

Reconstruction for municipality infrastructure junction from Sine
village to the entrance of Arras-Fushe Lure Road

Ref. No. EBRD/AITP/W/2023/33



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PROJECT INFORMATION

Project Title: Reconstruction for Municipality Infrastructure Junction from Sine Village to the Entrance of Arras – Fushë Lurë Road

Project Reference No.: EBRD/AITP/W/2023/33

Employer: Albanian Development Fund (ADF)

Contractor: ARIFAJ Ltd.

Engineer: Joint Venture PACE & ERALD-G

Project Location: Sine Village, Dibër Municipality, Republic of Albania

Implementation Period: 10 December 2024 – 29 May 2026

Prepared By: ARIFAJ Ltd.

Date: June 2026

1. INTRODUCTION

This Non-Technical Summary (NTS) presents a concise overview of the Project "Reconstruction for Municipality Infrastructure Junction from Sine Village to the Entrance of Arras – Fushë Lurë Road" and summarizes the key environmental and social aspects associated with the Project.

The NTS has been prepared based on the Environmental and Social Impact Assessment (ESIA), Environmental and Social Management Plan (ESMP), Environmental and Social Action Plan (ESAP), Albanian environmental legislation, EBRD Environmental and Social Policy and international good practice.

The purpose of this document is to provide stakeholders and the public with accessible information regarding the Project scope, anticipated benefits, potential environmental and social impacts, mitigation measures and stakeholder engagement arrangements.

2. THE PROJECT

2.1 PROJECT BACKGROUND

The existing municipal road connecting Sine Village with the entrance to the Arras–Fushë Lurë Road has experienced progressive deterioration due to ageing pavement, inadequate drainage infrastructure, erosion processes and prolonged exposure to climatic conditions.

These factors have negatively affected road safety, accessibility and transport efficiency, particularly during adverse weather conditions.

The Project has therefore been developed to improve transportation infrastructure, enhance accessibility, strengthen road safety and support the socio-economic development of local communities.

2.2 PROJECT DESCRIPTION

The Project is located within the Arras Administrative Unit of Dibër Municipality in north-eastern Albania. The works are confined to the existing road corridor connecting Sine Village with the entrance to the Arras – Fushë Lurë Road. The Project consists of the rehabilitation and reconstruction of approximately 2.144 km of existing roadway infrastructure.

The main Project components include:

- Rehabilitation of existing road alignment;
- Construction of asphalt pavement layers;
- Construction and rehabilitation of drainage systems;
- Installation of culverts and concrete channels;
- Construction of retaining walls;
- Slope stabilization works;
- Installation of road safety barriers;
- Installation of traffic signs and road markings;
- Associated civil engineering works.

2.3 PROJECT NEED AND OBJECTIVES

The Project aims to:

- Improve road safety;
- Improve accessibility and connectivity;
- Reduce travel time and vehicle operating costs;
- Improve drainage performance;
- Increase climate resilience of infrastructure;
- Support economic development and social inclusion.

2.4 EXPECTED BENEFITS

Expected Project benefits include:

- Improved transportation infrastructure;
- Increased road safety;
- Better access to public services;
- Enhanced access to agricultural land and local markets;
- Reduced maintenance costs;
- Improved resilience to extreme weather events;
- Support for local economic growth.

3. ENVIRONMENTAL AND SOCIAL BASELINE

3.1 PHYSICAL ENVIRONMENT

The Project area is located within a rural mountainous environment characterized by existing road infrastructure, agricultural land, watercourses and scattered residential properties.

3.2 BIOLOGICAL ENVIRONMENT

Vegetation in the area consists primarily of grasses, shrubs, and scattered trees. No significant impacts on protected habitats or critical biodiversity areas are anticipated.

3.3 SOCIAL ENVIRONMENT

The local population relies primarily on agriculture, transportation access, local commerce, and municipal services. Improved road infrastructure is expected to provide substantial social and economic benefits.

4. ENVIRONMENTAL AND SOCIAL IMPACTS AND MITIGATION

4.1 AIR QUALITY

POTENTIAL IMPACTS

- Dust emissions from earthworks;
- Exhaust emissions from machinery.

MITIGATION MEASURES

- Water spraying during dry conditions;
- Covering transported materials;
- Speed control;
- Regular equipment maintenance.

4.2 NOISE AND VIBRATION

POTENTIAL IMPACTS

Temporary increases in noise and vibration levels during construction.

MITIGATION MEASURES

- Restriction of noisy activities to daytime hours;
- Equipment maintenance;
- Temporary noise barriers where required.

4.3 SOIL AND EROSION

POTENTIAL IMPACTS

- Soil disturbance;
- Erosion and sediment transport.

MITIGATION MEASURES

- Erosion control measures;
- Stabilization of disturbed areas;
- Proper drainage management.

4.4 WATER RESOURCES

POTENTIAL IMPACTS

- Sediment runoff;
- Fuel or oil spills.

MITIGATION MEASURES

- Controlled fuel storage;
- Spill response procedures;
- Drainage protection measures.

4.5 WASTE MANAGEMENT

POTENTIAL IMPACTS

Generation of construction and domestic waste.

MITIGATION MEASURES

- Waste segregation;
- Licensed disposal;
- Reuse of suitable materials where feasible.

4.6 TRAFFIC AND ACCESS

POTENTIAL IMPACTS

Temporary traffic disruption and restricted access.

MITIGATION MEASURES

- Traffic management plan;
- Warning signs;
- Safe access arrangements.

4.7 OCCUPATIONAL HEALTH AND SAFETY

POTENTIAL IMPACTS

Risks related to construction activities and machinery operation.

MITIGATION MEASURES

- PPE requirements;
 - Safety training;
 - Site supervision;
 - Emergency preparedness.
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4.8 COMMUNITY HEALTH AND SAFETY

POTENTIAL IMPACTS

- Traffic hazards;
- Dust nuisance;
- Noise disturbance.

MITIGATION MEASURES

- Traffic control measures;
- Public information signage;
- Community grievance mechanism.

4.9 CLIMATE RESILIENCE

Climate resilience considerations have been incorporated into the Project design through drainage improvements, culvert installation, erosion protection measures and slope stabilization works intended to reduce vulnerability to climate-related hazards and extreme weather events.

4.10 CULTURAL HERITAGE

No known cultural heritage assets are located within the Project footprint. Nevertheless, a Chance Finds Procedure shall be implemented during excavation activities.

5. ENVIRONMENTAL AND SOCIAL MANAGEMENT

Environmental and social performance will be managed through implementation of the ESMP and ESAP.

Monitoring activities will include:

- Dust monitoring;
- Noise monitoring;
- Waste management inspections;
- Traffic safety inspections;
- Worker safety inspections;
- Community grievance monitoring.

6. STAKEHOLDER ENGAGEMENT AND GRIEVANCE MECHANISM

Stakeholder engagement will be maintained throughout Project implementation.

Stakeholders may submit grievances through:

ARIFAJ Ltd.

Email: arifaj_shpk@yahoo.com

All grievances shall be recorded, investigated and addressed in accordance with the Stakeholder Engagement Plan.

No land acquisition, physical displacement, economic displacement or involuntary resettlement is anticipated under the Project.

7. CONCLUSION

The Project is expected to generate significant long-term environmental, social and economic benefits. Potential impacts are expected to be temporary, localized and manageable through implementation of the ESMP, ESAP and associated monitoring measures.

The Project is considered environmentally and socially acceptable and consistent with Albanian legislation and EBRD requirements.

ARIFAJ L.T.D

Legal Representative

SKENDER BOKCIU

