



Replacement Roads Project - Projekti i Rrugeve Zevendesuese

Contract No. RRD1 - Kontrata Nr.: RRD1

Preliminary Environmental and Social Impact Assessment -
Vleresimi Paraprak i Ndikimit Mjedor dhe Social

Non-Technical Summary - Permbledhje Jo-Teknike

(Replacement Road South Shore of Banja Reservoir -
Rruga Zevendesuese ne Bregun Jugor te Rezervuarit te Banjes)

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NON-TECHNICAL SUMMARY

1. INTRODUCTION

The present Non-Technical Summary relates to the following Project: Design of Replacement Road along the South Shore of Banja Reservoir.

The Screening for the Environmental and Social Impact Assessment (ESIA) process has been undertaken in compliance with the requirements of Albanian Law, the European Union Directives and the IFC performance standards.

The present summary comprises a brief evaluation of the Design of the Replacement Road along the South Shore of Banja Reservoir and a description of the ESIA procedure which will follow shortly.

This document is prepared in the frame of on-going consultation on the ESIA with statutory authorities. In particular it constitutes the vehicle by which the designer is seeking opinions from planning authorities and other stakeholders to which further planning applications are to be made.

2. REASONS FOR PROPOSING THE PROJECT

The Project is located along the Devoll River, approximately 60-80 km south-south-east of Tirana. By the concession agreement Devoll Hydropower S.A. (DHP) has received the right to harness the hydrological potential of the Devoll River between 95 m and 810 m above sea level, between Banja and Maliq.

DHP intend to develop, plan, construct and operate two hydropower plants along the Devoll River with total installed turbine capacity of approx. 248 MW. The plants will generate approximately 703 GWh/yearly of renewable, environmental-friendly energy, once they are finished and operating, increasing the electricity production in Albania by 17%.

There are several types of roads in the area and substantial effort will be required to provide new roads and bring existing roads up to standard.

More typically there will be daily movement of

PERMBLEDHJE JO-TEKNIKE

1. PARATHENIE

Kjo Permbledhje Jo-Teknike lidhet me Projektin: Projektimi i Rruges Zevendesuese pergjate bregut jugor te rezervuarit te Banjes.

Procesi Ekzaminues i Vleresimit te Ndikimit Mjedisor dhe Social (VNMS), eshte realizuar ne perputhje me kerkesat e Legjislacionit Shqiptar, Direktivat e Bashkimit Evropian dhe standartet e performances se IFC.

Kjo permbledhje permban nje vleresim te shkurter mbi Projektin e Rruges Zevendesuese pergjate bregut jugor te rezervuarit te Banjes si dhe nje perskrim mbi proceduren e VNMS qe vijon permbledhtas.

Ky dokument eshte pergatitur ne kuader te konsultimit vijues me autoritetet perkatese lidhur me VNMS. Ne vecanti, ai perben mjetin me te cilin projektuesi RRD kerkon te marre opinionet nga autoritetet planifikuese dhe palet e tjera te interesuara, tek te cilet do te behen ne vijim aplikimet per planifikimet e metejshme.

2. ARSYET PSE PROPOZOHET PROJEKTI

Projekti ndodhet pergjate Lumit Devoll, rreth 60-80 km ne jug-juglindje te Tiranës. Me ane te mareveshjes koncesionare Devoll Hydropower S.A. (DHP) ka marr te drejten e shfrytezimit te potencialit hidrologjik te Lumit Devoll midis 95 m dhe 810 m mbi nivelin e detit, pergjate Banjes deri ne Maliq.

DHP synon te zhvilloje, planifikoje, ndertoje dhe operoje dy HEC-e pergjate Lumit Devoll me kapacitet total te instaluar ne turbina prej rreth 248 MW. HEC do te prodhojne rreth 703 GWh/vit energji te rinovueshme dhe mikesore me mjedisin sapo te jete gati per shfrytezim, duke e rritur prodhimin e energjise ne Shqiperi me 17%.

Ne kete zone ka disa lloje rruges ku do te kerkohen perpjekje te konsiderueshme per te siguruar rruget e reja dhe per te sjelle rruget ekzistuese ne standart.

Me tipike do te jene levizjet e perditshme te

heavy vehicles such as trucks, tankers, busses. Although most activity will be concentrated at the off road construction site there will be some movement also along the public roads.

3. EXPECTED BENEFITS

Expected benefits are: journey time savings (not counts for pedestrian case who were crossing the river), reduction of accidents, reduction of vehicle operating costs and contribution to the improvement of the link between Devoll region and their communities with the rest of Albania.

4. LEGAL AND INSTITUTIONAL FRAMEWORK

The process has been undertaken in compliance with the requirements of **Albanian Law, the European Union Directives and the standards of the IFC.**

The legal framework for Environmental and Social Impact Assessment (ESIA) procedure in Albania is based on Law No. 10440 on Environmental Impact Assessment approved on July 07, 2011. Chapter II of law no. 10440 requires public participation in the process of Environmental Impact Assessment in line with the requirements of the new environmental legislation and the relevant EU directives.

The ESIA system is administered by the Ministry of Environment. This Ministry is also responsible for environmental licensing, inspection, and enforcement of environmental laws and standards.

The Design of Replacement Roads Project has adopted IFC Requirements as an international reference standard for their social and environmental strategies. The ESIA will be structured to meet the requirements of IFC, particularly for the land acquisition and resettlement. Road replacement projects are classified as a Category A project, which will require an Environmental Management Plan to be included in the ESIA Report.

The IFC Performance Standards consist of:

- Performance Standard 1: Social and Environmental Assessment and

mjeteve te renda sic jane kamionet, autobotet, autobuzet. Megjithese shumica e aktiviteteve do te perqendrohen ne kantierin jashte rruges, do te kete edhe disa levizje pergjate rrugeve publike.

3. PERFITIMET E PRITSHME

Perfitimet e pritshme jane: kursim ne kohen e udhetimit (nuk mat per rastin e kembesoreve qe kalonin lumin), pakesim i aksidenteve, ulje e kostove operacionale te mjeteve dhe kontribut ne permiresimin e lidhjes se rajonit te Devollit dhe komuniteteve me pjesen tjeter te Shqiperise.

4. KUADRI LIGJOR DHE INSTITUCIONAL

Procesi eshte realizuar ne perputhje me kerkesat e **Legjislacionit Shqiptar, Direktivat e Bashkimit Evropian dhe Standartet e IFC.**

Kuadri ligjor per procedurat e Vleresimit te Ndikimit Mjedisor dhe Social (VNMS) ne Shqiperi bazohet ne Ligjin No. 10440 mbi Vleresimin e Ndikimit ne Mjedis te aprovuar ne 07 Korrik 2011. Kapitulli II i ligjit no. 10440 kerkon pjesemarrjen e publikut ne procesin e Vleresimit te Ndikimit ne Mjedis ne linje me kerkesat e legjislacionit te ri mbi mjedisin dhe direktivat perkatese te BE.

Sistemi i VNMS administrohet nga Ministria e Mjedisit. Kjo Ministri eshte gjithashtu pergjegjese per licensimin mjedisor, inspektimin dhe detyrimin per zbatim te ligjeve dhe standarteve te mjedisit.

Projekti i Rrugeve Zevendesuese ka adoptuar Kerkesat e IFC si nje standart reference nderkombetare per strategjite e tyre sociale dhe mjedisore. VNMS do te strukturohet ne menyre te tille qe te plotesoje kerkesat e IFC, vecanerisht per blerjen e tokes dhe zhvendosjen e banesave. Projektet e zhvendosjes se rrugeve klasifikohen si projekte te Kategorise A, te cilat do te kerkojne nje Plan Administrimi Mjedisor te perfshire ne Raportin e VNMS.

Standartet e Performances te IFC jane:

- Standarti i Performances 1: Vleresimi Social dhe Mjedisor dhe Sistemi i Administrimit

Management System

- Performance Standard 2: Labour and Working Conditions
- Performance Standard 3: Pollution Prevention and Abatement
- Performance Standard 4: Community Health, Safety and Security
- Performance Standard 5: Land Acquisition and Involuntary Resettlement
- Performance Standard 6: Biodiversity Conservation and Sustainable Natural Resource Management
- Performance Standard 7: Indigenous People
- Performance Standard 8: Cultural Heritage

The application of IFC standards requires also the following processes:

- **Scoping:** a process by which stakeholders are consulted to contribute to the identification of key issues to be investigated as part of the ESIA.
- **Stakeholder Engagement:** a comprehensive approach to the communication and consultation with the identified stakeholders throughout the whole project lifecycle.
- **Focus on Social Issues:** whereas the Albanian legislation mainly refers to environmental impacts the IFC approach also focuses on the identification of impacts on the communities.

5. CHARACTERISTICS OF THE PROJECT

This non technical summary report relates to the replacement of the road on south shore of Banja Reservoir.

Road standards: The preliminary design has used Albanian Road Design Manual as standards.

Cross sections: according to Albanian Standards

Junctions: The type of T-junction intersection will be implemented

One main alternative and options are developed during the preliminary design.

- Standarti i Performances 2: Kushtet e Punesimit dhe Punes
- Standarti i Performances 3: Parandalimi dhe Pakesimi i Ndotjes
- Standarti i Performances 4: Shendeti, Mbrojtja dhe Sigurimi i Komunitetit
- Standarti i Performances 5: Blerja e Tokes dhe Zhvendosja e Pavullnetshme e Banimit
- Standarti i Performances 6: Konservimi i Biodiversitetit dhe Administrimi i Qendrueshem i Burimeve Natyrore
- Standarti i Performances 7: Popullatat Indigjene
- Standarti i Performances 8: Trashegimia Kulturore

Aplikimi i standarteve te IFC kerkon gjithashtu proceset e mepostme:

- **Ekzaminimin (Scoping):** nje process prej te cilit palet e interesuara konsultohen te kontribuojne ne identifikimin e ceshtjeve kyc qe duhet te investigohen si pjese e VNMS.
- **Angazhimi i Paleve te Interesuara:** nje perafirim gjithepershires per komunikim dhe konsultim me palet e interesuara te identifikuara gjate ciklit jetesor te projektit.
- **Fokusi mbi Ceshtjet Mjedisore:** ndersa legjislacioni Shqiptar i referohet kryesisht ndikimeve mjedisore, perafrimi i IFC fokuson gjithashtu mbi identifikimin e ndikimeve mbi komunitetet e ndikuara.

5. KARAKTERISTIKAT E PROJEKTIT

Kjo permbledhje jo-teknike i referohet zevendesimit te rruges ne bregun jugor te Rezervuarit te Banjes.

Standartet rrugore: Projekti paraprak ka perdorur si standarte Manualin e Projektimit te Rrugeve te Shqiperise.

Seksionet e prerjeve tipike: ne perputhje me Standartet Shqiptare.

Lidhjet: Do te aplikohet tipi i lidhjes ne formen T. Gjate fazes se projektit paraprak eshte hartuar

The alternative is developed along the margins of the Banja reservoir, mostly using and adapting the grounds of the existing road network. Only for short segments it involves the construction of local reconnections, with potential impacts on private land or natural terrains.

nje alternative kryesore dhe disa opsione.

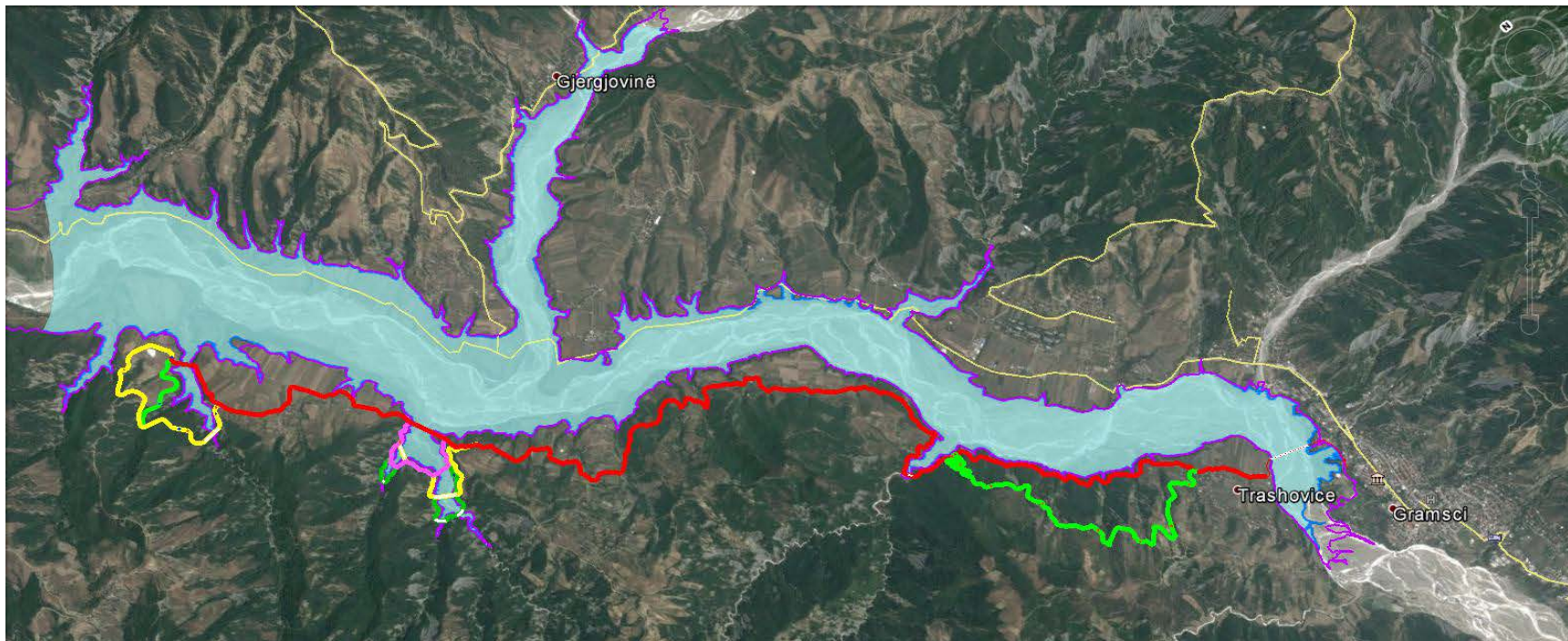
Alternativa zhvillohet pergjate kufijve te rezervuarit te Banjes, kryesisht duke perdorur dhe adoptuar terrenet e rrjeteve te rrugeve ekzistuese. Vetem per segmente te shkurter perfshihen ndertime per te bere rilidhjet, me ndikime potenciale ne toka private ose terrene natyrale.

Overview of proposed alternative and options

- **Alternative 1** - Red;
- **Option A** – Pink;
- **Option B** – Green;
- **Option C** - Yellow.

Pamje e pergjithshme e Alternatives dhe opsioneve te propozuara

- **Alternativa 1** – E kuqe;
- **Opsion A** – Roze;
- **Opsion B** – E gjelber;
- **Opsion C** – E verdhe.



The proposed alternative can be regarded as the faster solution required reconnecting Gramsh and the various settlements along the South side of the Banja reservoir. This solution runs as much as possible along the reservoir buffer south line following largely the existing track road and crossing the main fjords via bridges. Along the alternative, at different locations, a different alignment (option) has been carried out to provide possible alternatives to compare each other in terms of earthwork and construction costs.

The total length of the alternative 1 is 11+185 km

Alternatives comparison

The main features of the three alternatives are listed below:

Technical Features	Alt. 1	Opt. B	Opt. C
Length (m)	11,185	12,810	17,440
Bridges length (m)	286	364	589
Traveling time (min)	26.85	30.75	41.85
Tortuosity Value	1.36	1.56	2.12

Impacts

Agriculture Impacts	*	***	**
Villages Impacts	*	***	**
Environmental Impacts	*	***	**
Geological Risks	***	**	**
Construction cost	**	**	***

As shown in the table, the Alternative 1 is the one with the best improvement:

- Shortest length;
- Shortest travelling time;
- Less Tortuosity Value;
- Less agriculture, village and environmental impacts.
- Overall medium geological risks (but high at the last part near Trashovice)

Alternativa e propozuar mund te konsiderohet si zgjidhja me e shpejte qe kerkohet per te rilidhur Gramshin me qendrat e banuara pergjate pjeses jugore te rezervuarit te Banjes. Kjo zgjidhje kalon sa me shume qe eshte e mundur pergjate vijes buferike jugore te rezervuarit, duke ndjekur ne nje mase te madhe rrugen ekzistuese dhe duke kaluar me ane te urave fjordet kryesore. Pergjate alternatives, ne vende te ndryshme, eshte studiuar edhe nje shtrirje e ndryshme (opcion) per te siguruar disa variante qe do te krahasohen me njeri-tjetere lidhur me kostot e gemit dhe punimeve.

Gjatesia totale e alternatives eshte 11+185 km

Krahasimi i alternativave

Me poshte jane listuar tiparet kryesore te te treja alternativave:

Vecorite Teknike	Alt. 1	Opt. B	Opt. C
Gjatesia (m)	11,185	12,810	17,440
Gjatesia e urave (m)	286	364	589
Koha e udhetimit (min)	26.85	30.75	41.85
Vlera e lakimit / perdredhjes	1.36	1.56	2.12

Ndikimet

Ndikimet ne Bujqesi	*	***	**
Ndikimet ne Fshatra	*	***	**
Ndikimet ne Mjedis	*	***	**
Rreziket gjeologjike	***	**	**
Kostot e Ndertimit	**	**	***

Sic jepet ne tabelen, Alternativa 1 eshte ajo qe ka te dhenat me te mira:

- Gjatesine me te vogel;
- Kohen me te shkurter te udhetimit;
- Vleren me te ulet te Lakimit/Perdredhjes;
- Ndikime me te vogla ne bujqesi, fshatra dhe mjedis
- Rreziqe gjeologjike ne teresi te nivelit mesatar (por te larta ne pjesen e fundit afer Trashovices).

6. POTENTIAL LOCAL SIGNIFICANT EFFECTS

The Environmental and Social Impact Assessment will address the following topics:

- *Cultural Heritage:*
 - *archaeology,*
 - *landscape & townscape.*
- *Natural Resources:*
 - *ecology,*
 - *agriculture,*
 - *surface water resources,*
 - *soil & groundwater.*
- *Amenity and Welfare:*
 - *air quality,*
 - *noise & vibration,*
 - *visual amenity,*
 - *traffic & access,*
 - *local community,*
 - *socio-economics.*

7. MITIGATION STRATEGY

Environmental Design Management

A fundamental part of the ESIA process is the feedback of the emerging results into the design and decision-making processes. The most cost-effective way of applying mitigation is by designing it into the project. As potential significant adverse effects are identified these will be fed into the design process so that, where possible, they can be mitigated until the residual effects are deemed to be “as low as reasonably practicable” (ALARP). The iterative “predict-evaluate-mitigate” sequence is at the core of ESIA and design. This sequence can also be applied to the identification of positive opportunities (predict-evaluate-enhance).

The ALARP principle is most applicable in the context of addressing individual effects. Determining what is ‘reasonably practicable’ is something that the ESIA team cannot achieve in isolation. Factors such as safety, technical feasibility, constructability and operability all

6. EFEKTET E RENDESISHME POTENCIALE LOKALE

Vleresimi i Ndikimeve Mjedisore dhe Sociale do te adresojë tematikat e mëposhtme:

- *Trashegimia Kulturore:*
 - *arkeologjia,*
 - *peisazhi natyror dhe i vendbanimeve*
- *Burimet Natyrore:*
 - *ekologjia,*
 - *bujqesia,*
 - *burimet e ujrave sipërfaqesore,*
 - *toka dhe ujrat nëntokësore*
- *Komoditetet dhe Mireqenia:*
 - *cilesia e ajrit,*
 - *zhurma dhe vibracioni,*
 - *komoditetet vizuale,*
 - *trafiku dhe aksesit,*
 - *komuniteti lokal,*
 - *ceshtjet socio-ekonomike*

7. STRATEGJIA E ZBUTJES

Administrimi i projektimit mjedisor

Një pjesë themelore e procesit të VNMS është reagimi prej rezultateve të zhvilluara në procesin e projektimit dhe vendimarrjes. Mënyra më me kosto efektive për aplikimin e masave zbutëse është përmes projektimit të tyre në projekt. Pasi efektet e rëndësishme potenciale të kundërta janë identifikuar ato do të japin për t'u përfshirë në procesin e projektimit kështu që, aty ku është e mundur, ato mund të zbuten deri sa efektet e mbetura të konsiderohen si “aq të ulta sa të jenë të arsyeshme praktikisht” (ALARP). Vazhdimësia përsëritëse “parashiko-vlereso-zbut” është zemra e VNMS dhe projektimit. Kjo vazhdimësi mund të aplikohet gjithashtu në identifikimin e mundësive pozitive (parashiko-vlereso-realizo).

Parimi ALARP është më shumë i aplikuar në kontekstin e adresimit të efekteve individuale. Duke përcaktuar se çfarë është “praktikisht e arsyeshme” është dështim që ekipi i VNMS nuk mund

feature in ALARP. The other key factor is cost. In defining ALARP for an impact/mitigation measure, the proportionality of the cost to the benefit must be given proper consideration.

8. POTENTIAL IMPACTS

8.1. ARCHAEOLOGY

There are no impacts of the new road on the archaeological resources of the study area. In case of archaeological remains will be found accidentally during construction works it will be considered as a positive impact as the possibility evaluation and integration of this heritage into the future development of the area is an added value .

8.2. LANDSCAPE, TOWNSCAPE AND BUILT HERITAGE

Impacts on landscape/townscape character and built heritage will be assessed during construction and during operation.

Impacts on landscape or townscape character and built heritage are likely to occur within those character areas affected directly or indirectly by proposal. Direct impacts may occur as a result of physical changes to landscape, townscape or built heritage features whereas indirect impacts may occur as a result of visual intrusion that could affect the character of the landscape/townscape or the setting of built heritage features. The physical extent over which impacts may occur will therefore be dependent upon the baseline character appraisal as well as the extent of the visual envelope of the proposed works. Impacts will be either temporary or permanent.

8.3. ECOLOGY AND BIODIVERSITY

During the construction phase there are several impacts, such as: temporary loss of ecological resources in inhabited areas, temporary landtake of construction sites, temporary fragmentation of habitats and creation of barriers to animal movement, changes in surface and groundwater hydrology, changes and/or degradation of soil quality due to

ta arrije i izoluar. Faktore sic jane siguria, besueshmeria teknike, ndertueshmeria dhe shfrytezueshmeria te gjitha pasqyrohen ne ALARP. Faktori tjetër kyc është kostua. Ne percaktimin e ALARP per nje mase ndikuese/zbutese, proporcionaliteti i kostos ne perfitim duhet te jepet me konsideratat e duhura.

8. NDIKIME POTENCIALE

8.1. ARKEOLOGJIA

Rruga e re nuk ka ndikime mbi burimet arkeologjike te zones. Ne rast te gjetjes aksidentale te mbetjeve arkeologjike gjate punimeve te ndertimit ato do te konsiderohen si ndikim pozitiv pasi jep mundesine per vleresim dhe integrim te ketyre burimeve arkeologjike ne zhvillimin e zones ne te ardhmen si vlere e shtuar.

8.2. PEISAZHI DHE TRASHEGIMIA NDERTIMORE

Ndikimet mbi peisazhin dhe trashegimine ndertimore do te vleresohen gjate ndertimit dhe gjate shfrytezimit.

Ndikimet ne karakterin e peisazhit dhe trashegimine ndertimore mund te ndodhin ne ato zona karakteristike qe ndikohen direkt ose indirekt nga propozimet. Ndikimet direkte ndodhin si rezultat i ndryshimeve fizike te vecorive te peisazhit apo te trashegimise ndertimore, ndersa ndikimet indirekte mund te ndodhin si rezultat i nderhyrjes pamore qe ndikon ne karakterin e peisazhit apo ne pozicionimin e tipareve te trashegimise ndertimore. Pra shtrirja fizike mbi te cilen ndodh ndikimi do te varet nga vleresimi i karakteristik baze dhe nga shtrirja pamore e punimeve te propozuara. Ndikimet do te jene te perkohshme ose te perhershme.

8.3. EKOLOGJIA DHE BIODIVERSITETI

Gjate fazes se ndertimi ka disa ndikime, sic jane: humbje e perkohshme e burimeve ekologjike ne zonat e banuara, marrje e perkohshme e tokes per kantieret e ndertimit, ndarje e perkohshme e habitateve dhe krijimi i barrierave per levizjen e kafsheve, ndryshime ne hidrologjine siperfaqesore dhe nentokesore, ndryshime dhe degradim i cilesise se dherave per shkak te erozionit,

erosion, deposition of materials at sites, littering or accidental spillage of fuels or materials, dust deposition (e.g. on foliage or soil surface), disturbance of species from noise, vibration and light emissions, non-specific disturbance to species (e.g. birds) due to presence of construction crews and equipment.

During the operational phase the main impacts that will occur are: permanent landtake and loss of habitat due to construction of new structures, habitat fragmentation and creation of barriers to movement of organisms, permanent changes to the hydrology of surface and ground waters, soil degradation due to operational spillage, changes in trackside habitat management, including use of herbicides, loss of access to sites of amenity value because of their nature conservation interest, reinstatement and/or creation of new habitat.

8.4. AGRICULTURE

The main impacts on agriculture will be: temporary/permanent deviation of access to fields, temporary/permanent landtake, permanent removal of access to livestock drinking point, permanent splitting of the original properties, permanent disturbance of drainage and/or irrigation works.

8.5. SURFACE WATER RESOURCES

Main impacts associated with the construction phase include: temporary changes to the flow of watercourses; temporary physical interfaces with features/resources, including direct damage to aquatic habitats and watercourses; changes to surface water quantity, including the potential for flooding; changes to surface water quality due to contaminant release; modification of flood defence structures.

During operation, the expected impacts include: permanent changes to surface water, where altered flow conditions could affect sediment erosion and deposition as well as aquatic habitats; permanent physical interference with features and resources, including direct loss of or damage to

depozitimit te materialeve ne zone, ndotja apo derdhjet aksidentale te karburantit e materialeve te tjera, depozitimi i pluhurit (psh mbi gjethe apo siperfaqen e dheut), shqetesim i specieve nga zhurma, dridhjet dhe drita, shqetesim jo-specifik per specie (psh zogjte) per shkak te pranise se punetoreve dhe makinerive te ndertimit

Ndikimet kryesore qe do te shfaqen gjate fazes se shfrytezimit jane: marrje e perhershme e tokes dhe humbje habitati nga ndertimi i strukturave te reja, ndarje e habitatit dhe krijimi i barrierave per levizjen e organizmave, ndryshime te perhershme ne hidrologjine siperfaqesore dhe nentokesore, degradim i dherave prej derdhjeve nga shfrytezimi, ndryshimet ne administrimin e habitatit pergjate rruges, perfshire perdorimin e herbicideve, humbje e perqasjes ne zonat me vlera pamore per shkak te interesit per mbrojtjen e natyres se tyre, rivendosje dhe/ose krijim i habitatit te ri

8.4. BUJQESIA

Ndikimet kryesore ne bujqesi do te jene: ndryshim i perkohshem / perhershem i perqasjes tek fushat bujqesore, marrje e perkohshme / perhershme e tokes, largim i perhershem i perqasjes tek pikat ku pi uje bagetia, copezim i perhershem i pronave fillestare, shqetesim i perhershem i punimeve te ujitjes dhe/ose kullimit.

8.5. BURIMET E UJERAVE SIPERFAQESORE

Ndikimet kryesore qe lidhen me fazen e ndertimit perfshijne: ndryshim i perkohshem i drejtimit te rrjedhave ujore; nderveprim i perkohshem fizik me vecorite/burimet, perfshire demtim direkt te habitateve ujore dhe rrjedhave ujore; ndryshime ne sasite e ujerave siperfaqesore, perfshire mundesine per permbytje; ndryshimet ne cilesine e ujerave siperfaqesore, prej shkarkimit te ndotesve; modifikimi i strukturave mbrojtese nga permbytjet.

Ndikimet e pritshme gjate shfrytezimit perfshijne: ndryshime te perhershme te ujerave siperfaqesore, ku ndryshimet ne rrjedhje mund te prekin erozionin dhe depozitimin e sedimenteve, si dhe habitatet ujore; nderveprim i perhershem fizik me vecorite dhe burimet, perfshire humbje direkte apo demtim

watercourses and aquatic habitats; changes to surface water quality due to contamination, which may result from accidental or routine emissions such as maintenance, and where contaminants could enter ground or surface waters via the carriageway drainage; and permanent disturbing of flood discharge (barrier effect)

8.6. SOIL AND GROUNDWATER

Main impacts during construction include: temporary physical interference with features and resources, changes to groundwater quality and flows, the planned or unforeseen disturbance of contaminated soils, accidental or inadvertent release of contaminated materials during the transport of contaminated spoil off-site.

The impacts associated with permanent landtake and operation will comprise permanent physical interference with features and resources, including direct loss of or damage to abstraction well infrastructure and drains.

There is also some potential for long-term impacts caused by construction that may not become apparent until the operational phase has begun. These impacts might include: the disturbance of contaminated soils, the disturbance and modification of existing migration pathways, and the creation of new permanent pathways for contaminants to affect existing or new receptors.

8.7. AIR QUALITY

Impacts that will be assessed include:

- dust and airborne particulate emissions associated with demolition and construction works sites;
- any changes in road traffic exhaust emissions due to increased journey times resulting from temporary or permanent closure of roads;
- any increases in exhaust emissions due to increases in operational road traffic;

te rrjedhave ujore dhe te habitateve ujore; ndryshimet ne cilesine e ujerave siperfaqesore prej ndotjes, qe mund te shkaktohet nga emetimet aksidentale apo rutine sic eshte mirembajtja, dhe prej depertimit te ndotesve ne ujerat nentokesore apo siperfaqesore prej kullimit te trasese se rruges; shqetesim i perhershem i shkarkimit te permbytjeve (efekti barriere).

8.6. TOKA DHE UJERAT NENTOKESORE

Ndikimet kryesore gjate ndertimit perfshijne: nderhyrje e perkohshme fizike me vecorite dhe burimet, ndryshimet ne cilesine dhe prurjet e ujerave nentokesore, shqetesimi i planifikuar apo i paparashikuar i dherave te ndotur, leshimi aksidental apo i pakujdesshem i materialeve te ndotura gjate transportimit te dheut te ndotur jashte zones.

Ndikimet qe lidhen me marrjen e perhershme te tokes dhe me shfrytezimin perbejne nje nderhyrje te perhershme fizike ne vecorite dhe burimet, perfshire humbjen direkte apo demtimin e infrastruktures se puseve te marrjes se ujit dhe te kullimit.

Gjithashtu, ka nje potencial per ndikime afatgjata qe shkaktohen nga ndertimi, te cilat mund te mos shfaqen derisa te filloje faza e shfrytezimit. Keto ndikime mund te perfshijne: shqetesimi i dherave te ndotur, shqetesimi dhe modifikimi i rugeve ekzistuese te migrimin, krijimin e rugeve te reja te perhershme te ndotesve qe te prekin receptoret ekzistues apo ata te rinj

8.7. CILEsia E AJRIT

Ndikimet qe do te vleresohen perfshijne:

- emetimin e pluhurit dhe pjesezave ne ajer, qe lidhen me punimet e prishjes dhe ndertimit ne zone;
- cdo ndryshim ne shkarkimet e trafikut rrugor per shkak te rritjes se koheve te udhetimit, qe rezultojne nga mbyllja e perkohshme apo e perhershme e rugeve;
- cdo rritje te shkarkimeve nga marmitat per shkak te shtimit te trafikut gjate shfrytezimit

8.8. NOISE AND VIBRATION

Main impacts during construction are: construction site noise and vibration, construction road traffic noise, and noise impacts due to changes in traffic flow.

During operation phase: noise and vibration from use of new or altered sections of roads and corresponding supporting structures if relevant, noise from changes in road traffic flow, and noise and vibration resulting from changes in service patterns and changes in traffic nature.

8.9. VISUAL AMENITY

Impacts associated to the construction: opening up of new views, blocking of existing views or intrusion into views, change in character or quality of views; intrusion of traffic into views, change in views at night.

Impacts associated to the operation: opening up of new views, change in character and quality of views, intrusion into views including new landmarks and focal points; intrusion into, or screening of, existing views, change in light levels and visual focus at night.

8.10. TRAFFIC AND ACCESS

Impacts that are expected to occur and, therefore assessed, during construction, include: changes in road traffic flows arising from temporary road closures; temporary increases in public road traffic; temporary increases in traffic flows due to construction vehicles crossing roads; temporary changes in the routeing of agricultural circulation; temporary changes to pedestrian routes and footways; temporary increase in safety concerns due to increased traffic and network modifications.

Impacts during operation include: permanent changes in road traffic flow levels; permanent changes the routeing of agricultural circulation; permanent changes to pedestrian routes and footways.

8.11. LOCAL COMMUNITY

For all communes/villages situated along the

8.8. ZHURMA DHE DRIDHJET

Ndikimet kryesore gjate ndertimit jane: zhurmat dhe dridhjet ne kantierin e punimeve, zhurma e trafikut te ndertimit te rruges, zhurma si pasoje e ndryshimeve ne rrjedhen e trafikut.

Gjate fazes se shfrytezimit: zhurma dhe dridhjet per shkak te perdorimit te seksioneve rrugore te rinj ose ndryshuar, dhe strukturave mbeshtetese korresponduese, nese ka; zhurma nga ndryshimet ne rrjedhen e trafikut; dhe zhurma e dridhjet qe vijne nga ndryshimet ne tiparet e sherbimeve dhe ndryshimeve ne natyren e trafikut.

8.9. KENAQESIA PAMORE

Ndikimet qe lidhen me ndertimin: hapje e pamjeve te reja, bllokim i pamjeve ekzistuese apo nderhyrje tek pamjet, ndryshim ne tiparet apo cilesine e pamjeve; nderhyrje e trafikut tek pamjet, ndryshimi i pamjeve gjate nates

Ndikimet qe lidhen me shfrytezimin: hapje e pamjeve te reja, ndryshim ne tiparet apo cilesine e pamjeve, nderhyrje tek pamjet, perfshire pikat e reja te referimit dhe ato fokale; nderhyrje tek, apo shfaqje e pamjeve ekzistuese; ndryshime ne nivelet e ndricimit dhe fokusit pamor gjate nates.

8.10. TRAFIKU DHE PERQASJA

Ndikimet qe pritet te ndodhin, pra dhe te vleresohen, gjate ndertimit, perfshijne: ndryshimet ne rrjedhen e trafikut rrugor prej mbylljes se perkohshme te rruges; rritje e perkohshme e trafikut ne rruget publike; rritja e perkohshme e trafikut prej makinerive te ndertimit ne rruge; ndryshimet e perkohshme ne levizjen e mjeteve bujqesore; ndryshimet e perkohshme ne levizjen e kembesoreve; humbja e perkohshme e sigurise per arsye te rritjes se trafikut dhe modifikimeve te rrjetit rrugor.

Ndikimet gjate shfrytezimit perfshijne: ndryshimet e perhershme te niveleve te rrjedhes se trafikut rrugor; ndryshimet e perhershme ne levizjen e mjeteve bujqesore; ndryshimet e perhershme ne levizjen e kembesoreve.

8.11. KOMUNITETI LOKAL

Per te gjitha komunat/fshatrat qe gjenden

Project, impacts will be evaluated for land use, road infrastructure, water supply network, power supply, health, education, culture and sport facilities as well as agriculture and business.

Potential impacts during the construction stage may comprise:

- *temporary landtake from community facilities;*
- *temporary closure and/or displacement of community facilities or groups of residents;*
- *temporary severance or diversion of public rights-of-way or key access routes; and*
- *temporary impacts on local amenity due to noise, dust, traffic and visual intrusion (each will be assessed and reported separately within the ESIA).*

Potential impacts associated with the operation of the scheme may comprise:

- *demolition of, and/or permanent landtake from community facilities;*
- *permanent loss or closure of community resources;*
- *permanent severance or diversion of public rights-of-way or key access routes;*
- *permanent impacts on local amenity due to noise, dust, traffic and visual intrusion (each to be assessed and reported separately within the ESIA);*
- *amelioration of accessibility to the adjacent properties and communities;*
- *reduction of accidents and pollution.*

The assessment will consider both primary and secondary impacts. Primary impacts include demolition of, or landtake from a facility and severance/diversion of a public right of-way or key access route. Secondary impacts could come by the general impairment to amenity by noise, visual intrusion or traffic. The cumulative effects of different impacts will also be considered.

The significance of an effect will be based on the

pergjate projektit, do te vleresohen ndikimet lidhur me perdorimin e tokes, infrastrukturen rrugore, rrjetin e furnizimit me uje, furnizimin me energji, shendetin, edukimin, kulturen dhe sportin, si dhe bujqesine dhe biznesin.

Ndikimet potenciale gjate fazes se ndertimit do te permbajne:

- *marrje te perkohshme e tokes prej strukturave te komunitetit;*
- *mbyllje dhe/ose zhvendosje te perkohshme te strukturave te komunitetit apo grupeve te banoreve;*
- *ndarje apo devijim i perkohshem i te drejtes se publikut per te kaluar apo i rrugeve kyc te perqasjes; dhe*
- *ndikime te perkohshme mbi komoditetet lokale per shkak te zhurmes, pluhurit, trafikut dhe nderhyrjeve pamore (secila do te vleresohet dhe trajtohet vecmas ne VNMS).*

Ndikimet potenciale qe lidhen me fazen e shfrytezimit te skemes do te permbajne:

- *prishjen dhe/ose marrjen e perhershme te tokes prej strukturave te komunitetit;*
- *humbje apo mbyllje e perhershme e burimeve te komunitetit;*
- *ndalimi/devijimi i perhershem i te drejtes se publikut per te kaluar apo hyre ne rruget kyc;*
- *ndikime te perhershme mbi komoditetet lokale per shkak te zhurmes, pluhurit, trafikut dhe nderhyrjeve pamore (secila do te vleresohet dhe trajtohet vecmas ne VNMS);*
- *permiresim i qasjes tek pronat dhe komunitetet ne afersj;*
- *reduktim i aksidenteve dhe ndotjes.*

Vleresimi do te marre ne konsiderate si ndikimet paresore dhe ato dytesore. Ndikimet paresore perfshijne prishjen/marrjen e tokes nga nje strukture, humbjen e te drejtes se kalimit ne nje rruge kyc per publikun. Ndikimet dytesore mund te vijne nga demi i komoditetit prej zhurmes, nderhyrjes pamore, ose trafikut. Efektet kumulative te ndikimeve te ndryshme do te merren ne konsiderate.

magnitude of the impact and the nature of the resource/receptor, taking into account the availability of alternative resources in the locality.

8.12. SOCIO-ECONOMICS

Potential impacts during the construction stage to be considered will be:

- *temporary/permanent displacement or disruption to businesses (if any) due to temporary landtake or other construction effects;*
- *direct changes in the demand for construction employees;*
- *indirect changes in the demand for employees due to the purchase of materials or services and the spending of incomes associated with construction of the project.*

Potential impacts associated with the operation of the Replacement Roads Project will be related to employment and regeneration issues.

Employment impacts will consist of:

- *displacement/disruption of existing businesses and/or provision of new businesses(if any) directly due to permanent landtake;*
- *indirect changes in the demand for employment due to reductions in spending associated with the displacement of businesses by the project;*
- *direct changes in the demand for employment associated with the operation of the new services;*
- *indirect changes in the demand for employment due to the purchase of materials and services and the spending of incomes associated with the operation of the Replacement Roads Project.*

The socio-economical evaluation will be facilitated using questionnaires, on community stakeholders and representatives opinion on road construction or providing accessibility, changes on land use and

Rendesia e nje efekti do te mbeshtetet tek madhesia e ndikimit dhe natyra e burimit/receptorit, duke marre ne konsiderate disponibilitetin e burimeve alternative ne zone.

8.12. CESHTJET SOCIAL-EKONOMIKE

Ndikimet potenciale qe duhen marre ne konsiderate gjate fazes se ndertimit do te jene:

- *zhvendosje/nderprerje e perkohshme apo e perhershme e bizneseve (nese ka), nga marrja e perkohshme e tokes dhe efektet e ndertimit;*
- *ndryshimet e drejtperdrejta ne kerkesen per punetore ndertimi;*
- *ndryshimet e terthorta ne kerkesen per punetore per shkak te blerjes se materialeve apo sherbimeve dhe shpenzimit te te ardhurave qe lidhen me ndertimin e projektit.*

Ndikimet potenciale qe lidhen me shfrytezimin e Projektit te Rrugeve Zevendesuese do te lidhen me ceshtjet e punesimit dhe te rigjenerimit.

Ndikimet ne punesim do te perbehen nga:

- *zhvendosje/nderprerje e bizneseve ekzistuese dhe/ose hapje direkt e bizneseve te reja (nese ka) nga marrja e perhershme te tokes;*
- *ndryshime indirekte ne kerkesen per punesim, nga reduktimi i shpenzimeve, qe lidhet me zhvendosjen e bizneseve nga projekti;*
- *ndryshime direkte ne kerkesen per punesim, qe lidhet me funksionimin e bizneseve te reja;*
- *ndryshime indirekte ne kerkesen per punesim, per shkak te blerjes se materialeve apo sherbimeve dhe shpenzimit te te ardhurave qe lidhen me funksionimin e Projektit te Rrugeve Zevendesuese.*

Vleresimi socio-ekonomik do te kryhet me ane te pyetesorve mbi opinionin e perfaqesuesve e paleve te interesuara te komunitetit, mbi ndertimin e rruges, mbi perqasjen ndaj saj, ndryshimet ne perdorimin e tokes dhe ndryshimet ne drejtim te aktiviteteve ekonomike.

possible changes on economical activity vectors.

9. NEXT STEPS

Following the first public consultation, the next steps on the process will be:

- Keeping the minutes of the first consultation, particularly considering the “Questions & Answers” section and addressing all questions/issues in a timely and professionally manner;
- Conveyance of the consultations in the terrain regarding all the mentioned issues that are related to the road construction impacts;
- Preparation of the final draft of ESIA and its consultation with the public;
- Receiving all the comments/opinions provided by the public, their evaluation and addressing in the final ESIA;
- Preparation of the final ESIA, including the Resettlement Action Plans (RAP) and Environmental Management and Monitoring Plan (EMMP).

8. HAPAT VIJUES

Ne vijim te konsultimit te pare me publikun, hapat vijues te procesit do te jene si me poshte:

- Mbajtja e minutave te konsultimit te pare, me konsiderate te vecante seksionin “Pyetje & Pergjigje” dhe adresimi i te gjitha pyetjeve/ceshtjeve ne kohen e duhur dhe ne menyre profesionale;
- Realizimi i konsultimit ne terren per te gjitha ceshtjet e permendura qe lidhen me ndikimet nga ndertimi i rruges;
- Hartimi i draftit final te VNMS dhe paraqitja e tij ne publik;
- Marrja e te gjitha komenteve/opinioneve te shprehura nga publiku, vleresimi i tyre dhe reflektimi ne VNMS finale;
- Pergatitja e VNMS finale, perfshire dhe Planet e Veprimeve per Risistemimin (RAP) dhe Planin e Menaxhimit dhe Monitorimit te Mjedisit (EMMP).