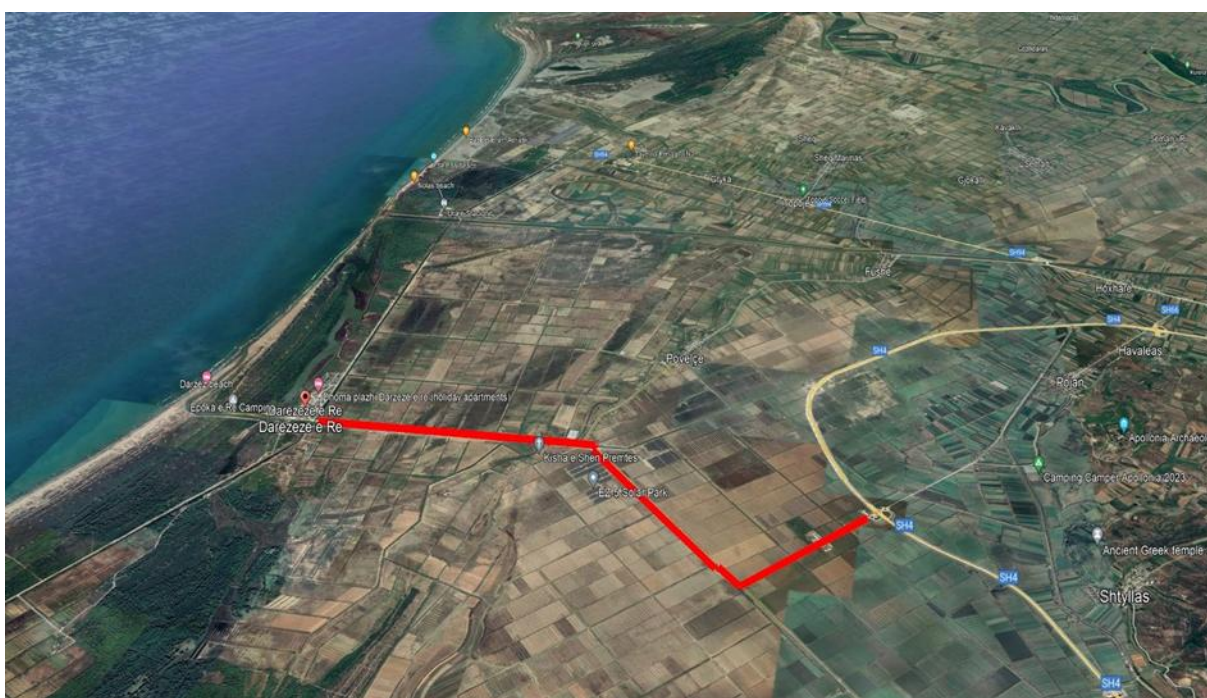




NON-TECHNICAL SUMMARY

NATURAL SITE NS5_FIER COASTLINE - DARZEZA ROAD PROJECT TITLE: "RECONSTRUCTION OF THE ROAD FROM SOP ROUNDBOUT-TO DARZEZA BRIDGE"



NON-TECHNICAL SUMMARY
RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

“The Albania Infrastructure and Tourism-Enabling Project “the Project” is financed by the European Union through technical assistance and investments grants for a total amount of EUR 40 million, and by complementary sovereign loan facility provided by the EBRD to the Government of Albania. The Project is implemented by the Albanian Development Fund as executing agency (the “Client”) and the European Bank for Reconstruction and Development (the “Bank”). The EU grants are identified by the EU in close cooperation with the Albanian Development Fund. The above-named client intends to use part of the proceeds of European Union grant administered by the European Bank for Reconstruction and Development (the Bank) towards the cost of this Contract.”

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Abbreviations and Acronyms

Abbreviations	Meaning
ADF	Albanian Development Fund
AITP	Albanian Infrastructure Tourism Enabling Programme
DNP	Defect Notification Period
DVR	Design Validation Report
DDNS	Detail Design for Natural Sites
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
ESIA	Environmental and Social Impact Assessment Report
ESMP	Environmental and Social Management Plan Report
GoA	Government of Albania
LARP	Land Acquisition and Resettlement Plan Report
KE	Key Expert
MPR	Monthly Progress Report
NKE	Non-Key Expert
NTS	Non-Technical Summary
NS	Natural Sites
PM	Project Manager
SEP	Stakeholder Engagement Plan
SMMP	Site Management and Maintenance Plan
ToR	Terms of Reference

1 INTRODUCTION

The Government of Albania is aiming to turn sustainable tourism as one of the strongest competitive pillars of the country. With this aim, the Government of Albanian has undertaken numerous actions to foster sustainable tourism development. This includes the endorsement in 2019 of the “National Strategy for Sustainable Tourism Development 2019-2023”; the development of the legal and regulatory framework for tourism, and also investing in all the Albanian territory on a) public infrastructure improvement, b) economic development with particular focus on the revitalization of tourism potential areas and the promotion of local products, and c) the development of human and social capital.

The Government of Albania is now implementing the Albanian Infrastructure Tourism Enabling Program (AIPT), a new program developed to improve competitiveness and economic growth of Albania through high quality sustainable tourism. Within the mentioned programme the EBRD is supporting GoA efforts to foster regional development of the Tourism Market in Albania by enhancing and preserving the attractiveness of the bespoke tourist destinations of Shkoder, Berat, Fier, Korce and Laberia area.

2 PURPOSE OF THE AITP

The program focuses on the following 8 priority sites, divided into 6 clusters, identified by ADF's PIU:

- Natural Site (1): entry point to Shiroka from Ura e Bunes and Zogaj village
 - Natural Site (2): waterfronts of Shkodra lake, Shiroka surrounding hills and Museum of the Shkodra Lake
 - Natural Site (3): Tomorri Park, Osum river valley
 - Natural Site(4): Road Vodice –QafeDardhe and Cezma e Tarikos
 - Natural Site(5): Fier Coastline
 - Natural Site (6): Dardhe, Arrez, Sinica and Nikolica villages
 - Natural Site (7): Thethi, Valbona, Vermoshi, Boga and Lepusha villages
 - Natural Site (8): Laberia Area
- 1.1 Objectives and Purposes of the Stakeholder Engagement Report.

This report is focus on: -Natural Site(5): Fier Coastline; Contract name: Municipal and Transport Infrastructure in Fier region, by improving accessibility and adventure tourism infrastructure (Darezeza and Seman).

The project is planned to be executed in the Municipality of Fier, specifically in the village of DarzezëFier.

This area is located on the terrace of the Seman River within the Fier district.

The proposed road begins at the intersection of the Fier-Vlore national road in the Apolonia district, follows the Hoxharë road segment, and concludes at the newly constructed Darzeza Bridge.

The project involves the reconstruction of the 6.6 KM of road including new bridge in Darezeza, since the existing one is very damaged and risky for the users of this segment of road. This initiative is being implemented under the "Albanian Infrastructure Tourism-Enabling Programme" (AITP), a program focused on infrastructure improvement. The AITP is funded by the European Bank for Reconstruction and Development (EBRD) and executed under the contractual authority of the Albanian Development Fund (ADF).

3 PROJECT DESCRIPTION

The Project "RECONSTRUCTION OF THE ROAD "SOP ROUNDABOUT- DARZEZA BRIDGE", FIER, is proposed to be realized in the Municipality of Fier, in the village of DarzezeFier, which represents the terrace of the Seman River in the district of Fier, located in Structural Unit: 3/72,5 /25 and 5/15. The road starts at the intersection of the Fier-Vlore national road, Apolonia district, continues along the Hoxhara road segment and ends at the new Darzeza Bridge.

3.1 PROJECT LOCATION



Figure 1: Project location

Darzeza beach is one of the most beautiful natural assets of Fier, untouched by massive construction and with prospects for ambitious investments in elite tourism

The road infrastructure, cleanliness, service and safety offered by Darezeze Beach, 17 km west of the city of Fier, have turned it into a showcase for summer tourism in the Fier region, the model sought by vacationers. Hundreds of vacationers from Fier and its surroundings choose Darezeze to relax and refresh themselves. The cleanliness, good conditions, beauty and natural values of this beach have caused the number of vacationers to increase rapidly.

The above reasons lead us the beneficiary, Fier Municipality, and the implementation institution ADF, to the conclusion that this project is necessary and very important for this area, which is also among the priorities of tourism development for the coastline of Albania by the Albanian Government.

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RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

Since the reconstruction of this road is considered a rehabilitation of an existing road, it has not been deemed necessary for the project to undergo an environmental assessment.

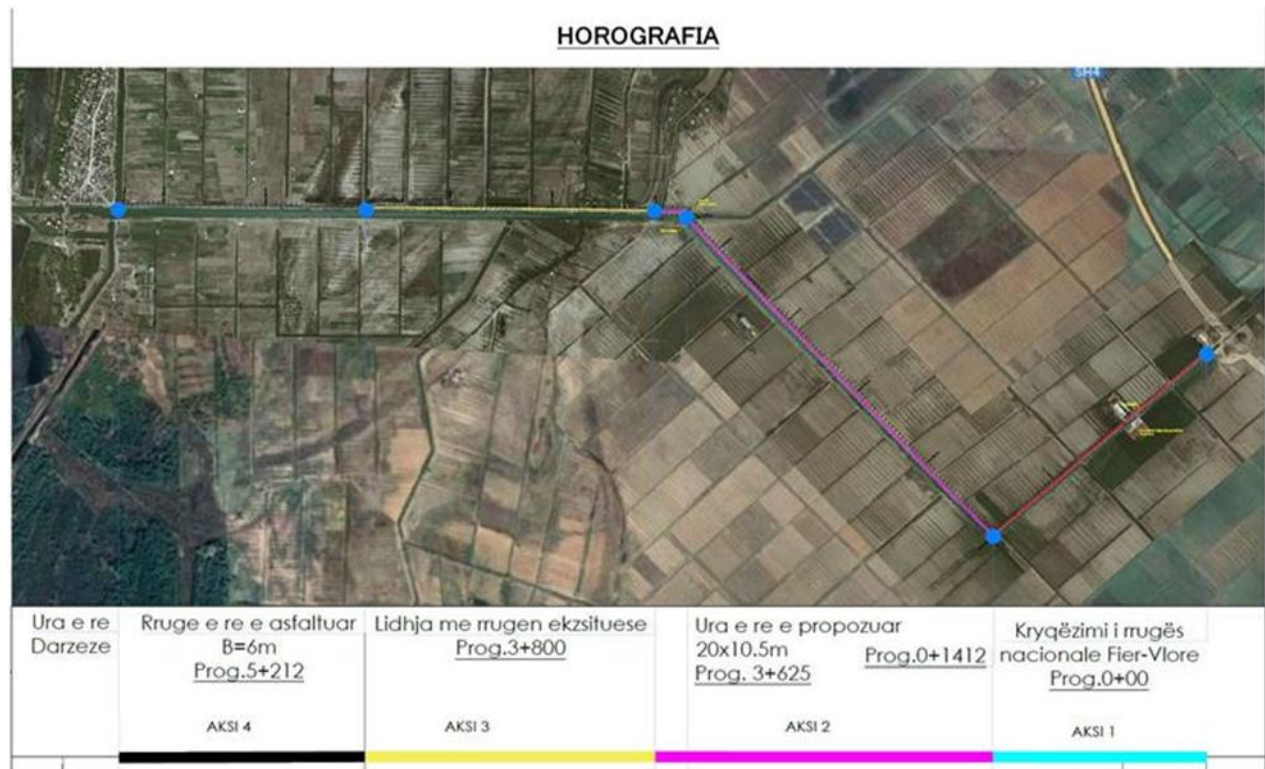


Figure 2: General plan of the road

3.2 CONDITION OF EXISTING ROAD

The road is 6,6 km long and it is paved with gravel. The width varies from 3 to 6 meters and on the left side is accompanied by a large drainage channel.

Over the last years the road has undergone deterioration due to lack of maintenance, potholes and deformations have formed along its entire length.

The aim of the investment is to rehabilitate the current road and improve the accessibility and the connection of the Fier-Vlora national road with the coastal area of Darëzeza.



Figure 3: Orthophoto ASIG

3.3 DESCRIPTION OF TECHNICAL SOLUTION FOR ROAD RECONSTRUCTION

1. Axis no. 1- The intersection of the Fier-Vlore national road until the intersection with axis 2 with length 1412 ml
2. Axis no.2 – Current Road with gravel with a length of 2415 ml
3. Axis no.3- Existing Road with asphalt 4.5 m-5 m with a length of 1400ml
4. Axis no.4- New asphalt road to the new Darzeza Bridge built by ADF and has a width of 6m and a length of 1200ml

They are detailed as below:

3.3.1 Axis no.1-

is currently a road with gravel/soil filled over the years, it is accessible only by off-road vehicles due to potholes and surface severe deformations which make it difficult for the residents of the area with to pass through. This segment starts from the inter section of the national road Fier- Vlore, the district of Apolonia and has an average of 3 different widths. The axis starts from Prog 0.00 to Prog 0+550 (the complex of growth and production of chicks) has a width of 4.5m and the width of the asphalt at the inter section of the national road Fier-Vlore is 5.5m.

The roadbed is made of fill materials such as brick fragments, gravel and earth laid over the years. On one side, runs a wide drainage channel, while on the opposite side, there are lateral drains that, as can be seen in the photo 10 & 11 below, are not maintained. This lack of maintenance often causes the rainwater to flow from the channel to the road

causing damage to the compacted structure of the road pavement, creating potholes and large deformations

The road leading to the agricultural building/complex has an average width of 4.5 meters and is maintained in reasonably good condition due to regular business use. However, beyond this point, the road surface contains large depressions and potholes, some as deep as 40 cm.

Axis no.1-continues with an average width of about 3.2m and is the axis with the biggest deformations that makes it impossible to connect with the road up to Ura e Pashait.

The road leading to the agricultural building/complex has an average width of 4.5 meters and is maintained in reasonably good condition due to regular business use. However, beyond this point, the road surface contains large depressions and potholes, some as deep as 40 cm.



Figure 5: Mixed road materials (axis 1)

3.3.2 Axis no.2-

Gravel/dirt road Prog. 1+400 to 3+775 with a width of 3.5-3.6m including the old bridge.

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RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

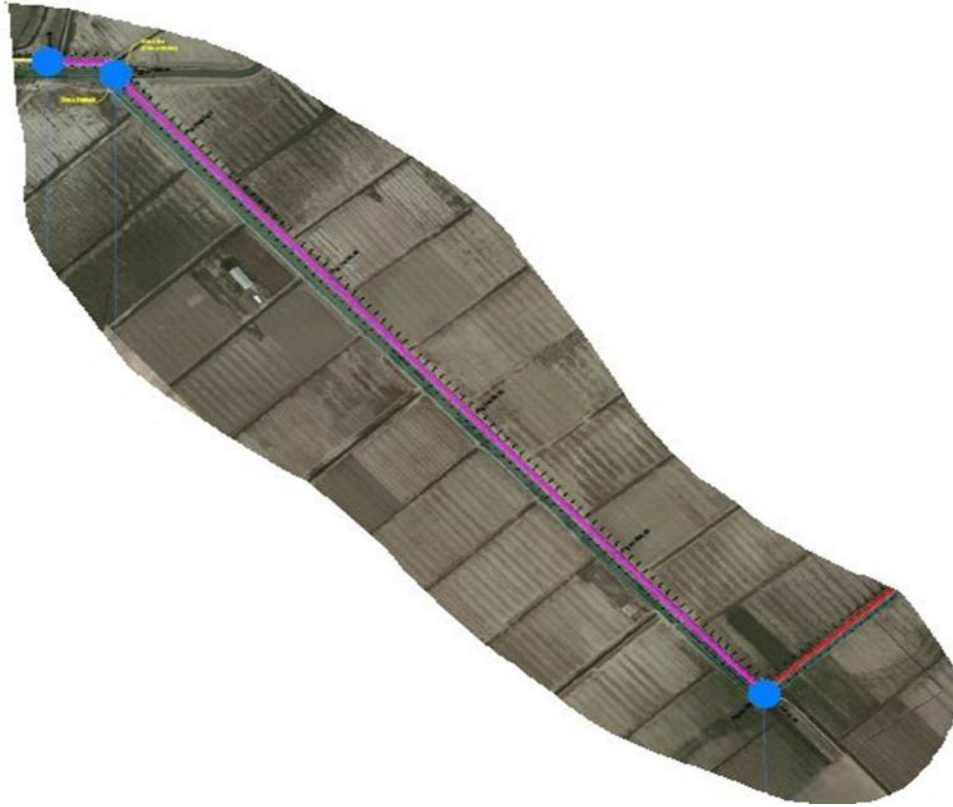


Figure 6: Axis no.2 with width 3.5m (km 1+400 to km 3+775)



Figure 7: Photo, road with gravel (along axis 2)

NON-TECHNICAL SUMMARY
RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

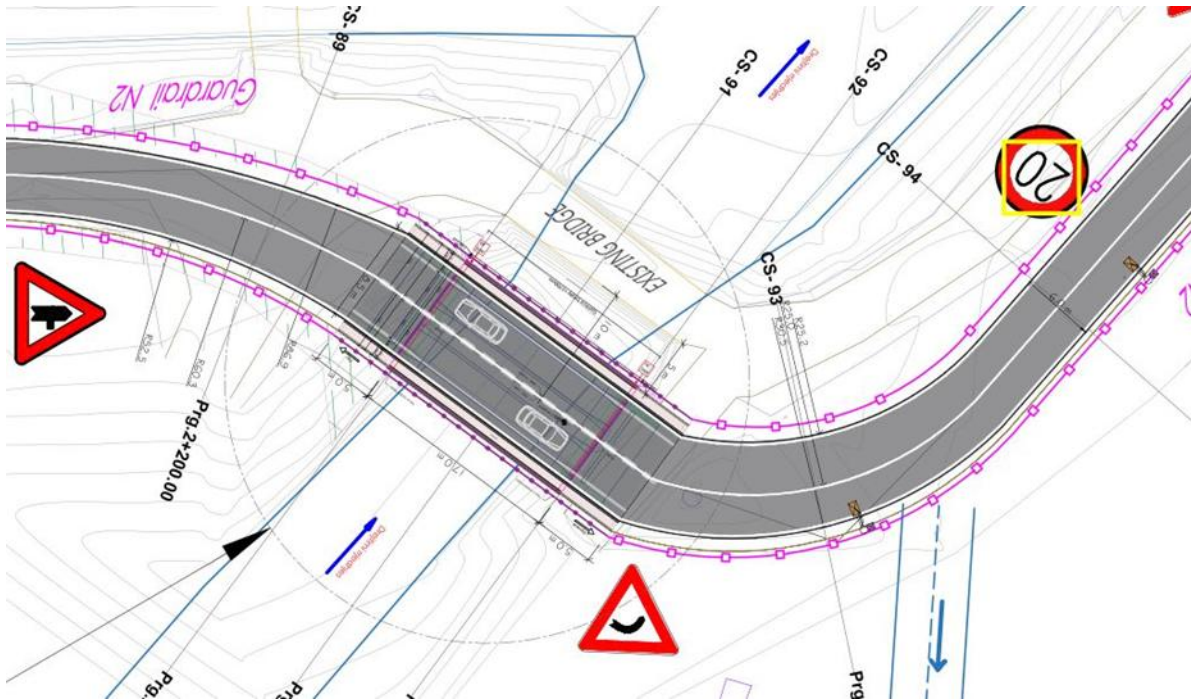


Figure 8: The position of the new bridge (km 3+660)



Figure 9: The old bridge (km 3+660)

3.3.3 Axis no.3-

Old Road with asphalt Prog3+775 to 5+212 with asphalt width 4.5m-5m.



Figure 10: Axis no.3 with a width of 4.5-5m exciting asphalt (km 3+775 to km 5+212)



Figure 11: Existing asphalt (axis 3) Figure 12: Cracks and deformations of the asphalt

3.3.4 Axis no.4-

The new asphalt road Prog. 5+212 to the new Darzeze Bridge built by the ADF and has a width of 6m.



Figure 14: Seg.no.4 recently asphalted with a width of 6m+ stabilizer bank



Figure 15: New asphalt

3.4 ROAD LAYERS

The period for which the road layers are designed is 20 years.

The calculation of road layers is performed according to the "Technical Rule for Road Design (RrTPRr- 3) - Floor Design" which relies on the AASHTO methodology for road design.

The AASHTO design guide is based on the concept of the general traffic load in terms of a single static load known as an equivalent axial load of 80kN (ESAL). The road will also be used according to the invested layers that it has.¹

3.5 TRAFFIC

The AASHTO design guide is based on the concept of the overall traffic load in terms of a single static load known as the 80kN equivalent single axial load (ESAL).

In order to predict traffic growth, it is necessary to divide traffic in to the following three categories:

¹ <https://pavementinteractive.org/reference-desk/design/structural-design/1993-aashto-flexible-pavement-structural-design/>

Normal traffic. Traffic which will pass along the existing road or road way even though there is no new road surface on it.

Diverted traffic. Traffic that changes from a different road section (or mode of transport) to the project route due to the improvement of the road surface on it, but still travels between the same place of origin and destination.

Traffic generated. Additional traffic which occurs in response to road improvement works.

3.6 PROJECT SOLUTION

For the evaluation of the optimal solution of this project, it was taken into account that the road should also be completed with urban elements. In the project phase of the preliminary idea, the chosen alternative was Alternative No.1.

The basic alternative includes the treatment of the road in all its requirements for substrates, drainage, and urban development of the area.

Concretely, the following segments will be treated:

Axis no. 1 (Roundabout Sop - Intersection Axis no. 2) (prog 0+00 - 1+412)

The existing route of the road will be followed and there will be a lateraled tension to the right. The current distance of the road with drainage channel and on the right side the side channels of the road will be reconstructed and cleaned. The level of the road will be raised to reach the asphalt quota of the Sop Roundabout.

The width of the carriage way will be 2x3 m (asphalt) +2x0.5m (bank) +natural channel. This variant will cover the entire road with one width, connecting with the new road that has been reconstructed (starts from Prog. 5+212-6+600) and is part of this project.

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Figure 38: Axis 1-General plan

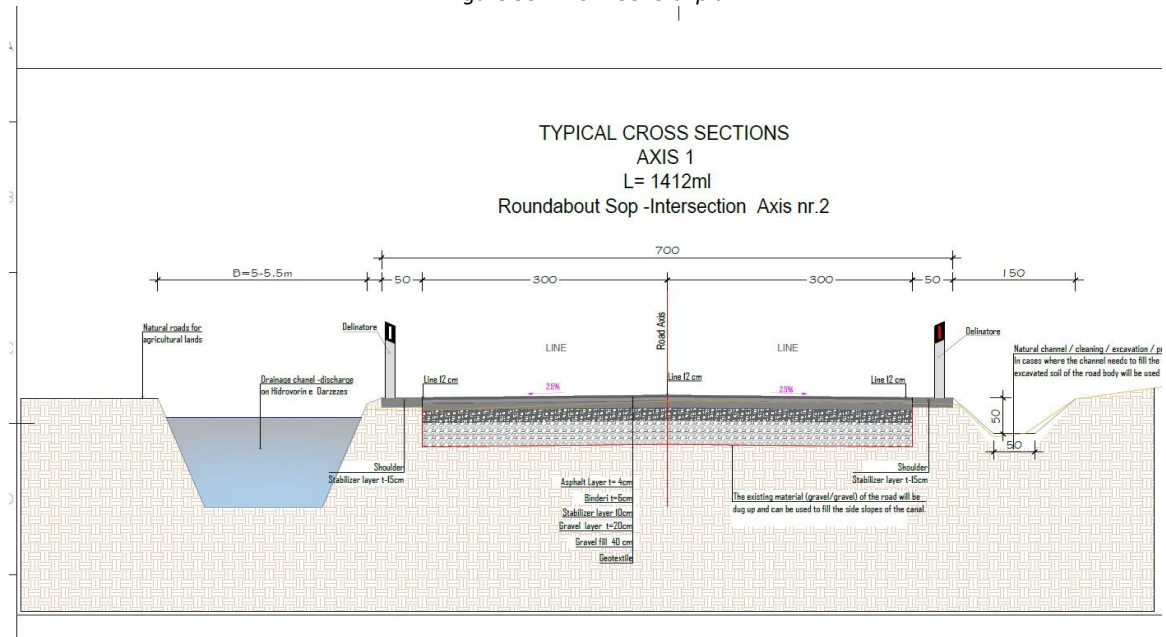


Figure 39: Typical cross section. Axis no.1

Axis no.2 (Prog1+423–3+780)

The existing route of the road will be followed and there will be a lateral extension to the right. The current distance of the road to the drainage channel will be maintained and the project quota will be as close as possible to the actual relief. The width of the carriage way will be 2x3m (asphalt) + 2x0.5m(sidewalk). This variant will cover the entire road with one width, connecting with the new road that has been reconstructed (starts from prog 5+212-6+600) and is part of this project. In Progressive 3+600 or in Prog. 2+200 of sec. 2, a new bridge will be built next to the old bridge which is degraded.

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The length of the bridge is determined in advance by the space of the drainage channel and the width is determined starting from the project of the new bridge built in Darzeze.

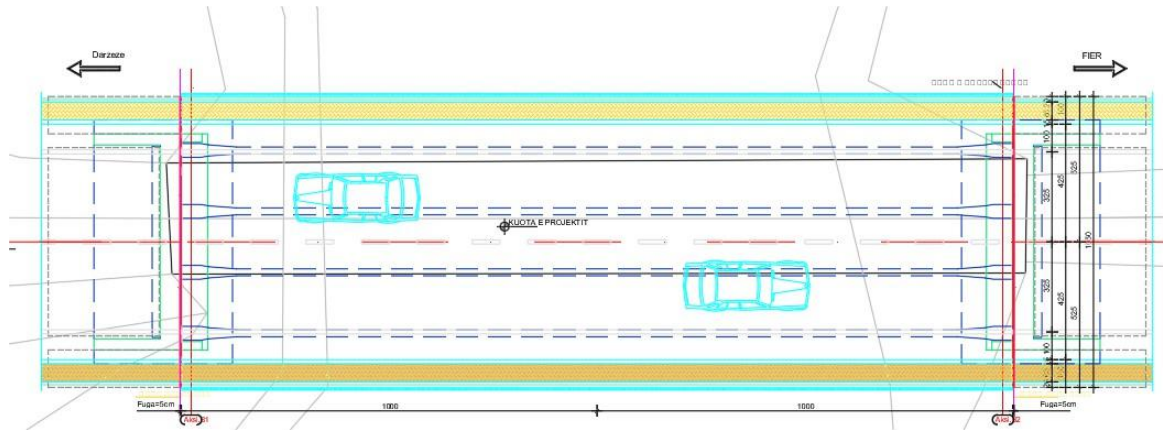


Figure 41: New bridge plan

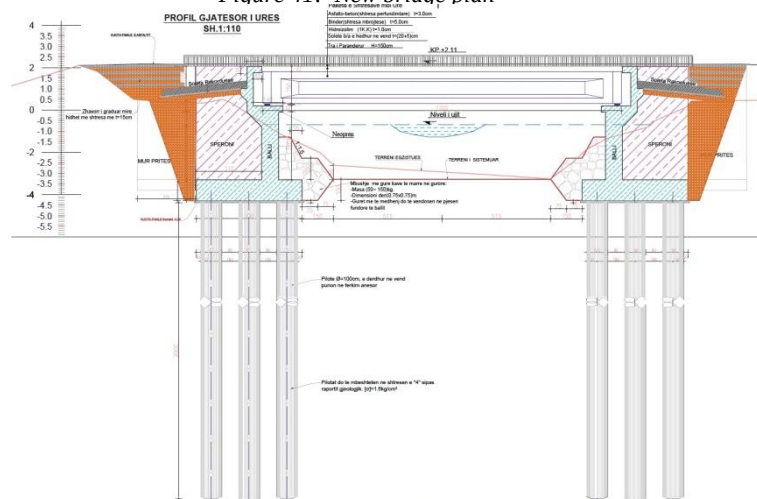


Figure 42: New bridge longitudinal plan

NON-TECHNICAL SUMMARY
RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE



Figure 43: General plan

TYPICAL CROSS SECTIONS
AXIS 2
L= 2415ml

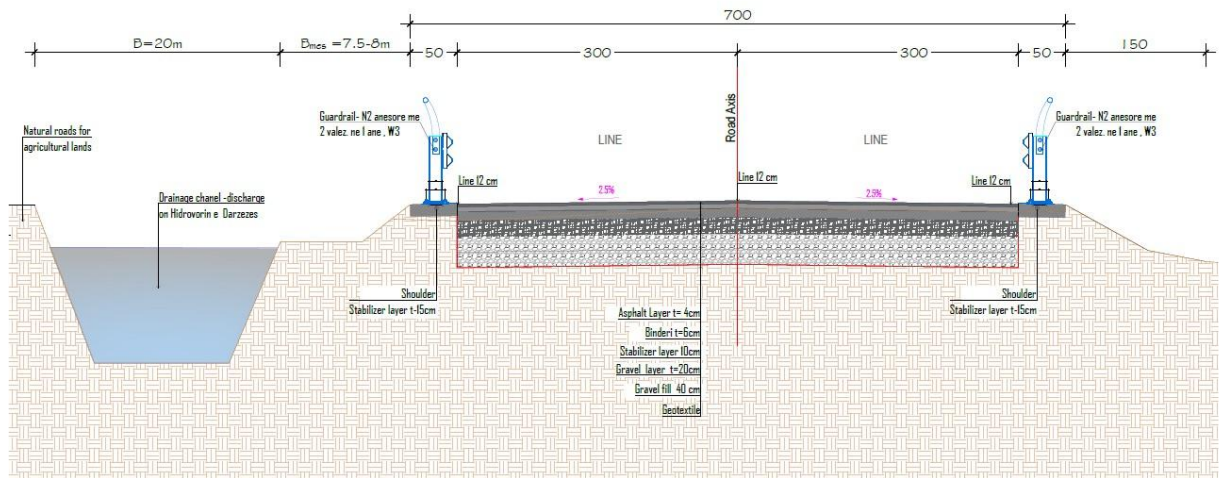


Figure 44: Typical cross section

Axis no.3 (Prog 3+780- 5+212)

The existing route of the road will be followed and there will be lateral expansion on both sides of the road. Since the existing road is asphalted and needs reconstruction asphalt layers, the best solution is its partial treatment. In this segment, the widening of the road on the right side will be carried out to create a side walk for pedestrians, which also includes the works of the KUB soil, of the fiber lines up to the posts of the lighting poles.

During the construction phase must be taken into account that these paving works must be completed during this phase of the project, while the installation of the lights can be carried out in a subsequent phase once the ground is prepared. On the left side, the road will be widened by 1 meter of asphalt to match the newly constructed 6-meter-wide road. To achieve this expansion, caissons will be built. Additionally, along the road, all sections where visible sand deformations have formed will undergo deeper foundation treatments.

This approach is more suitable as it also allows for the creation of flat areas, including bicycle lanes or sidewalks on both sides, given the availability of road space alongside the drainage channel.



Figure 45: General plan of axis

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RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

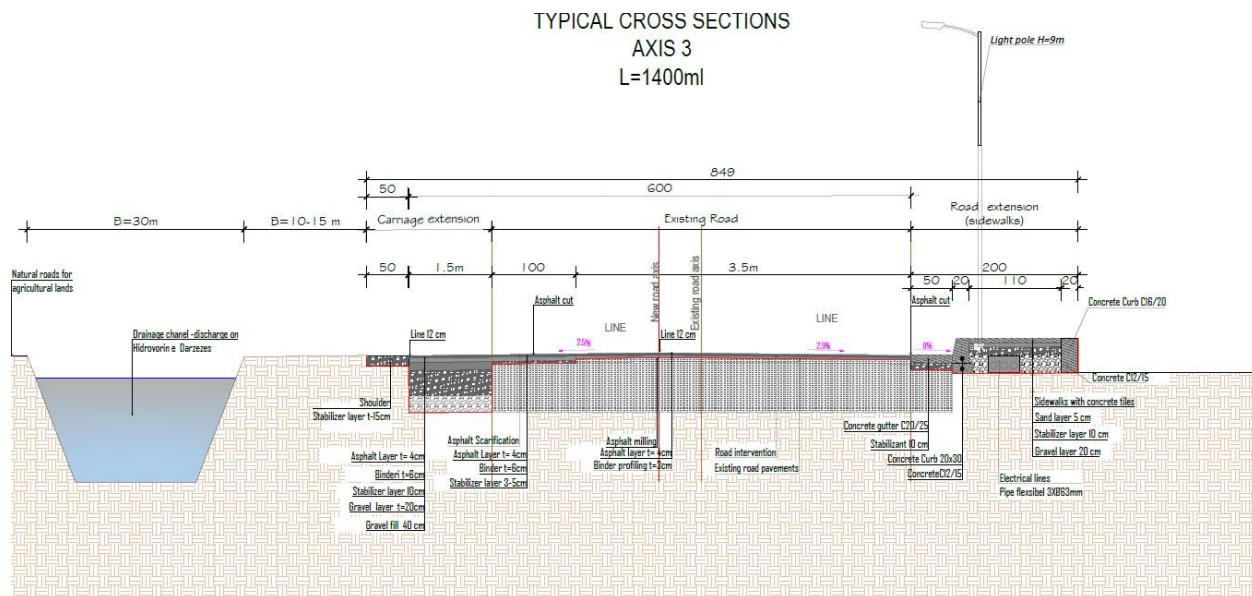


Figure 46: Typical cross section

Axis no. 4 (Prog. 5+212-6+407 (New Darzeze Bridge))

In this segment there will be no intervention in the road body, but only expansion will be carried out on the right side of the current embankment with stabilizer for to realize the side walk with the same parameters as in Axis3. The current asphalt layout will be preserved.

3.7 RAINWATER DRAINAGE

The surface water treatment of the road will be partially closed only along axis 3 and 4, which will be treated with pavement. For this reason, it is thought that the water that will be collected from the road will be collected in the road ditch and through the slope of the road, they will leave in the wells and will discharge indirectly on the surface of the agricultural land. Since the road is at a high errata than the agricultural lands, they will automatically discharge. This way does not cause any problems since the fields are currently systemized with tertiary and secondary drainage channels.

3.8 SAFETY AND ROAD SIGNALS

Currently, there is a lack of vertical and horizontal signage on this road axis, there is no lighting network. The problem of signage is greater in segment no.1andno.2, since the road needs lateral protection almost along its entire length in one direction, due to the distance of the road in relation to the drainage channel and the large presence of the plant.

The road will be equipped almost along its entire length with side delineators. Along axis2, guardrails will be placed on both sides and orientation signs. This area is the most

dangerous along the entire road because of the bridge where drivers must be alert and the large drainage channel on both sides.

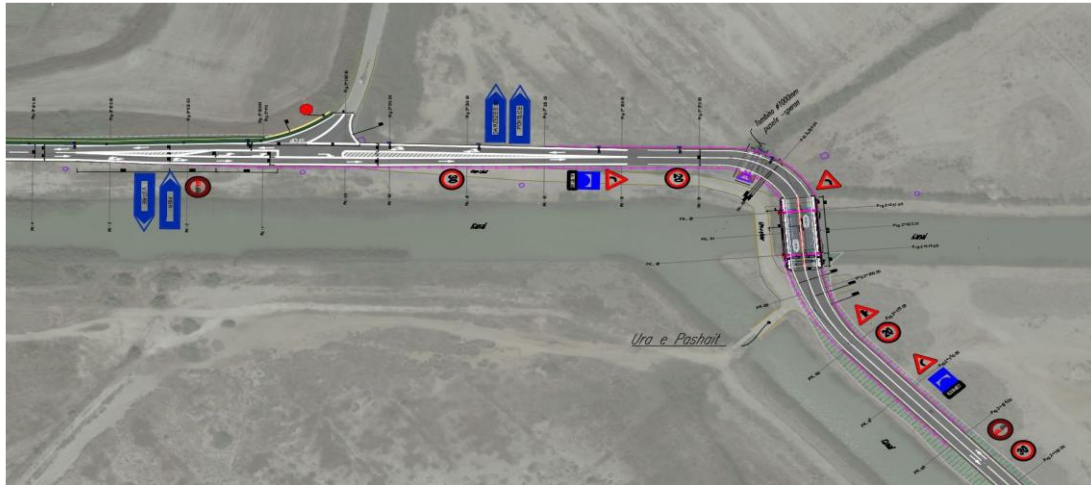


Figure 48: Signage plan

Also, the lighting of axis no.3 and 4 will be used along the entire length of the road with H=9m with 100W Led lighting.

4 LEGAL ASPECTS AND COMPLIANCE

4.1 NATIONAL REQUIREMENTS

Based on regulatory requirements, the Project is subjected to an EIA as part of the permitting procedure in Albania in accordance with the requirements of the Albanian Environmental Legal Acts, including Laws no.10440 and 10431. Whilst the Albanian regulatory system requires an EIA, the Project is also considering the socioeconomic characteristic and cultural heritage values of the Project area. Also, the project should meet all the national Health and Safety laws, (Decisions of the Council of Ministers (DCMs), Directives and EU requirement. This will enable the Project to meet international best practice and EBRD's Performance Requirements. The EIA is approved by National Environmental Agency (NEA)².

4.2 EBRD REQUIREMENTS

The EBRD is an international financial institution which uses investment as a tool to build market economies. Commitment to sustainable energy and safeguarding the environment are central to the EBRD's activity. The EBRD Performance Requirements were introduced to provide guidance for EBRD clients to manage and improve their environmental and social performance through a risk and outcomes-based approach.

The Project's EIA has been prepared considering also EBRD's Performance Requirements, which are as follows:

PR 1: Assessment and Management of Environmental and Social Impacts and Issues

PR 2: Labor and Working Conditions

PR 3: Resource Efficiency and Pollution Prevention and Control

PR 4: Health and Safety

PR 5: Land Acquisition, Involuntary Resettlement and Economic Displacement

PR 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources

PR 7: Indigenous Peoples

PR 8: Cultural Heritage

PR 9: Financial Intermediaries

PR 10: Information Disclosure and Stakeholder Engagement

The Project includes international best practice measures in accordance with the mitigation hierarchy to avoid, minimize / mitigate and restore / rehabilitate any adverse changes in environmental and social conditions (grievance mechanism, census). The EIA also considers international conventions and treaties, relating to environmental and social issues, particularly with regards to biodiversity conservation.

5 SUMMARY OF EXPECTED PROJECT-RELATED IMPACTS

5.1 NEGATIVE IMPACTS ON THE ENVIRONMENT

During the different stages of the project, there may be some activities that could negatively affect the environment. These activities include:

- Digging the land and cleaning the area where the road will be built;
- Planning and managing the roads for vehicles and how they connect to the surrounding areas;
- Setting up the construction site and creating boundaries;
- Deciding where vehicles will park;
- Opening and digging roads ;
- Reconstruction of the road and construction of the new bridge.

These activities might affect the environment in several ways, such as:

- Temporary use of the land (offices and vehicles);
- The use of construction machines and transport vehicles;
- The materials needed for construction;
- Fuel usage during the construction process;

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- Air pollution from emissions;
- Noise from construction vehicles and equipment used;
- Waste created during the construction, and how it is stored and managed.

When the project is finished, there will still be some residual environmental and social impacts, including:

- Permanent use of the land for the road construction
- Noise from work tools that may be used for maintenance
- More people visiting the beach area once the road and bridge is completed

Table 1: List of impacts from the project

Impacts	Road	Bridge
Biodiversity	x	x
Water	x	x
Land	x	N/A
Earthquake	x	x
Geology	x	x
Air quality	x	x
Noise and vibration	x	x
Waste generation	x	x
Landscape	x	x
Flood risk	x	x
Protected areas	N/A	N/A
Social Economic Impact	x	x
Infrastructure and Utilities	x	x

5.2 IMPACT OF CURRENT CLIMATE ON PROJECT ACTIVITIES

The area where the project will be built (Fier, Seman) has a hot-summer Mediterranean climate featuring hot, dry summers and mild, wet winters. Key temperature highlights include July and August highs averaging 31°C to 33°C (87°F to 91°F), while January lows drop to an average of 4°C (40°F). These weather conditions are good for the project because construction can happen almost all year round. However, it's best to avoid working outside during rainy periods.

Heavy rains are not intensified as events in the Fier, Seman coastal area. However, since the road is in field and the level is low the intense rains sometime could cause infrastructure damage. Therefore, proper drainage systems and channels will be used to protect the project.

There is a risk of flooding, which will be reduced by slightly raising certain areas and improving drainage systems to handle excess water. All of these measures will help keep the road safe, strong, and long-lasting for years to come.

5.3 IMPACTS ON BIODIVERSITY

The project will create accessibility to the Darzeza Beach for the people of Fier and visitors, including tourists. It won't harm any important wildlife areas or nature reserves. The biodiversity is mainly inside the irrigation channel with a distance of 3-5 meters from the road will be protected. In the area where the road is going to be built is closer to the agricultural area and Darzeza beach area but not closer to urban area. There is not presence of wild flora and fauna.

No existing trees and the green/vegetation spaces will remain the same, not impacted.

There are no buildings to be demolished at the construction site. The main disturbance will be the noise from the construction activity of machineries running.

Dust pollution and the risk of fire near construction sites could also affect the environment.

Since this area is not developed, only agricultural lands around, it doesn't have a lot of wildlife or rare species. Therefore, the impact on biodiversity will be low.

Effects on flora and fauna

- **Birds:** wallows commonly nest on buildings and balconies in settlements around Fier and may be temporarily disturbed by construction noise and human activity. During the Consultant's site visits, no active nests were identified on the structures to be affected by the project. If active nests are found before or during construction, the Engineer shall instruct the Contractor to avoid disturbing them until the breeding season has ended, where practicable and in accordance with national environmental legislation. The impact is expected to be temporary and of low to moderate significance.
- **Insects, Amphibians, and Reptiles:** common insects, amphibians, and reptiles may occur in agricultural land, roadside vegetation, drainage channels, and nearby wetland habitats. Construction activities may temporarily disturb or displace

individual animals; however, given the limited footprint of the works and the availability of similar habitats nearby, the impact is expected to be minor and temporary.

- **Aquatic flora and fauna:** The project does not involve works within the sea or other aquatic habitats. Therefore, no direct impacts on marine or aquatic flora and fauna are anticipated. Appropriate construction management measures will be implemented to prevent accidental pollution of nearby water bodies.

Impact during Operation and Maintenance

Once the Darëzezë road and the new bridge are completed and operational, they will be used by local residents, visitors, and tourists, improving access to the area. No significant adverse impacts on terrestrial or aquatic flora and fauna are anticipated during the operation and maintenance phase. The project is not expected to affect rare, protected, or endangered species, as it is located within an existing developed corridor and does not involve the fragmentation of important natural habitats. Likewise, the project is not expected to significantly interfere with bird movement or migratory routes. Overall, the environmental impact during the operation phase is expected to be negligible to minor.

Duration of the impact

During construction, the project area will temporarily function as a construction site. Noise, vibration, dust, vehicle movement, and the presence of construction machinery may temporarily disturb wildlife and cause some animals to avoid the area. There is also a limited risk of accidental pollution or fire if construction activities are not properly managed. These impacts will be temporary, localized, and reversible, and can be effectively minimized through the implementation of the Environmental and Social Management Plan (ESMP) and good construction practices.

5.3.1 Mitigation Measures

- **Minimize Construction Noise:** To limit the disturbance to birds and other wildlife, noise levels will be kept as low as possible. This can include scheduling noisy activities during times when animals are least active, and using quieter machinery where possible.
- **Limit Construction Activities to Daylight Hours:** To avoid disturbing wildlife at night, construction work will be carried out during the day, when most animals, especially birds, are active.

- **Dust Control Measures:** Dust pollution can affect both animals and plants. Water sprays or other dust control techniques will be used on-site to reduce the amount of dust that spreads into the surrounding environment.
- **Prevent Fire Risks:** Fire prevention measures, such as keeping construction areas clear of dry vegetation and setting up fire barriers, will be in place to protect both wildlife and the environment from fire risks.
- **No Interventions in Marine Habitat:** Since the project will not interfere with the sea habitats, no actions will be taken that could harm aquatic species.

These measures are designed to ensure that the project has minimal impact on biodiversity while still creating valuable urban spaces for the community.

5.3.2 Impacts on Natural Heritage and Protected Areas

The land where the Darzeza road and new Bridge will be built is not home to any rare or endangered plants or animals. There are no protected natural areas nearby, so the project won't harm any special natural heritage.

5.4 IMPACTS ON WATER

Groundwater

The area where the **Darzeza road and new Bridge** will be built is in a village area far from city. This area does not sit above an important underground water source. During construction, there is no risk that things like oil or waste water could spill and contaminate the groundwater.

No impacts on groundwater.

Possible Impacts on Surface Water

The construction process could impact nearby the irrigation channel water. Some risks include:

- Increased dirt and dust in the water.
- Erosion and sedimentation in nearby areas.

Duration of the impact

Impacts on irrigation channel water will be limited to the construction phase. This includes risks from machinery and the fuel or oil spills. There might be some temporary effects on

surface channel water during construction, like soil getting into the water, or pollution from machinery. However, these effects will be local, low in probability, and minor. Once construction is done, there will be no lasting impact on the channel. Construction machines may cause oil spills or damage the soil. These effects will be local and have a low chance of happening. The impact on land use during construction is expected to be very limited. Once the road and bridge is built, there will be no effects on land use.

5.4.1 Mitigation Measures

- **Strict fuel and oil management:** Vehicles and machinery will be inspected regularly to prevent leaks. Fuelling and maintenance activities will be done in designated, spill-proof areas away from sensitive locations.
- **Concrete mixer and equipment cleaning areas:** Special washing zones with sediment traps and filtration systems will be set up to prevent runoff from reaching groundwater. No washing will be allowed on-site without proper containment.
- **Proper wastewater disposal:** Any wastewater generated will be collected and disposed of following environmental regulations, ensuring it does not seep into the ground.
- **Use of spill containment measures:** Spill kits and absorbent materials will be available on-site to handle accidental leaks or spills immediately.
- **Careful storage of chemicals:** Oils, lubricants, and other hazardous materials will be stored in sealed, labelled containers in designated storage areas with secondary containment to prevent leaks.
- **Erosion and sediment control barriers:** Silt fences, sediment traps, and drainage channels will be installed to prevent runoff from entering nearby water bodies.
- **Proper waste disposal and site cleanliness:** Waste bins will be placed strategically to prevent littering, and all construction waste will be collected and disposed of properly.
- **Designated fuelling and maintenance areas:** Construction vehicles and generators will be stationed away from water sources, and spill prevention measures will be enforced.
- **Scheduling work to minimize impact:** Earth-moving activities will be scheduled during dry periods to reduce the risk of excessive sediment runoff.

By implementing these mitigation measures, the potential negative effects on surface water will be minimized. Once the “**Darzeza Road and the new Bridge**” is operational, there will be no lasting impact on surface water.

Once the road is completed, there will be no significant impact on channel surface water.

5.5 IMPACTS ON LAND

Building the **Darzeza Road** will make changes in the area. The current area is not yet developed, and the construction might cause some harm to the soil. Heavy machinery

used during construction might happen to spill oil or damage the soil around the area where the road will be built.

Possible impacts include:

- The soil could get compacted by vehicles moving around the area during construction.

Pollution could happen if oil spills from the construction machines, or if waste like sewage or trash from the construction site gets into the ground.

5.5.1 Mitigation Measures

- **Controlled vehicle movement:** Designated paths for construction vehicles will be created to limit soil compaction and avoid unnecessary disturbance to surrounding land.
- **Soil protection measures:** Temporary ground coverings, such as gravel or protective mats, will be used in high-traffic areas to reduce soil damage.
- **Spill prevention and management:** Fuelling and maintenance of machinery will take place in designated spill-proof areas with proper containment systems. Spill kits will be available on-site to clean up any accidental leaks immediately.
- **Waste management plan:** Construction waste, including trash, debris, and hazardous materials, will be collected in designated bins and disposed of according to environmental regulations. No sewage or untreated waste will be discharged into the ground.
- **Restoration after construction:** Once the promenade is completed, any disturbed soil areas will be restored with landscaping, replanting, and levelling to ensure the land remains stable and visually appealing.

With these measures in place, the impact on land quality will be minimal.

5.6 TECTONICS AND EARTHQUAKES

Construction activities won't cause any problems related to earthquakes to the project bridge structure. So, there's no risk of problems from earthquakes due to this project.

5.6.1 Mitigation Measures

Worker Safety Training:

- ✓ Provide comprehensive training to all construction workers on earthquake safety procedures, particularly those working at new bridge structures.

- ✓ Ensure workers are familiar with emergency evacuation routes and protocols in case of an earthquake.

Structural Integrity:

- ✓ While the project involves building a promenade, ensure that all construction infrastructure elements are designed to withstand potential seismic activity.
- ✓ Regularly inspect and reinforce any temporary structures that may be vulnerable during an earthquake.

Safety Protocols and Emergency Plans:

- ✓ Develop clear emergency response plans specifically for the construction site, including evacuation plans for workers and safe areas to gather during an earthquake.
- ✓ Ensure emergency supplies (such as first-aid kits, flashlights, and communication tools) are easily accessible on-site.

Earthquake-Resistant Design:

- ✓ Incorporate basic earthquake-resistant features in the design of the promenade, such as flexible materials that can absorb seismic forces without significant damage.
- ✓ Ensure that any tall structures, such as facades or columns, are designed to minimize the risk of collapse during an earthquake.

Monitoring and Risk Assessment:

- ✓ Regularly assess seismic risk in the area and monitor local earthquake activity.
- ✓ Stay informed about any changes in seismic conditions and adjust construction practices or safety measures accordingly.

These measures help ensure that the construction and operation of the road are as safe as possible in the event of an earthquake, protecting both workers and the local community.

5.7 GEOLOGY

The proposed road is located within the coastal plain of **Seman beach**, an area characterized by recent alluvial and marine deposits consisting mainly of sands, silts, clays, and gravels. The geological setting has been shaped by the depositional processes of the Seman River, coastal marine dynamics, and long-term sediment accumulation. The terrain is generally flat and has been influenced by both natural processes and human activities, including agriculture, drainage works, and existing road infrastructure.

The geological conditions of the area are considered suitable for the proposed road construction, subject to the implementation of the recommended engineering design and geotechnical measures. During construction, excavation, earthworks, and material handling may cause localized and temporary soil disturbance and minor erosion, particularly if works are carried out during periods of heavy rainfall. These impacts are expected to be limited in extent and duration and can be effectively controlled through the application of good construction practices, including appropriate drainage, slope stabilization where required, erosion control measures, and the prompt restoration of disturbed surfaces.

5.7.1 Mitigation Measures

Erosion Control during Construction:

- ✓ Use barriers and temporary covers around excavation sites to reduce soil erosion caused by wind and water during construction.
- ✓ Implement a schedule to limit excavation work during rainy or stormy seasons when erosion risks are higher.

Proper Soil Management:

- ✓ Ensure that soil removed during excavation is properly stored and not left exposed for long periods to prevent erosion.
- ✓ Use silt fences or other methods to trap loose soil and prevent it from being washed away by rain.

Stabilizing the Land:

- ✓ Apply erosion control mats, grass, or other ground covers after construction to help stabilize the soil and prevent further erosion along the beach area.
- ✓ Reinforce areas where sand might be moved or eroded, using natural or engineered solutions to protect the agricultural lands.

Monitoring and Maintenance:

- ✓ Regularly monitor the road area for signs of erosion or soil instability after construction, especially along the beach and exposed edges.
- ✓ Conduct maintenance work promptly to repair any areas showing signs of erosion, such as reinforcing walls or adding more protective ground cover.

Sustainable Landscaping:

- ✓ Use native plants and grasses in the landscaping around the road to help anchor the soil and prevent further erosion.

- ✓ Avoid invasive plant species that could disrupt the natural soil structure or cause additional environmental issues.

By following these measures, the project will minimize the risk of erosion and maintain the integrity of the surrounding environment throughout both construction and its operational life.

5.8 EFFECTS ON AIR QUALITY

The area where the road will be built is open and not covered with plants, and the air quality is generally fine for urban areas. However, during construction, dust and fumes will be generated due to activities like digging, road work, and clearing plants. Construction vehicles and machinery will also release gases into the air, which may temporarily affect air quality. Dust particles (PM10) and exhaust fumes could impact the health of workers and local residents, as well as the surrounding environment. While these effects are not expected to last long, they could cause discomfort during the construction phase. At certain times, emissions from traffic and machinery might exceed air quality limits, but the impact will not extend far beyond the construction site. Once the promenade is completed and in use, there will be no harmful emissions, and air quality will return to normal.

Duration of the impact

Construction will release dust and small particles (PM10) into the air, especially during digging and building. These dust emissions won't cause long-term changes in air quality, but they might cause some temporary pollution near the site. Once construction is complete, dust will no longer be an issue, and the impact on air quality can be controlled with proper measures during construction.

5.8.1 Mitigation Measures

- **Dust control:** Water will be sprayed on roads and construction areas to reduce dust, especially during dry weather.
- **Covering materials:** Construction materials, especially sand, gravel, and debris, will be stored in covered areas or enclosed with protective barriers to minimize dust spreading.
- **Vehicle and machinery maintenance:** Regular servicing of construction vehicles and equipment will ensure they run efficiently and emit fewer pollutants.
- **Restricted work hours:** Activities that generate excessive dust or emissions will be limited to specific times to reduce prolonged exposure for nearby residents.
- **Traffic management:** Construction vehicle movement will be planned to avoid congestion and unnecessary idling, reducing emissions from engines.

Air Quality Monitoring:

- **Regular air quality checks** will be conducted at the site, focusing on dust levels (PM10) and emissions from machinery. (as per environmental permit)

Once construction is complete, all air quality impacts will disappear, and conditions will return to normal. The road and new bridge will not generate harmful emissions, contributing to a clean and pleasant environment for local people and visitors.

5.9 NOISE AND VIBRATIONS

Noise will mainly come from construction machines and heavy trucks. Some of the machines used during construction are quite loud, and this might disturb nearby residents. The noise levels may be above what is acceptable in residential areas, so the construction company will try to limit noise during early mornings and late evenings.

Once the road is completed, there will be no noise from the project.

Vibrations from the construction work, mainly from heavy trucks and machinery, may be noticeable nearby. For example:

- Excavations: noticeable up to 10-15 meters away.
- Heavy trucks: noticeable up to 5-10 meters away.

These vibrations may affect nearby areas but will only be temporary during construction.

Duration of the impact

Noise and vibrations from construction machines and trucks will be felt nearby, especially in the homes close to the project. The vibrations are usually small and temporary, and people will mostly notice them during the construction phase. Once the road is built, there will be no noise or vibration.

5.9.1 Mitigation measures

- **Limit Work Hours:** Construction activities that generate loud noise will be scheduled to avoid early mornings and late evenings, helping to minimize disruption during quiet hours. During summer tourist season, as per temporary orders issued by the Fier Municipality, additional restriction on working time might apply as well.

- **Use Quieter Equipment:** Where possible, quieter machinery and tools will be used to reduce overall noise levels during the construction process.
- **Barriers and Screens:** Noise barriers or screens may be installed around the work area to help block and absorb sound, directing noise away from nearby homes.
- **Vibration Monitoring:** The levels of vibrations from heavy trucks and machinery will be monitored to ensure they stay within acceptable limits (as per environmental permit). If vibrations are found to be too strong, adjustments will be made to reduce them.
- **Traffic Management:** Heavy trucks will follow designated routes that minimize impact on residential areas. Trucks will also avoid high-speed driving to reduce vibration.
- **Communication with Residents:** The construction team will keep nearby residents and businesses informed, especially if there will be periods of increased noise or vibration, so they can prepare accordingly.

Once construction is completed, the road will not cause any noise or vibrations, ensuring a quiet and peaceful environment for residents.

5.10 WASTE GENERATION

Construction will produce waste, including broken concrete and other materials. The workers will also create waste, such as food and sanitary waste. Most of the waste will come from earthworks during construction. Hazardous waste, like oils and fuels, could also be produced during construction but will be carefully managed. There is a Waste Management Plan as per the Environmental Permit given by the Fier Municipality to the Contractor.

Once the promenade is finished, there won't be any hazardous waste, but general waste from visitors (like trash) could be generated.

The waste produced during construction will be:

- material from digging.
- reusable waste for construction(material from digging)
- waste to be transported away.

The waste will be managed according to local rules, good international practices, EU directive for waste and EBRD PR3 ensuring it's safely handled and disposed of.

Duration of the impact

During construction, waste will mainly come from the building work and workers' activities. The waste will be small and manageable. Workers will produce waste like food or sanitary items.

5.10.1 Mitigation Measures

- **Sorting and Recycling:** Waste will be sorted into reusable, recyclable, and non-recyclable materials. Usable materials such as excavated soil and concrete fragments will be repurposed where possible.
- **Hazardous Waste Handling:** Oils, fuels, and other hazardous materials will be stored in designated, spill-proof containers and disposed of through licensed hazardous waste management facilities. Spill containment kits will be available on-site to address accidental leaks immediately.
- **Proper Waste Disposal:**
 - ✓ Excavated material that cannot be reused will be transported to approved disposal sites designated by local authorities.
 - ✓ General site waste (food packaging, plastic, and other non-hazardous waste) will be collected in designated bins and regularly removed by licensed waste collection services.

Sanitary Waste Management: Portable toilets and proper waste disposal facilities will be provided for workers, ensuring that sanitary waste does not impact the environment.

5.11 IMPACT ON THE LANDSCAPE

During the construction phase, the project will result in temporary and localized changes to the landscape due to the presence of construction machinery, materials, and work activities. These visual impacts will be short-term and limited to the construction period. Upon completion, the new road will improve access to the Darëzezë Beach area by providing a better connection to the national road network. The completed infrastructure will enhance the visual appearance and functionality of the area by replacing the existing access conditions with a safer and more organized road. Overall, the long-term impact on the landscape is expected to be positive.

Duration of the impact

The impact on the area's appearance will be positive. The landscape will change as the road is built but the changes are expected to be moderate. The long-term visual impact of the project is expected to be positive.

5.11.1 Mitigation measures

- **Minimizing Disruption:** Construction activities will be carefully planned to reduce the removal of plants. No tree to be removed.
- **Dust and Noise Control:** Measures will be taken to control dust and noise, such as using barriers or covering materials, to limit the disruption to the surrounding environment and nearby businesses.
- **Traffic Management:** Heavy truck movement will be managed to avoid damage to the surrounding landscape. Traffic routes will be planned carefully to minimize wear and tear on the area.
- **Replanting and Landscaping:** After construction, the area will be restored with new plants and trees, improving the visual appeal and creating a more pleasant environment for visitors.

These efforts will ensure that while construction might temporarily affect the landscape, the final result will enhance the area's beauty and functionality.

5.12 FLOOD RISK

Flooding risks will be carefully managed to prevent any issues, due to the fact that the city is facing more and more inundation effects due to often heavy rains. Measures will be taken to protect the road during construction, following building standards. This will help reduce the impact of floods and make sure they are not a problem during the operation of the road.

5.12.1 Mitigation measures

Drainage Channels & Catchment Systems

- ✓ Installation of permeable pavement to allow water absorption.
- ✓ Linear existing irrigation channels along the road will help to direct water flow.

Discharge & Collection Systems

- ✓ Designated discharge points leading stormwater safely into the channel.

Elevated & Resilient Infrastructure

- ✓ Raising the promenade level in flood-prone areas.

Installing flood barriers or seawalls to protect against coastal storm surges

5.13 SOCIAL AND ECONOMIC IMPACT

The project will have a positive effect on the local economy. Many workers (around 15-20) from the nearby area will be employed during the construction. Local businesses, especially construction companies, will also benefit. The construction work will create favourable conditions for new businesses and services to emerge.

A **census and asset inventory** were conducted to assess the current use of the road area, including businesses, infrastructure, and social assets. This helped identify any potential disruptions and plan for mitigation measures.

Impact on Businesses during Construction:

- **No Disruption to customer access** on the area of the road.

Noise and dust from construction activities could affect the area for few business activities nearby.

5.13.1 Mitigation Measures

- **Phased construction schedule:** Work will be divided into sections to ensure that part of the promenade remains accessible at all times, minimizing disruptions to businesses.
- **Signage and communication:** Clear signage will guide visitors to open areas and business locations. Regular updates will be provided to local businesses and the community to keep them informed about construction progress and access routes.
- **Noise and dust management:** Measures such as dust control (spraying water on the site) and noise reduction efforts will be implemented to minimize the negative effects on businesses and residents.
- **Support for local businesses:** The project team will work with local businesses to coordinate construction activities, helping where necessary, and encouraging the continuation of business operations during the construction period.

In the long run, the project will create an accessible road, which is expected to boost business and attract new services and investments. Once the reconstruction is completed, the area will benefit from increased tourism and higher foot traffic, supporting long-term economic growth.

5.14 LAND USE

There could be minor damage to existing infrastructure from heavy trucks and construction vehicles. Some roads may also be too narrow for large vehicles. However, with the right measures in place, these effects will be minor and local.

5.15 IMPACT ON INFRASTRUCTURE

There could be minor damage to existing infrastructure from heavy trucks and construction vehicles. Some roads may also be too narrow for large vehicles. However, with the right measures in place, these effects will be minor and local.

5.15.1 Mitigation measures

Protection of Underground Utilities

- Conduct a detailed site survey to identify and map underground utilities (water pipes, electrical cables, internet lines, sewage systems).
- Use non-invasive excavation techniques near critical infrastructure.
- Clearly mark and cordon off utility lines to prevent accidental damage.

Road and Surface Protection

- Reinforce weak roads with temporary steel plates or gravel to handle heavy truckloads.
- Implement load restrictions and designate specific routes for construction vehicles.
- Repair any road damage immediately to prevent long-term deterioration.

Coordination with Utility Providers

- Work closely with water, electricity, and telecommunications companies to plan safe excavation.
- Ensure emergency response teams are available for quick repairs in case of accidental damage.

Minimizing Service Disruptions

- Inform residents and businesses in advance about any planned disruptions.

5.16 WORKPLACE SAFETY

The project will provide jobs for many workers, and their safety will be a top priority. Construction workers will be exposed to several risks, including heavy machinery operations, working at heights, handling electrical installations, and potential exposure to hazardous materials. The workers will be trained to follow safety rules, and they will have protective gear and proper facilities while working. The construction company will be responsible for making sure everything is safe, and the project investor will check that safety standards are met. In order to smooth the project activities with the external impacts the working environment ESMP, SEP, LARP and Grievance Mechanism will help all stakeholders to fulfil the project.

5.16.1 Mitigation measures

- Workers will receive comprehensive safety training on proper handling of equipment, emergency response, and adherence to occupational health regulations.
- Personal Protective Equipment (PPE) such as helmets, gloves, high-visibility vests, and harnesses will be mandatory on-site.
- Proper site facilities (rest areas, first-aid stations, sanitary facilities) will be provided to ensure worker well-being.

Strict adherence to construction site management protocols will be enforced, with regular inspections and audits conducted

5.17 PUBLIC SAFETY

Ensuring the safety of local communities, tourists, businesses, and vulnerable groups near the Darzeza road area is crucial. The project will implement several measures to minimize risks associated with construction activities:

- **Restricted Access & Safe Pathways:** Construction areas will be clearly marked, and temporary signage will be provided to maintain safe access for road users, residents and tourists.
- **Traffic & Machinery Management:** Heavy construction vehicles and machinery will be restricted to designated routes and operational hours to minimize disruptions and risks. Traffic control personnel and warning signs will be in place.
- **Manhole & Excavation Safety:** Open trenches, manholes, and other hazardous work zones will be securely covered or fenced off to prevent accidental falls.
- **Electrical Safety:** Proper insulation and secure installation of electrical components will be ensured to prevent accidents and power disruptions.
- **Emergency Response Plan:** A rapid-response system will be in place to handle accidents, with emergency contact numbers displayed in key areas.

5.18 STAKEHOLDER CONSULTATION, ENGAGEMENT & DISCLOSURE OF PROJECT INFORMATION

The success of the project depends on active engagement with stakeholders, including local communities, businesses, tourists, and municipal authorities. The project will ensure:

- **Regular Public Consultations:** Meetings and information sessions will be held to inform stakeholders about project activities, timelines, and potential impacts.
- **Transparent Communication:** Project updates will be shared through official websites, public notice boards, and local media.
- **Grievance Redress Mechanism:** A formal system will be in place to allow affected individuals to report concerns, with clear procedures for resolution.
- **Collaboration with Local Authorities & Organizations:** Coordination with city planners, environmental agencies, and business associations to ensure the project meets community needs.

These measures will ensure a smooth construction process while prioritizing both worker and public safety, as well as maintaining transparency with all stakeholders.

6 ENVIRONMENTAL AND SOCIAL MANAGEMENT

6.1 PROJECT MANAGEMENT AND DELIVERY

The roles, responsibilities and monitoring systems for the delivery of avoidance, mitigation and management measures are detailed in the Project's Environmental and Social Management Plan (ESMP). It is the responsibility of all ADF staff and Project contractors to comply with the requirements set out in the ESMP and EIA. The responsibility of Project contractors and suppliers will be defined through standard terms and conditions of contracts that are consistent with the commitments of the ESMP.

6.2 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

The Environmental and Social Management Plan is prepared for the Project as part of the updated EIA. This includes a commitment register of the environmental and social mitigation measures that the Project will implement to reduce the significance of adverse Project-related impacts to environmental and social receptors.

6.3 STAKEHOLDER ENGAGEMENT PLAN

A Stakeholder Engagement Plan is prepared for the Project to meet EBRD requirements. This will provide the framework for stakeholder consultation and engagement. The implementation of the plan will be important in order to build strong, constructive and

responsive relationships with stakeholders. It is essential to identify stakeholder's needs, concerns and ideas in relation to the proposed Project and to successfully characterize and manage the Project's environmental and social impacts.

Stakeholder engagement is an ongoing process that should involve stakeholder mapping, analysis, planning, disclosure and dissemination of information, as well as the development of a grievance mechanism and reporting back to affected communities the status of issues addressed via this mechanism

Key stakeholders already identified for the Project are Fier Municipality, Ministry of Environment and Tourism, Ministry of Infrastructure and Energy, NGOs and local residents and business owners.

Several meetings have taken place:

- There is made census survey and the PAPs was identified. The approval of works take place.
- The Municipality of Fier has launched a day for public consultation in the premises of the municipality where citizens were part of this.
- During construction phase whenever is necessary to inform the citizens for the development or temporary impacts meetings will take place and arrange on site.

6.4 GRIEVANCE MECHANISM

The grievance mechanism is established for the Project by ADF. This will be open to all stakeholders and will facilitate resolution of stakeholder concerns and grievances, particularly regarding the Projects' environmental and social performance. Through this process, all concerns, complaints, comments and suggestions will be provided to ADF who will manage an appropriate response to the grievance received in a timely manner.

7 CONCLUSIONS AND RECOMMANDATIONS

The "RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE" Project is a key initiative aimed at enhancing urban infrastructure, tourism appeal, and environmental resilience. The project, funded by the European Union and the EBRD, aligns with national and international best practices, ensuring sustainable development while addressing potential environmental and social concerns.

Conclusions:

- **Environmental and Social Impacts:** The project will have temporary environmental and social impacts, including noise, air pollution, waste generation, and

construction-related disruptions. However, these can be effectively mitigated through proper management and monitoring through the in-place operation of Grievance Mechanism.

- **Biodiversity and Natural Heritage:** No significant negative effects on biodiversity or natural heritage are expected. While construction activities may temporarily disturb local bird populations, the impact is minimal and can be reduced with noise control measures and protecting the existing nests of swallows on site.
- **Water and Land Use:** Proper drainage, and spill control measures will prevent contamination of groundwater and surface water.
- **Land use:** changes are minimal, and the project enhances the area's urban functionality.
- **Infrastructure and Safety:** The project will improve public safety, transport access, and urban aesthetics. Safety measures, including strict compliance with workplace health and safety regulations, will protect both workers and the public.
- **Long-Term Economic and Social Benefits:** The project will create jobs, stimulate local businesses, develop the area and the number of people on beach area, and also increase tourism.
- **Compliance with EBRD and National Regulations:** The project follows all legal, environmental, and safety standards, including EBRD Performance Requirements and Albanian legal frameworks.

- **Recommendations**

To ensure the successful implementation of the project, the following recommendations should be adopted:

1. Environmental and Safety Monitoring
 - ✓ Establish a continuous environmental monitoring system to track impacts on air quality, noise, and biodiversity.
 - ✓ Ensure strict adherence to the Environmental and Social Management Plan (ESMP) to mitigate construction-related impacts.
 - ✓ Conduct regular safety inspections and worker training sessions to minimize workplace risks.
2. Stakeholder Engagement and Communication
 - ✓ Maintain an open and transparent dialogue with residents, businesses, and stakeholders through the Stakeholder Engagement Plan (SEP).
 - ✓ Provide clear, timely updates on construction timelines and traffic management to minimize disruptions.
 - ✓ Strengthen the Grievance Mechanism to promptly address any concerns from the public.
3. Sustainable Construction and Climate Resilience
 - ✓ Implement eco-friendly materials and energy-efficient solutions for facade renovations to enhance sustainability.
 - ✓ Improve drainage and flood prevention measures to reduce the risk of coastal erosion and extreme weather impacts.
 - ✓ Incorporate seismic-resistant designs in infrastructure elements to enhance resilience against potential earthquakes.

4. Minimizing Business Disruptions
 - ✓ Use a phased construction approach to keep sections of the promenade accessible at all times.
 - ✓ Support affected businesses by coordinating work schedules to reduce economic losses.
 - ✓ Ensure that access to businesses and residences remains open throughout the construction period.
5. Waste and Pollution Control
 - ✓ Implement a comprehensive waste management plan, ensuring responsible disposal and recycling of construction materials.
 - ✓ Reduce air and noise pollution by enforcing dust suppression techniques and using low-noise machinery.
 - ✓ Prevent oil spills and hazardous waste contamination through proper containment measures.

With proper planning, stakeholder engagement, and the effective implementation of mitigation measures, the project will significantly improve access to and the overall development of the Darzeza Beach area. The successful implementation of these measures will ensure that the road infrastructure is safe, resilient, and environmentally sustainable, enhancing connectivity and supporting both residents and visitors while contributing to the area's long-term tourism and economic development.

8 ANNEX 1- PROJECT

NON-TECHNICAL SUMMARY
RECONSTRUCTION OF THE ROAD FROM SOP ROUNDABOUT-TO DARZEZA BRIDGE

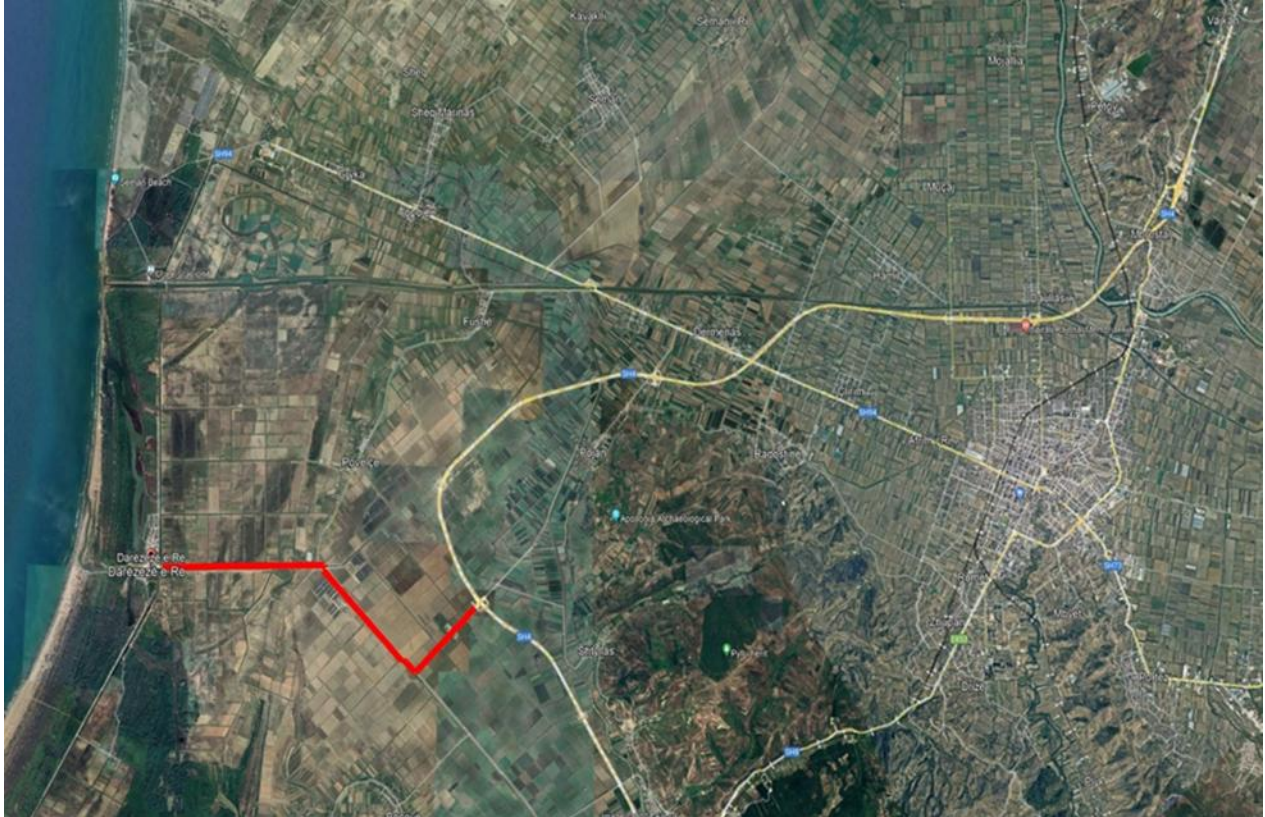


Figure 4: Location of the road related to the Fier City

