



"AVTOMAGISTRALI - TCHERNO MORE" JSC - SHUMEN

CONSTRUCTION, DESIGN, REHABILITATION & MAINTENANCE

**NON-TECHNICAL SUMMARY REPORT (NTS)
- JUNE 2026 -**

**Project Title : "Reconstruction and upgrade of the Road Perlat -
Fushe Lure and improvement of road section Fushe Lure - Arras
in Lezha and Dibra region"**

Contract Ref. No. EBRD/AITP/W/2020/14

8 ALEKO KONSTANTINOV ST., 9703 SHUMEN, BULGARIA, PHONE: +359 54 816 100, FAX: +359 54 830 252

www.amshumen.com

office@amshumen.com

Chief Executive Officer: +359 54 816 100
Chief Financial Officer: +359 54 816 119

Burgas Division +359 56 814 165
Varna Division +359 52 600 719
Ruse Division
Razgrad Division
Targovishte Division
Veliki Preslav Division
Office Sofia

office_bs@amshumen.com
office_vn@amshumen.com
office_rs@amshumen.com
office_rz@amshumen.com
office_trg@amshumen.com
office_vpr@amshumen.com
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To: JV "PACE and ERA LD G"

Project: Reconstruction and upgrade of the Road Perlat - Fushe Lure and improvement of road section Fushe Lure – Arras.

Subject: Non-Technical Summary report (NTS)

On behalf of the company **AVTOMAGISTRALI TECHNO MORE JSC.**, as the main contractor, based in contract **Ref. No. EBRD/AITP/W/2020/14, date 23.02.2022, No. 602 Prot** for the object **"Reconstruction and upgrade of the Road Perlat - Fushe Lure and improvement of road section Fushe Lure – Arras."**, made between **ALBANIAN DEVELOPMENT FUND** and the Main Contractor **AVTOMAGISTRALI TCHERNO MORE JSC.**, based on:

- Original Project and all its annexes and Variation Orders , as part of the above-mentioned contract.
- Technical Specifications and Method statements of the Original Project.
- Continuous correspondence between Contractor, Engineer's representatives and the ADF Contract Manager

We want here to submit the Non-Technical Summary report.

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1 Data of the Project:

Employer:	ALBANIAN DEVELOPMENT FUND
Engineer:	J.V PACE & ERALD – G
Main Contractor:	AVTOMAGISTRALI TCHERNO MORE JSC
Subcontractors:	Alb-Building L.t.d.
Financing Institution:	European Bank for Reconstruction and Development (EBRD)
Deadline of the Project	31.08.2026

2 Scope of Document

The scope of this document is to describe in general terms the Project and its key environmental and social aspects .

3 Brief description of the project

The site where we are executing works extends to the roads segments Perlat - Fushe Lure and Fushe Lure - Arras .

The principal works include:

- Rehabilitation of existing road pavement;
- Construction of new pavement , asphalt layers;
- Improvement of road geometry and traffic safety conditions;
- Construction and rehabilitation of drainage systems;
- Installation of culverts and side channel drains;
- Construction of retaining walls and slope stabilization structures;
- Rehabilitation and reconstruction of bridges and associated structures;
- Installation of road markings, traffic signs and safety barriers.

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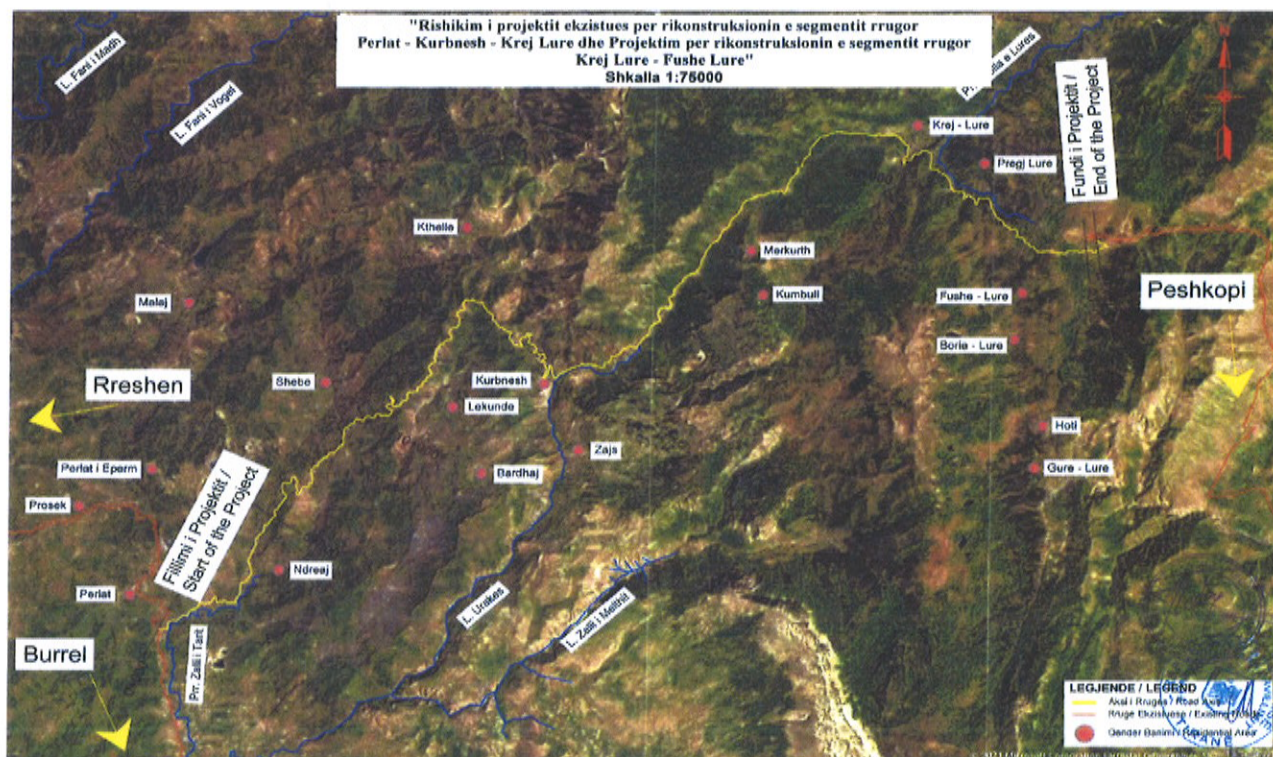


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The Works consist of:

Rehabilitation and improvement of the existing road by the provision of new pavement layers including an asphalt surface. Included in the works are improvements to drainage through the provision of side drains and culverts and the provision of small retaining walls where required, and also the construction/reconstruction and rehabilitation of existing bridges



Project road characteristics and alignment for Perlat - Fushe Lure

The total length of the project is 40.845km. The width of the road body varies from 3.5-5.0 m. The road develops in a hilly-mountainous terrain with relatively large slopes ranging from 3-12% and develops in strong and stable rock formations. The road segment is accompanied along its entire length by small and medium works of art (culverts, walls, bridges, etc.), with partial damage.

The road starts at the Perlat-Urake junction and ends at the exit of Fushe Lure village.

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The reconstruction project will aim to improve the quality and safety of traffic by maintaining the existing trail on most of the road. As a result, it will expand the region's tourism offer and increase the opportunity for sustainable regional economic development.

The length of the road axis is 40 845 m. The width of the road asphalt is 4.75 m.

The main part of the reconstruction project of the road "Perlat - Krej Lure - Fushe Lure" consists of interventions in the road layers.

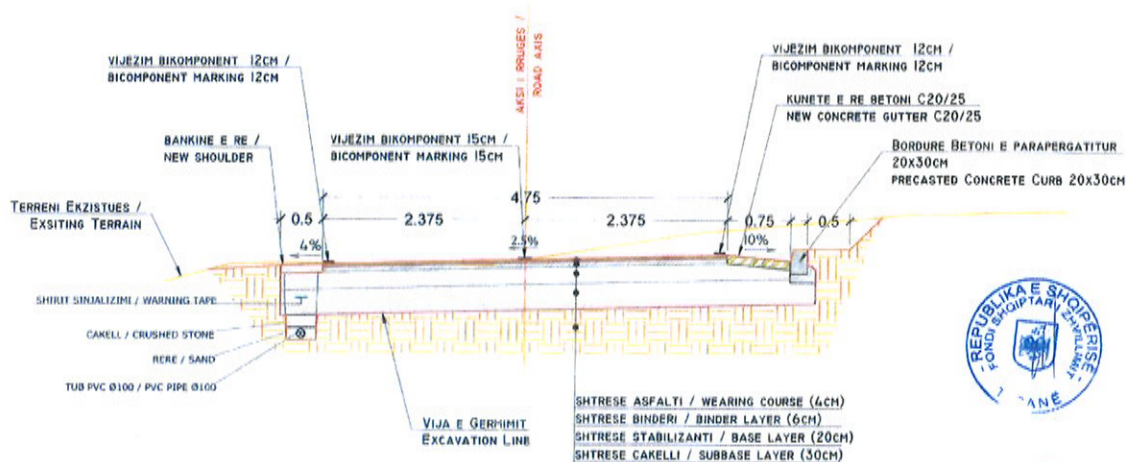
The type of layers used is as follows:

- Asphalt 4cm
- Binder 6cm
- Base 20cm
- Subbase 30cm

In the segments Km 8 + 610 - 8 + 810, Km 16 + 875 - 1 + 905, Km 17 + 055 - 17 + 295, Km 17 + 605 - 17 + 725, Km 17 + 965 - 21 + 220, we have a weakening basement due to the presence of water and the following package was used:

- Asphalt 4cm
- Binder 6cm
- Base 20cm
- Subbase 30cm
- Subbase 40cm

PROFIL TIP I /
TYPICAL SECTION I



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Project road characteristics and alignment for Fushe Lure – Arras

The road has a total length of 20.025 km, with a width of 4.0m and shoulders of 50 cm on both sides. To enhance the safety and functionality of the newly updated project route, an improvement has been proposed. The upgrading of this road included therefore the construction of retaining walls, miscellaneous structures, side drains, etc.

There will be concrete culverts:

- Pipe Culverts D=1000mm, length 6 m.
- Pipe Culverts D=1500mm, length 6 m.
- BOX 4x2 Prog. 4+275
- BOX 2x2 Prog.16+525
- BOX 2x2 Prog.20+300

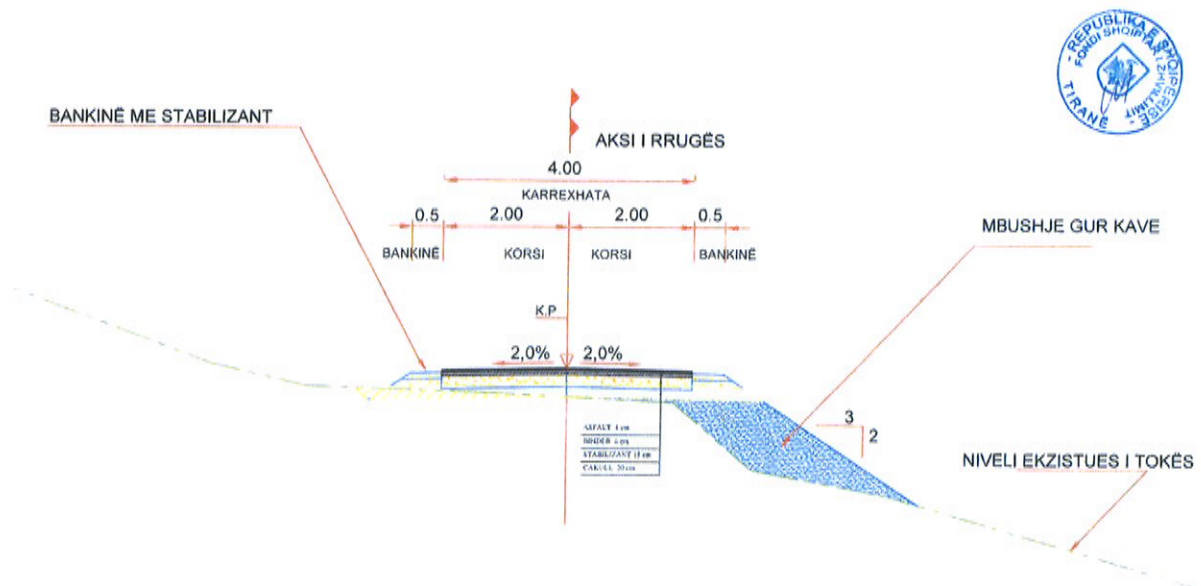


Fig.Seksioni Tip-1 i rruges Fushe Lure – Arras

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4 Project Objectives

The scope/aims of this project is to :

- Improve accessibility between local communities and regional centers;
- Increase road safety for vehicles and pedestrians;
- Reduce travel time and transportation costs;
- Improve access to public services, education and healthcare facilities;
- Support tourism development in the Lura area;
- Stimulate local and regional economic growth;
- Enhance resilience of transport infrastructure against adverse weather conditions.



5 Existing Environmental and Social Conditions

The Project area is located within a predominantly rural and mountainous landscape characterized by:

- Natural vegetation and forested areas;
- Agricultural land and pasture;
- Small villages and scattered residential settlements;



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- Existing road infrastructure requiring rehabilitation;
- Surface watercourses and drainage channels.

The Project largely follows the alignment of the existing road, thereby minimizing land acquisition requirements and reducing environmental disturbance.

No internationally protected areas are directly affected by the Project footprint. No archaeological remains or cultural heritage artefacts have been identified during the construction works to date. Nevertheless, in the event of any unexpected discoveries, the Contractor will implement the Chance Find Procedure and notify the relevant authorities in accordance with applicable legislation.



Photo taken on 2023



Photo taken on 2026

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6 Environmental and Social Benefits

The Project is expected to generate substantial long-term environmental, social and economic benefits, including:

Social Benefits

- Improved mobility for local communities;
- Safer access to schools, healthcare facilities and public services;
- Enhanced road safety conditions;
- Reduced isolation of remote settlements;
- Improved access for emergency services.

Economic Benefits

- Increased tourism potential in the Lura region;
- Improved market access for agricultural producers;
- Reduction in vehicle operating costs;
- Creation of temporary employment opportunities during construction;
- Support for regional economic development.

Environmental Benefits

- Improved drainage systems reducing erosion risks;
- Better management of stormwater runoff;
- Reduction of dust generated by deteriorated road surfaces;
- Improved resilience of infrastructure to extreme weather events.

7 Potential Environmental and Social Impacts

Construction Phase

The majority of adverse impacts are expected to occur during the construction period and are temporary in nature.

Potential impacts include:

Air Quality



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- Dust emissions generated by excavation, earthworks and vehicle movements;
- Exhaust emissions from construction machinery and transport vehicles.

Noise and Vibration

- Temporary increases in noise levels from construction equipment;
- Localized vibration associated with earthworks and compaction activities.

Water Resources

- Risk of sediment runoff into nearby watercourses;
- Risk of accidental spills of fuels, lubricants and chemicals.

Biodiversity and Vegetation

- Localized removal of vegetation;
- Temporary disturbance to wildlife due to construction activities.

Waste Generation

- Construction and demolition waste;
- Excavated material requiring transportation and disposal.

Traffic and Community Impacts

- Temporary traffic disruptions;
- Temporary restrictions to access roads and properties;
- Increased movement of construction vehicles.

8 Mitigation Measure

A comprehensive Environmental and Social Management Plan (ESMP) is submitted and implemented during construction.

Key mitigation measures include:

Dust Control

- Regular watering of exposed surfaces;
- Covering transported materials;
- Speed limits for construction vehicles.

Noise Control

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- Restricting noisy activities to daylight hours especially near residential areas;
- Proper maintenance of equipment;
- Use of noise reduction measures where necessary.

Water Protection

- Appropriate drainage and sediment control measures;
- Spill prevention procedures;
- Safe storage of fuels and hazardous materials.

Waste Management

- Segregation of waste streams;
- Disposal at the approved areas/facilities;
- Reuse and recycling of materials where feasible.

Biodiversity Protection

- Minimization of vegetation clearance;
- Restoration of disturbed areas following construction;
- Replanting using native species if required.

Community Health and Safety

- Installation of warning signs and barriers;
- Implementation of Traffic Management Plans;
- Public information and awareness measures.

9 Land Acquisition and Resettlement

At the current reporting stage, the project has not indicated any necessity for supplementary technical or operational measures to be undertaken for land acquisition due to resettlement.

Any resettlement-related impacts, if required, will be addressed in accordance with Albanian legislation and the applicable requirements through the dedicated institutions for the aim of land acquisition and compensation procedures.

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10 Occupational Health and Safety

The Contractor implements occupational health and safety measures consistent with national legislation and international good practice.

Measures include:

- Use of personal protective equipment (PPE);
- Worker training and induction programs;
- Emergency preparedness and response procedures;
- First-aid facilities and qualified personnel on site;
- Continuous safety monitoring and supervision.

11 Stakeholder Engagement

Stakeholder engagement is an important component of the Project.

Consultations will be conducted with:

- Local communities;
- Municipal authorities;
- Government institutions;
- Businesses and landowners;
- Visitors and tourists;
- Other interested stakeholders.

Project information will be disclosed throughout implementation, and stakeholders will have opportunities to provide feedback. Stakeholder engagement activities will be described in the separate Stakeholder Engagement Plan (SEP).

12 Grievance Mechanism

A Project Grievance Mechanism is established to receive and address concerns from affected communities and stakeholders.



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Complaints may be submitted verbally or in writing (on the grievance box usually placed on the site office) and will be reviewed and addressed within established response timeframes.

During the reporting period, no formal complaints were received from members of the public or civil society organizations in relation to the project.

The grievance process is transparent, accessible and free of charge.

All grievances, whether formal or informal, are treated with due attention and addressed in accordance with project procedures.

Grievance Register Summary:

- Formal complaints: None
- Informal concerns: Several from locals
- Status of concerns: Managed at operational level
- Outstanding formal complaints: None

Stakeholders may submit grievances, comments, or requests for information through the following contact details:

Site Engineer: Eng.Aleksandër Hasanaj

Telephone: +355697001228

Main Contractor: AVTOMAGISTRALI TCHERNO MORE JSC

Subcontractor: Alb-Building L.t.d.

E-mail: atm.albania@amshumen.com ;

info@alb-building.com

All grievances received through any communication channel are recorded in the grievance register and addressed in accordance with the project grievance procedure.

13 Environmental and Social Monitoring

Environmental and social monitoring is undertaken throughout the construction period.

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Monitoring activities will include:

- Air quality monitoring;
- Noise monitoring;
- Waste management inspections;
- Occupational health and safety inspections;
- Traffic management monitoring;
- Community grievance tracking;
- Verification of mitigation measure implementation.

Monitoring results will be reported regularly to the Project Management Unit and relevant authorities.

The Environmental and Social Assessment demonstrates that the proposed reconstruction and upgrading of the Perlat-Fushe Lure and Fushe Lure-Arras road sections will generate significant socio-economic benefits for local communities and the wider region.

The anticipated environmental and social impacts are generally temporary, localized and manageable through the implementation of the Environmental and Social Management Plan and associated mitigation measures.

From a socio-economic perspective, the project is anticipated to stimulate local economic activity, particularly for businesses operating in and around the project areas, by improving accessibility and attracting increased numbers of residents, even those in diaspora and tourists.

Potential environmental and social impacts associated with the construction phase, including noise generation, dust emissions, temporary traffic disturbances, and limited access to certain areas, are expected to be short-term and localized. These impacts will be effectively managed through the implementation of appropriate mitigation measures in accordance with the Environmental and Social Requirements of the European Bank for Reconstruction and Development (EBRD). These include traffic management

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planning, dust suppression, controlled working hours, waste management practices, and ongoing stakeholder engagement.

In addition, the Contractor carries out and submits environmental and social self-monitoring reports to ensure compliance and the effective implementation of mitigation measures.

Consequently, the Project is considered environmentally and socially acceptable and is expected to contribute positively to sustainable regional development, improved accessibility and enhanced road safety in northern Albania.

The contractor

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