

**INTEGRATED SAFEGUARDS DATASHEET
APPRAISAL STAGE**

I. Basic Information

Date prepared/updated: 11/22/2006

Report No.: AC2426

1. Basic Project Data

Country: Albania	Project ID: P078949	
Project Name: TRANSPORT PROJECT		
Task Team Leader: Richard Martin Humphreys		
Estimated Appraisal Date: November 27, 2006	Estimated Board Date: February 15, 2007	
Managing Unit: ECSIE	Lending Instrument: Specific Investment Loan	
Sector: Roads and highways (98%);Ports, waterways and shipping (1%);General transportation sector (1%)		
Theme: Infrastructure services for private sector development (P);Access to urban services and housing (S)		
IBRD Amount (US\$m.):	20.00	
IDA Amount (US\$m.):	5.00	
GEF Amount (US\$m.):	0.00	
PCF Amount (US\$m.):	0.00	
Other financing amounts by source:		
	BORROWER/RECIPIENT	19.00
	OPEC FUND	15.00
		34.00
Environmental Category: A - Full Assessment		
Simplified Processing	Simple <input type="checkbox"/>	Repeater <input type="checkbox"/>
Is this project processed under OP 8.50 (Emergency Recovery)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

2. Project Objectives

The main Project Development Objective is to reduce user costs on the Milot to Rreshen section of the Durres - Milot - Morine corridor and improve access for the hinterland population, to introduce innovation in road maintenance on a pilot basis, and to contribute to the development of the institutional framework and implementation of road safety activities throughout Albania. The project proposes to achieve this objective through the following: (i) the construction of the 26 kilometer section of the Milot to Rreshen road, thereby contributing to a reduction in journey time for roads users and an improvement in access to one of the poorest parts of Albania; (ii) the introduction of innovation in road maintenance on a pilot basis through the testing of output and performance based road maintenance contracts; and (iii) institutional development and support to improving road safety in Albania.

3. Project Description

The project will consist of four main components: The first component involves the civil works and consultant supervision to undertake the construction of the three lots of the 26

kilometer Milot - Rreshen section of the Milot - Morine road corridor. The proposed road is located mostly within the Mirdite District which has a poverty incidence ranging between 20-40 percent of the population, and improving access to this impoverished area is a key policy objective of the Government. The proposed new road has been designed as a single carriageway road (7.5 meter two-lane, with a total width of 11.1 meters, 9.3 meters on the paved area), with a design speed 80 km/hr. The World Bank will co-finance Lots 1 and 2 with the GoA, whilst Lot 3 is expected to be financed by the OPEC Fund .

The second component involves the introduction of Output/Performance Based Maintenance Contracts on a pilot basis of output or performance based road maintenance contracts in two pilot regions, and consultant supervision. This initiative follows the introduction of these approaches in an earlier World Bank project in Serbia, within the region, where provisional indications suggest a significant reduction in unit operating costs.

The third component is a road safety component and will build on the recently completed road safety component in the Road Maintenance Project, and the recent Action Plan prepared by the National Road Safety Council. This will involve the provision of necessary technical assistance to assist the implementation of the National Action Plan, undertaking a road safety audit on the Tirana to Durres highway, and the provision of necessary goods for the Ministry of Public Works, Transportation and Telecommunication, and the Traffic Police under the Ministry of Interior.

The final component involves the provision of necessary Technical Assistance and Goods. The final component will involve the provision of necessary technical assistance to the Ministry of Public Works, Transportation and Telecommunication. This will include the following: (i) technical assistance to establish the maritime administration, implement the new port authority law, and prepare new maritime by-laws in conformity with EU standards; (ii) undertaking a sector specific fiduciary assessment; (iii) technical assistance to the Project Implementation Team in GRD for a defined term; (iv) training; (v) limited office expenses; (vi) two vehicles for the PIT; (vii) road roughness measuring equipment; and (viii) equipment for counting/classifying motor vehicles on the network.

4. Project Location and salient physical characteristics relevant to the safeguard analysis

The project will finance construction of the 26 kilometer section of the Durres to Morine corridor, between Milot and Rreshen. This road section is located mostly within the Mirdite District. The route passes along the Matit river and River Fani River Valleys between Milot and Rreshen on an existing earth road. The area is sparsely populated and may be considered poor and rural. Some sections contain farmland and others are steep terrain forested areas. A church and associated monastery at Rubik dating back to 1162 A.D. is on a hill overlooking the River Fani above the project route.

5. Environmental and Social Safeguards Specialists

Mr Bernard Baratz (EASEG)

6. Safeguard Policies Triggered	Yes	No
Environmental Assessment (OP/BP 4.01)	X	
Natural Habitats (OP/BP 4.04)		X
Forests (OP/BP 4.36)		X
Pest Management (OP 4.09)		X
Physical Cultural Resources (OP/BP 4.11)		X
Indigenous Peoples (OP/BP 4.10)		X
Involuntary Resettlement (OP/BP 4.12)	X	
Safety of Dams (OP/BP 4.37)		X
Projects on International Waterways (OP/BP 7.50)		X
Projects in Disputed Areas (OP/BP 7.60)		X

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts: The chief potential environmental issues associated with the project include soil erosion (construction and during use), health effects to construction workers during construction, land disturbance (construction), water pollution (construction and accidental spillage during use), noise (primarily during construction), the perception of an enhanced risk of flooding of residential areas in or near the village of Fushe-Milot. The flooding risk to Fushe-Milot was identified during the second public consultation. There was initial concern that a 12th Century Church and Monastery could be affected during construction, but the new alignment is on the opposite side of the valley and river from this side. An action plan was agreed with the Government to rehabilitate the flood protection walls on the north and south side of the Matit River. The nature of these works were not considered to trigger OP4.37, but careful consideration will be given to design and implementation during supervision of the project. All other environmental issues can be readily mitigated with good engineering design and construction practices.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The improved road conditions should have positive economic impacts on the local residents, making it easier for them to access markets with their produce. The current road users will enjoy lower journey time and vehicle operating costs in their journeys along this section of the road, which will have the additional advantage of reduced vehicular emissions due to the removal of frequent stopping/starting and rapid acceleration/deceleration.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Three different route alternatives were considered for the overall Durres Morine Corridor, and three alternatives for the Milot-Rreshen segment were considered. The routes

selected were all deemed satisfactory from the environmental viewpoint. The selected route did not present any unique or unusual potential environmental issues. All potential impacts could be readily managed with proper design and good engineering construction practices.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described. The Borrower has prepared an EA document including an Environmental Management Plan (EMP) that is acceptable to the World Bank. The Environmental Assessment was undertaken in a number of steps: An initial EA report was prepared in 2003 by the design consultant, funded by the then Government. However, OP 4.01 requires the EA to be prepared by independent experts not affiliated with the project. To satisfy this requirement, an independent consultant reviewed and updated the prepared EA for the original alignment, as part of the preparation of the, subsequently suspended, FY04 Transport Project. The alignment was then changed, and an updated EA document was prepared by another independent consultant. The suspension of the FY04 Transport Project, reactivated in January 2006, engendered a need for a new round of consultation. This latest EA document: (a) fully reflects the current project alignment and design; (b) fully complies with World Bank EA policies.

An Environmental Unit was established within the GRD in early 2004. The Unit comprises two members selected from core GRD staff, based on their experience and training. This unit was central to the preparation of the Environmental Impact Assessment, the Environmental Management Plan and the Resettlement Action Plan for this project. The Project Implementation Team will draw on their expertise in monitoring environmental issues during project implementation. During project appraisal the Task Team will evaluate the Borrower capacity for implementing the EMP and incorporate into the loan any necessary institutional strengthening to insure adequate capability for EMP implementation.

The Resettlement Action Plan (RAP) for this project was prepared by the Expropriation Department of the General Roads Directorate, in consultation with the World Bank. The RAP has been prepared according to national laws and regulations and the World Bank Policy on Involuntary Resettlement (Operational Policy 4.12).

The final version of the RAP for the Milot-Rreshen area was supplied to the Bank on the 11th May 2006 and formally approved. It was subsequently translated and disclosed publicly on the 4th June 2006, with an announcement appearing in the 'Rilindja Demokratike' newspaper, thus meeting the formal requirements of the World Bank.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. In accordance with World Bank safeguard policies and procedures for Environmental Assessment (EA, OP/BP/GP 4.01) the project was assigned to Category A and a detailed EA document (see OP 4.01 Annex B, 'Content of an Environmental Assessment Report for a Category A Project') was required. In 2003 before World Bank involvement with the

project, an initial EA report was prepared by the design consultant. However, OP 4.01 requires independent EA experts not affiliated with the project to implement the EA process. To satisfy this requirement, an independent consultant reviewed and updated the EA in 2004 based upon a preliminary alignment and engineering design produced by ITP. This alignment underwent a significant revision, and an updated EA document was prepared by another independent consultant. This latest EA document: (a) fully reflects the current project alignment and design, (b) has been approved by the Albanian Ministry of Environment; and (c) fully complies with World Bank EA policies and procedures as cited above.

Three public consultations were conducted. A consultation to discuss the Terms of Reference for the Environmental Assessment was conducted on June 16, 2003 in Shkodra, June 17, 2003 in Kukes, and on July 22, 2003 in Rreshen. Consultations to discuss the first draft of the EA report were conducted on March 3, 2004 in Milot, March 28, 2004 in Rubik, and March 29, 2004 in Rreshen. A final consultation was conducted in Fushe-Milot on January 22, 2006 and in Vau I Shkjezes on February 19, 2006. The Final Version of the EIA was supplied to the Bank on the 23rd May 2006 and formally approved. It was subsequently translated and disclosed publicly on the 4th June 2006, with an announcement appearing in the 'Rilindja Demokratike' newspaper, advising the location of the document for public access. The EIA and RAP were formally transmitted to the Infoshop on the 27th June 2006.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other:

Date of receipt by the Bank	05/23/2006
Date of "in-country" disclosure	06/04/2006
Date of submission to InfoShop	06/27/2006
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	06/29/2006

Resettlement Action Plan/Framework/Policy Process:

Date of receipt by the Bank	05/11/2006
Date of "in-country" disclosure	06/04/2006
Date of submission to InfoShop	06/27/2006

*** If the project triggers the Pest Management and/or Physical Cultural Resources, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.**

If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

D. Approvals

<i>Signed and submitted by:</i>	<i>Name</i>	<i>Date</i>
Task Team Leader:	Mr Richard Martin Humphreys	08/31/2006
Environmental Specialist:	Mr Bernard Baratz	09/05/2006
Social Development Specialist Additional Environmental and/or Social Development Specialist(s):	Ms Radhika Srinivasan	09/05/2006
<i>Approved by:</i>		
Regional Safeguards Coordinator:	Mr Ronald N. Hoffer	09/05/2006
Comments:		
Sector Manager:	Mr Motoo Konishi	08/31/2006
Comments:		