revised TOR and tender dossier early next week.
* The call for the Project for Preparation of Flood Risk Management Plans, was published in December 2021 with a deadline for submission of applications of January 2022. The shortlisting started in February 2022 and it is ongoing. EUD provided comments on the TOR and TD with VERSO in March 2022. Comments from CFCD on TOR and tender documents were received in March 2022, and IPA Unit of MoEPP submitted the revised documents to CFCD in April 2022.

The representative of MoEPP briefed the SMC on the establishment of a regional waste management enterprise for 18 municipalities of East and Northeast Region. The project is in its final stage and MoEPP is finalizing the documents. The regional enterprise has been registered, and now they are working on the Steering Committee and the Management Board. At this stage MoEPP is going to take away from the Mayor of Sveti Nikole only the responsibilities with respect to the nomination of members of the Management Board. This role which will be assumed by representatives of MoEPP. The intention is to finalize the establishment of the regional enterprise and to start the procedure of election of the manager of this enterprise. MoEPP believes that they will overcome this misunderstanding with the Mayors and continue with the work once the regional enterprise will be established and they will start with the activities in these three regions, especially with the preparatory works for closure of non-compliant landfills. Actually, the Mayors will have their own representatives in the Management Board. The project is in the final stage and they are ready to proceed with the election of the Manager of this regional enterprise. MoEPP has the agreement of all other 17 municipalities, they have received letters for the regional waste management board from Mayors in the East and Northeast Region and are positive that they will handle the issue soon.

The representative of EUD raised before the SMC a highly important action which has to do with energy, carbon neutrality and fossil fuels. Within the framework of the ‘Just Transition Diagnostic’ project financed by EUD under the IPA 2020, a study with recommendations was prepared and discussed by EUD and EBRD colleagues with the Deputy Prime Minister in charge of Economic Affairs. The experts have proposed some options, but the Government will need to take over and decide on the options and how to implement them such as the phasing out of coal etc. EUD are still to see and receive the information about setting up of what they would probably like to see as an Inter-ministerial Conference or Committee or Group that would oversee this process. EUD would like to raise this project within this SMC as it tackles environmental issues.

The representative of MoEPP could not share good news about the Skopje Collector System. Between the last three SMCs they have invested all efforts to move the situation on the ground forward, but they have had zero progress on the construction and financial side. They faced many challenges different from those originally projected. They witnessed emergency arbitration process, second DAB procedure and the results of both were in favour of i.e. in line with the situation and the current policy of MoEPP as the beneficiary and CFCD running the project. They are now facing a major arbitration in Paris. The only reasonable solution was reached on 10 May 2022 when CFCD issued a letter of termination. He added that they will have to take more steps, regroup their efforts in order to continue not to jeopardize the future of the waste water protection in the country. This project is related to the waste water treatment plant. It has been extended for 25 months beyond the originally projected end date of the project, and any further delays would put the country at risk. They have invited the contractor to a preliminary meeting to discuss the location of the new site and the next steps to be taken for site protection and they have not received yet a reply. He advised that CFCD will be able to provide more details on the legal side, on contracting the lawyers, and on the financial exposure as a result of what is basically a self-suspension of the work of the contractor NGE Contracting S.A.S, Guintoli S.A.S and Bauer. They hope that they will be able to move forward pretty soon and continue to invest the best of their efforts to help staff in the technical department regarding the preparation of tender dossiers for projects in Tetovo, Bitola and others.

The representative of EUD indicated that in general the Audit Authority findings confirm the EUD’s observations on IPA implementation issues. The process of implementation of these findings needs to be improved significantly. According to the last Annual Audit Authority Report on the Multi-annual Action Programme, 15 out of the previous 41 findings were closed, representing an implementation rate of 36%, which is a very low rate. In addition EUD has officially contracted technical assistance (TA) to increase the capacity of the Audit Authority for IPA III, but this TA will also have a direct impact on IPA II as it contains updates of the capacity to detect irregularities, audit PRAG files, etc.. In order to keep the good quality work, it is important that the Audit Authority preserve its staff capacity in terms of numbers and quality. EUD has been so far content with the work of the Audit Authority.

The representative of the Audit Authority briefed the SMC of the following:

* Their audit work in 2021 resulted in the issuing of an Annual Audit Activity Report and Annual Audit Opinion 2021 where they issued unqualified opinion for the reliability of the annual financial reports, annual accounts and for the legality and regularity of expenditures requested from the Commission for Reimbursement, and proper functioning of the management and control system put in place. This unqualified opinion was followed by emphasis of matter. This means that that the Audit Authority drew attention to the absorption of the IPA funds, which is not according to the expected dynamics, and the absence of long-term retention and motivation policy covering the whole IPA structure which could result with possible delays and de-commitment of funds.
* The Annual Audit Activity Report for 2021 covered the period from 1 January until 31 December 2021. It was submitted respectively to DG Near, Government of the Republic of North Macedonia, NIPAC and NAO on 14 March 2022. This Report was prepared as a result of the work done by the Audit Authority in accordance with the planned activities in their Audit Strategy and based on the results of the performed system audits, audits of operation and audits of annual financial reports.
* In the frame of the system audits under the Multi-annual Action Programme (MAAP) during 2021 and the first quarter of 2022 they performed six system audits, three in the horizontal structure - NIPAC, NAO and CFCD and three in the vertical structure – MoTC, MoEPP and Public Enterprise for State Roads (PESR).
* In the horizontal system audits – NIPAC, NAO and CFCD progress has been noted. In NIPAC, out of 9 open findings from the previous year, the recommendations for two findings were implemented and findings were closed. In NAO, for four open findings in 2020, recommendations were implemented in total, all four findings were closed and there is one open finding in 2021 with medium risk. In CFCD out of 12 open findings in 2020, recommendations were implemented for 6 findings and the findings were closed, whereas there are 6 findings still remaining open. Out of 25 open findings under the horizontal structure in 2020, twelve findings were closed in 2021.
* The situation is not the same in the MoTC and MoEPP. All existing five findings in MoTC are still open. In MoEPP out of the 6 open findings, the recommendation has been implemented for one finding, and five findings still remain open.
* Under the audit of operations, due to the fact that NAO declared expenditures in 2021, the Audit Authority has performed an audit of a sample of declared expenditures. There is one new finding under this audit concerning inappropriate documentation and audit trail for transfer of property. This finding has no financial impact.
* The audit of annual financial reports was performed as a separate engagement for the financial year 2021 in NAO/Management Structure and CFCD in order to verify the completeness and reliability of the financial reports. The audit covered the procedures of accounting, execution of payments, treasury, recovery, de-commitment and the preparation of the annual financial reports. The conclusion of this audit was only one finding of minor significance.
* Based on the audit work of the Audit Authority and taking into account the results of performed system audits, audits of operation and audits of accounts, conclusions reached for effective and efficient functioning of the management and control system, legality and regularity of expenditures as well as assurance of reliability of the accounts of the multi-annual action programme they categorize the overall level of assurance with Category 2 “works, but some improvements are needed”.
* The impact of limitation caused by the Covid-19 pandemic is significant and has impact on delay in the implementation of activities related to absorption of IPA II assistance.
* There is still a risk which can negatively influence the efficiency and effectiveness of the MCSS because of the identified weaknesses: lack of capacity in a part of the administrative structure for IPA, not respecting the deadlines stated in the procurement plans, significant delays in implementation of the major projects, lack of Internal auditors & not performed planned audit and deficiencies in applicable Manuals of procedures.
* Further activities of the Audit Authority according to the Audit Strategy are to perform system audits, audits of operation, if any, this year and audits of annual accounts for 2022. The updated Audit Strategy 2023-2025 should be issued on 30 November 2022. The Annual Audit Activity Report and Annual Audit Opinion for MAAP 2022 will be issued by 15 March 2023, at the latest.

The representative of EUD remarked that it appears that the issue of implementation of findings from previous audits lies more with the line institutions than in the Ministry of Finance. EUD would recommend that auditees should speed up the implementation of recommendations. Moreover, some of the recommendations are related to updating of manuals, or do not require any special communication or inter-institutional exchanges.

The representatives of MoEPPadded that most of the findings concerning MoEPP are related to the updating of the Manual of Procedures. These findings were reached a long time ago, and are repetitively not closed. When these findings were first included in the Audit Authority Report, MoEPP commented that they planned to prepare an update of the Manual of Procedures under the project contract for Strengthening the Capacity of the IPA Structure. The idea is to have an update of the whole Manual, and not just parts of it, that will be well harmonized and synchronized. Unfortunately the a/m project has been delayed.

**Conclusions and recommendations:**

1. The NAO will send to the EU Delegation a consolidated WLA for all IPA structures and the staff gaps analysis by end-May 2022. (Completed)
2. Recruit all staff as per the WLA for 2022 by the end of 2022.
3. Staff retention policy covering all entities in the IPA programming, implementation and control process compatible with the PAR principles, to be adopted by the end of 2022. (From previous SMC and MC)
4. National Authorities to provide feedback to the EU Delegation by end-May 2022 on the possible reallocation of funds under IPA II due to price increases and design issues to complete on-going projects.
5. The Action Plan on project activities Kriva Palanka – border with Bulgaria, phase 3, including land acquisition, will be updated by the national authorities by 30/09/2022. (From previous SMC)
6. Finalise the tender documentation and launch the procurement process for the IPA II major project for corridor 8 railway section towards Bulgaria by end of 2022.
7. CFCD will send the tender dossiers for SER and WKS of the major project Kriva Palanka – border with Bulgaria phase 3 to the EU Delegation by end of February 2023. (From previous SMC)
8. CFCD will submit the tender documentation for the Supply and installation of safety guardrail along road sections along main core network to EU Delegation by end-June 2022. (From previous SMC). - According to the conclusions from the 55th session of the Government as of 28 June 2022 this project is transferred from SOPT 2014-2020 to the Safe and Sustainable Transport Programme-SSTP.
9. The two transport Public enterprises to appoint IPA fully dedicated staff(s)/focal point directly linked to the manager of the Enterprises with proper delegation of power and decision-making (e.g. deputy manager) by the end of 2022. (From previous SMC)
10. Road Safety agency to be established by end of 2022. (From previous SMC)
11. Environment sector - CFCD to submit the proposals for short list panels together with the Contract Notice, and the proposals for the evaluation committees 30 days before the deadline for tender submission - immediate effect.
12. Environment sector - CFCD to submit the short list reports within 40 working days after the deadline for submission of expressions of interest - immediate effect.
13. The Government shall appoint a governance structure for the just transition process such as an Inter-ministerial Committee or Steering Committee for Just Transition by the end of April 2022.
14. The national authorities will fully establish the New Regional Waste Management Company and appoint its management structure by June 2022. The national authorities will operationalise the regional waste management boards. (From previous SMC)
15. CFCD to submit the Tender Dossier for Construction of WWTP and Rehabilitation and Upgrading of the sewerage network in the Municipality of Tetovo by end of September 2022. (From previous SMC)
16. CFCD to submit the tender evaluation report for project Rehabilitation and extension of sewerage network in the Municipality of Kichevo by 1 September 2022. (From previous SMC)
17. All stakeholders to ensure timely and full implementation of the Audit Authority recommendations with a continuous deadline. (From previous SMC)