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### MINISTRY OF TRANSPORT AND INFRASTRUCTURE (EBRD TECHNICAL COOPERATION FUNDS) MINISTRIA E TRANSPORTIT DHE E INFRASTRUKTURES (EBRD FONDI I KOPERIMIT TEKNIK)

**DETAILED DESIGN OF RAILWAY LINE DURRES - TIRANA PUBLIC TRANSPORT TERMINAL (PTT)  
AND OF THE NEW RAILWAY CONNECTION TO RINAS AIRPORT (TIA)  
AND FINANCIAL / ECONOMIC APPRAISAL OF THE WHOLE ALBANIAN RAILWAY NETWORK**  
PROJEKTI I DETAJUAR I LINJES HEKURUDHORE DURRES - TIRANE TERMINALI PUBLIK I TRANSPORTIT (TPT)  
DHE I LINJES SE RE HEKURUDHORE PER NE AEROPORTIN NDERKOMBETAR TE RINASIT (ANR)  
SI DHE VLERESIMI FINANCIAR DHE EKONOMIK I GJITHE RRJETIT HEKURUDHOR SHQIPETAR

**ENVIRONMENTAL IMPACT ASSESSMENT STUDY OF RAILWAY DURRES-TIRANA PUBLIC TRANSPORT TERMINAL (PTT)  
RAILWAY AND THE NEW RAILWAY CONNECTION TO RINAS AIRPORT (TIA)**  
VLERESIMIN E NDIKIMIT NE MJEDIS TE THELLUAR PER LINJA HEKURUDHORE DURRES-TIRANE, TERMINALI PUBLIK I  
TRANSPORTIT (TPT) DHE LINJA E RE HEKURUDHORE PER NE AEROPORTIN NDERKOMBETARE RE RINASIT (TIA)

### LAND ACQUISITION FRAMEWORK (english version) Structure blerjen e tokës (versioni anglisht)

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## Land Acquisition Framework (LAF)

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## Land Acquisition Framework (LAF)

### Abbreviations

EHSS	Environmental, Health & Safety and Social
ETAS	Environmental Impact Assessment Study
ESAP	Environmental and Social Action Plan
EBRD	European Bank of Reconstruction and Development
HSR	Albanian Railways (Hekurudha Shqiptare)
JV	Joint Venture
LAF	Land Acquisition Framework
LAP	Land Acquisition Plan
MTI	Ministry of Transport and Infrastructure
PR	Performance Requirement
PAP	Project Affected Persons
PPT	Public Transport Terminal
SEP	Stakeholder Engagement Plan
UNDP	United Nations Development Programme

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## 1 Introduction – Scope of this document

This document constitutes the Land Acquisition Framework (LAF) for the project “*rehabilitation works of the existing railway line Durres - Tirana Public Transport Terminal (PPT) and the implementation of the new railway connection to Rinas Airport (TIA)*” (hereinafter ‘the Project’). The elaboration of the technical design and the environmental studies of this project have been assigned to the Joint Venture (J/V) RAILCON<sup>1</sup> by the Ministry of Transport and Infrastructure (MTI) of Albania, upon a grant provided by the European Bank for Reconstruction and Development (EBRD) Technical Cooperation Fund. The subject of the relevant contract is: “*Detailed Design of the Railway Line Durres - Tirana Public Transport Terminal (PTT) and of the new railway connection to Rinas Airport (TIA) and Financial/Economic Appraisal of the whole Albanian Railway Network*”.

Based on the Project design and preliminary socio-economic studies, land expropriation for construction of the new railway line from Tirana to Rinas airport has been identified as the main social impact of the Project. Land that will be acquired through the expropriation for the construction of the new railway line is 249,486.00 m<sup>2</sup>. This area also includes the area of the railway triangle area that is enclosed between railway branches to Durres and Tirana (32,813.00 m<sup>2</sup>).

A detailed presentation and analysis of the project’s environmental impacts is available in the EIA study of the Project. Disclosure and consultation activities, including those regarding land acquisition, are also presented in the Project Stakeholder Engagement Plan (SEP). A preliminary social survey has been undertaken to further understand the scale and magnitude of the economic displacement and impacts on the Project Affected Persons (PAPs) and it will further be developed during the implementation of the Land Acquisition Plan (LAP).

The general objective of the LAF is to ensure that land acquisition and compensation are carried out in line with national laws and the requirements of the European Bank of Reconstruction and Development (EBRD) and especially Performance Requirement (PR) 5: *Land Acquisition, Involuntary Resettlement and Economic Displacement*. The key objectives are summarised as follows:

- To avoid or minimize involuntary resettlement (physical and economic displacement), while balancing environmental, social and financial costs and benefits.
- To mitigate adverse social and economic impacts from land acquisition or restrictions on affected persons’ use of and access to land.
- To provide compensation for loss of assets at replacement cost.
- To improve or, at a minimum, restore the livelihoods and standards of living of displaced persons to pre-project levels.

In particular this LAF has been developed in order to fulfil the following requirements:

- To ensure that no one affected by the Project’s implementation is disadvantaged compared to current conditions.
- To estimate and present resettlement impact of the proposed railway project.
- To identify the groups affected including vulnerable people due to displacement.
- To outline a compensation strategy to ensure that no one affected by the Project’s implementation is disadvantaged compared to current conditions.
- To outline a grievance mechanism, consultation and disclosure as well as an implementation and monitoring framework for the land acquisition process.

Key terminology and associated meanings and comments are presented in *Appendix A*.

This Plan is organized in the following subsequent sections:

- Section 1: Introduction - Scope of this document
- Section 2: The Project
- Section 3: Legal and policy framework
- Section 4: Eligibility and entitlements (Compensation strategy)
- Section 5: Grievance mechanism
- Section 6: Consultation and disclosure

<sup>1</sup> DROMOS LTD | DROMOS INC | ENVECO SA | EDAFOMICHANIKI SA | DOMI SA | EMBIRIA SA



- Section 7: LAF implementation

## 2 The Project

### 2.1 Project description

Albania's rail sector is governed by the railway law adopted in 2004. According to Article 12 of the code, Albanian Railways (*Hekurudha Shqiptare*; HSH) is a vertically integrated joint-stock company, whose assets are fully owned by the State.

The existing railway system of Albania was developed between 1947 and 1986. The entire network is single track, non-electrified, with passing loops at stations. It connects the port of Durrës with industrial and mining areas to the East around the area of Elbasan and to cement-producing areas (Elbasan, Fushe-Kruja). The network also connects several important cities, the most important passenger connection being between Durrës and Tirana.

Currently the infrastructure is in very poor condition resulting in very slow speeds for several reasons, the most important of which are:

- In the last 15 years funds were made available only for absolutely essential maintenance and repair of the infrastructure.
- Signalling system was largely destroyed during periods of unrest in 1991 and 1997 and currently the system works without signalling. Until 1997, the most important stations operated on a relay based interlocking and signalling system. In 1997 most of these systems were destroyed and many parts were stolen.
- The speed restrictions of the Durrës-Tirana railway line are governed principally by track condition and frequent unauthorized level crossings.

In urgent need of rehabilitating the existing railway system, the Government of the Republic of Albania approached the EBRD to provide a sovereign loan to finance the rehabilitation and improvement works of the existing railways.

The Project consists of (a) the rehabilitation of the existing railway Durrës - Tirana PTT (length 34,2 km) and (b) the implementation of the new railway connection to Rinas airport (length 4.7 km), including the relevant structures along the lines and around the main stations, as well as detailed specifications for the telecommunications and the signalling system.

#### a) Railway line Durrës - Tirana

The Durrës - Tirana railway line (*Figure 1*), of total length 37km, was initially rehabilitated between 1996 and 1998. The line is open to access<sup>2</sup> along practically its entire length, except for the bridges and the tunnel. The Durrës - Tirana -line accommodates both passenger and freight traffic. It currently operates with four stations: Shkëzet, Sukth, Vore and Kashar. The former Tirana terminal station at the centre of the city has been demolished, and a new terminal is to be integrated (new Tirana Public Transport Terminal) which is in a distance of about 3.5 km from the old Tirana Railway Station. In addition to accommodating passenger and freight facilities, intermediate stations also operate as passing loop for the crossing of opposing direction train movements along the single line.

The historical land acquisition of the former Tirana terminal station will be examined during the LAP to comply with EBRD PR5, para 9: *"Where involuntary resettlement has already occurred, the assessment will identify: (i) any gaps; and (ii) the corrective actions that may be required to ensure compliance with this PR. An action plan shall then be agreed."*

<sup>2</sup> The term access does not only refer to level road crossings, authorized or arbitrary, but to physical access from the surrounding area by pedestrians, animals, herds etc.

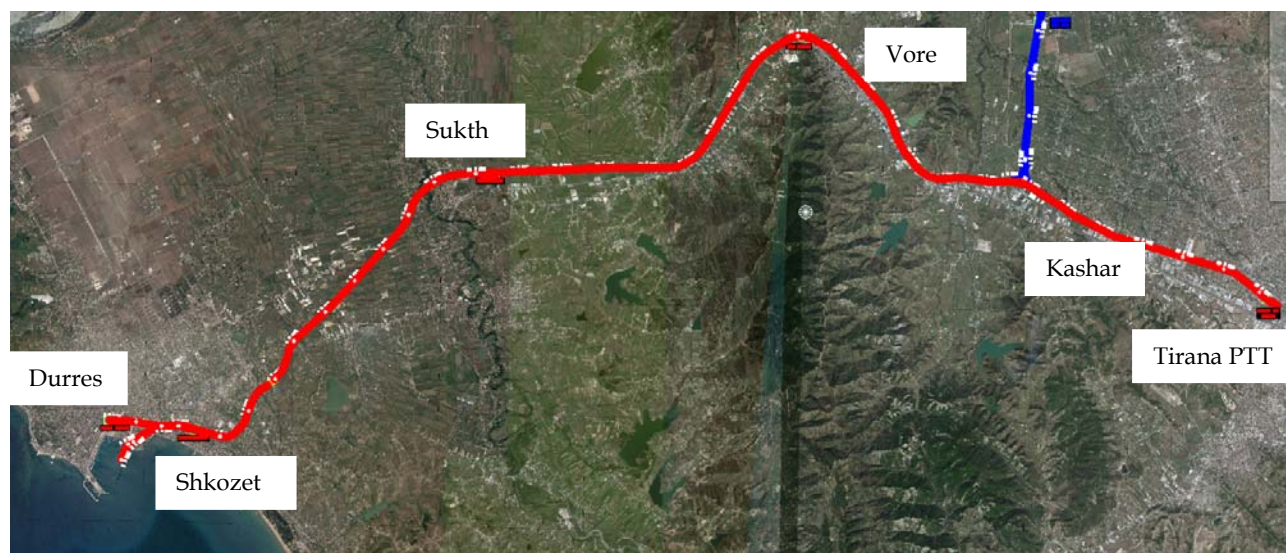


Figure 1. Tirana –Durres Railway Line (red line)

Total rehabilitation of the existing line infrastructure and replacement of the line superstructure has been a strategic decision of the MTI and HSH, in order to ensure long term efficient infrastructure for the busiest section of the national network.

The proposed Durres - Tirana technical design includes the following:

- Upgrade of the existing line by replacing the existing superstructure, featuring a total length of 34.170m.
- Upgrade of line substructure by means of a cross section.
- Improvement and/or expansion of the drainage network.
- Implementation of new superstructure for the branch line Shkozet - Port of Durres.
- Improved geometric design of the railway line.
- Rehabilitation of stations' secondary lines, switches and station platforms.
- Measures for improvement of bearing capacity of the existing bridges in order to enable targeted loads, along with works for the protection of the bridges.
- Fencing of the railway corridor.
- Rationalization of level crossings<sup>3</sup> (intersections) with the road network. Integration of "authorized" intersections in the signalling system and fencing of "unauthorized" - arbitrary crossings.
- The rehabilitated line will comply with the standards of 100 km/h up to 120 km per hour.
- Installation of a new signalling - telecommunications system in compliance with EU Technical Specifications for Interoperability.

The rehabilitation of the existing railway line ends to the area where the new Tirana PTT will be constructed.

The existing line Durres – Tirana features 14 legal - authorized crossings and at least 15 arbitrary - unauthorized vehicular crossings, varying from rural roads to level crossings for access to premises, along with a number of designated pedestrian paths/ crossings of the line.

#### b) Railway line Tirana – Airport

For the new railway line to the airport, three alternative solutions were examined (Figure 2). Solution 2 was chosen as the optimum solution, since it causes minor impact on the landscape and ecosystem, reduced cost of expropriation, and reduced impact to the irrigation network compared to other solutions.

Railway line to Rinas airport features:

- Construction of new railway line / link to connect the existing Durres to Tirana PTT line with the Tirana International Airport, with a length of 4.7km<sup>4</sup>.

<sup>3</sup> Level crossings are crossings which are at the same level with the railway line.

## Land Acquisition Framework (LAF)

- Construction of a railway terminal at the Tirana International Airport.
- Provision of an intermediate rail stop at the area of Epoka University.
- Reinstatement of local road network of the area across the new railway line.
- Installation of a new signalling - telecommunications system, integrated with the Durres - Tirana line system.

The new railway line includes four level crossings with the main roads and 2350m of service roads parallel to the line, which ensure the reinstatement of connection across the line, the integration of the local road network and the access to the properties and land used in the area.

The Durres - Tirana railway line rehabilitation features rehabilitation of five major three span bridges and two small ones (of a single 6m span), most important of which are bridges at Erzeni, Limuthi and Lana rivers. It also includes the construction of one new bridge in replacement of the existing culvert at the crossing with Tana River.

The new railway line to the airport features the construction of two bridges at the crossings with Lana and Tirana rivers.

The alternatives reviewed considered technical, economic, environmental and land acquisition needs. Efforts were made to minimise physical and economic displacement in assessing the project alternatives and alignments.

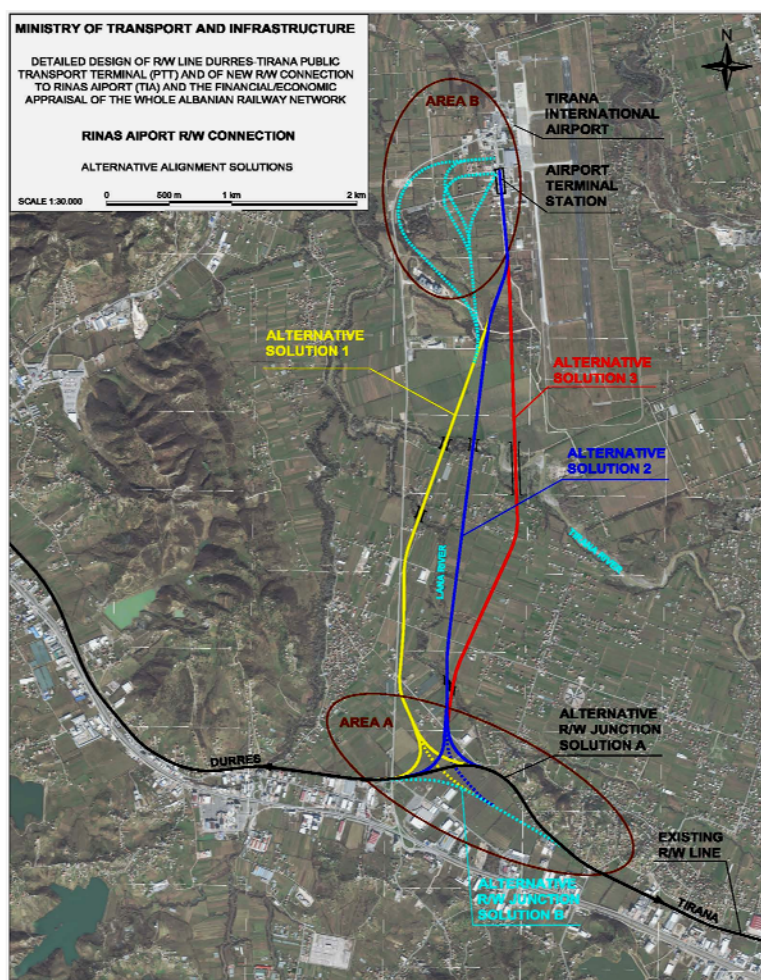


Figure 2. Rinas Airport railway connection alternative alignments. Alternative alignment 2 is the proposed solution

<sup>4</sup> There are two separate entities of new railway line construction:

- The triangular railway intersection which facilitates the branching of the new line of the Tirana International Airport (TIA) allowing connection to both directions. The intersection consists of three (new) line segments, as follows: (i) a deviation of the existing Durres - Tirana railway line of a total length of 1700m, (ii) the Tirana PTT - TIA branch of the intersection, with a total length of 950m and (iii) the Durres - TIA branch of the intersection with a total length of 800m.
- The branch to Tirana International Airport, with a total length of 4747m (5km approximately), starting from the northern peak (turnout) of the triangular intersection until the end of the line at the head-on platform of the TIA terminal station.



## Land Acquisition Framework (LAF)

### 2.2 Land use and associated Project needs and impacts

#### 2.2.1 Land use and needs

##### Durres-Tirana

The existing railway line connects the new Public Transport Terminal (PTT) at Tirana with the port of Durres. Along the existing line there are a number of cities and villages. Particularly, the line passes through the following cities and villages: Durres, Sukth i Ri, Guzaj, Maminas, Marqinet, Vore, Kashar, Domje and Tirana. Moreover the cities and villages which are located near the railway lines are: Rhashbull, Malik Muco, Sallmone, Borake, Karpen, Karec, Marikaj, Gjokaj, Berxulle, Laknas, Katund i Ri, and Yrshek. Detailed land uses maps of Durres, Kashar, Tirana and Vore regions are presented in *Appendix F*.

In between the villages, the main land use of the area is agricultural, while at some areas meadows and pastures are located. Forest land is rare and riparian land is located only very close to streams and rivers.

There are a number of commercial businesses along the existing railway line, mainly in Durres, Tirana, Vore and Kashar areas.

The rehabilitation of the Durres to Tirana railway line maintains the geometric alignment and profile of the existing line, therefore the project works are confined within the boundaries of the existing right of way of the railway. Based on the preliminary socio-economic studies, existing structures will not be affected.

Due to the necessary rehabilitation of the drainage system along the existing railway corridor limited localized expropriation may be required. This expropriation impact will be identified by means of analytical topographical maps with detailed boundaries of properties in the context of the expropriation procedures. The size of these small land requirements is minimal, therefore no significant impact to land owners and land uses is anticipated, and related impacts will be mitigated. This issue will be further confirmed in the LAP.

##### Tirana - Airport

The new railway line connects the existing line at the area of Domje with Rinas airport. Along the proposed new railway line there is only a small village (Bruke). The line passes mainly through agricultural areas and some pastures. Riparian vegetation is present at Lana and Tirana rivers and some other small streams.

Land uses of this land were identified through photo interpretation from aerial photographs (*Table 1*).

*Table 1. Land uses within the expropriation zone of the new railway line to the airport*

PRIVATE LAND		
Land use	Area (m <sup>2</sup> )	% of total area
Agricultural areas	153,873.542	61.68
Bare Land	502.806	0.20
Industrial or commercial plots	1670.655	0.67
Residential plots	58.189	0.02
<b>Subtotal</b>	<b>156105.192</b>	<b>62.57</b>
PUBLIC LAND		
Land use	Area (m <sup>2</sup> )	% of total area
Agricultural areas*	29,998.676	12.02
Airport plots	9,990.432	4.00
Bare Land	3,522.502	1.41
Existing railway corridor	4,636.409	1.86
Irrigation channels	8,422.524	3.38
Pasture areas - Shrubs	7,871.554	3.16
River Bed	759.795	0.30
Roads\Streets	5,269.425	2.11
Riparian vegetation	6,474.134	2.59
Secondary Roads	1,521.915	0.61
Slopes	14,913.618	5.98
<b>Subtotal</b>	<b>93,380.984</b>	<b>37.43</b>
<b>Total</b>	<b>249,486.176</b>	<b>100</b>

\* Public areas cultivated by the University of Agriculture

## Land Acquisition Framework (LAF)

For the new railway line to the airport (TIA), the land use of the area where the line will be constructed will change from agricultural land to railway line. Lands where the project will be extended are privately owned and will be expropriated. The size of the land that needs to be acquired for the new railway line is 249,486.00 m<sup>2</sup>.

Land expropriation will be needed for the areas of Berxulle and Bruke for the construction of the new railway line to the airport and the deviation of the existing line at the area of Domje. Access restriction to adjustment properties is predicted to occur.

### 2.2.2 Informal users of land

Lack of proper maintenance along with insufficient enforcement has resulted in unauthorized occupancy of the railway corridor in the last 30 years.

A number of informal settlements adjacent to the railways have developed along the Project route, including an informal settlement within the boundaries of Shkozë Station and unauthorized settlements along drainage channels. Unauthorized access paths along the railway embankments were also established.

Aiming to avoid the social impact, appropriate design solutions were developed on a case by case basis for the new railway line along with the auxiliary infrastructure. Principles applied to mitigate the impact on informal settlements and users are described in section 4 of this LAF. Further specific compensation and mitigation provisions will be elaborated in the LAP, once the detailed socio-economic studies and census of PAPs are undertaken.

### 2.2.3 Displacement and access

During the route planning and design of the Project, land acquisition requirements were considered. The selected solution for the route of the new railway line to Rinas airport minimises possible impacts on residential, agricultural and commercial areas, taking into account the continuity of urban settlements and land values.

Based on the preliminary studies, for the construction of the project demolition of buildings or housing is not anticipated. Also, there will be no opening of access roads but the existing roads for transport and labour movements will be used.

The proposed design of the Project mitigates the impacts caused by the fencing of the railway corridor. This is done by proposing the following:

- Pedestrian and road crossings along the railway corridor.
- Maintenance of access to all properties along the railway corridor.
- Proper service roads for the new railway line to the airport.
- Access is to be ensured for all existing buildings and land uses with the application of proposed mitigation measures in some instances.

Additionally, new service roads have been proposed along the new railway line to Rinas Airport. Any possible necessary livestock herds' movements from the one side of the lines to the other will take place at formal level crossings (during off-peak hours of the rail traffic) and under the railway bridges.

The unauthorized railway crossings will be closed, however access to formal and informal residential properties and business accesses will be ensured. As the railway will be fenced for safety reasons there will be designated crossings arranged for vehicles and pedestrians. The issue of unauthorized railway crossings will be further analyzed in the LAP, where concerns raised by PAPs will be taken into account and design options will be proposed if necessary, through the cost contingency of the Project. PAPs will be further informed and consulted about the changes during the implementation of the LAP and in accordance with the Project Stakeholder Engagement Plan.

In this context for the bridge at Erzeni River which is currently also used by pedestrians, a suitable solution will be developed in order to serve the need of pedestrians to cross the River. Solutions are currently considered and PAPs will be consulted on proposed options to accommodate pedestrian route over Erzeni River (see *Appendix E* in which views of the technical designer of JV Railcon are presented). This will be elaborated in the LAP.

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The pedestrian crossing in Bruke village has also to be examined as a road crossing, for it is used by the majority of the village (see *Appendix E* in which views of the technical designer of JV Railcon are presented). By all means, all users of existing crossings that will be fenced will be informed through notices at the crossings with the schedule for works and when fencing will take place.

The developer will be responsible to inform and keep accesses to properties open during the construction phase of the Project and also inform stakeholders for temporal closing of road crossings and alternative pedestrian and road routes.

Local roads will be upgraded during and after the construction period, in order to be in a good condition and not create problems to residents.

Stakeholder engagement process to be undertaken during pre-construction, construction and operation phases of the project is detailed in the SEP.

Effects are reduced in the bypass area of the existing line at the area of the connection with the new railway line to the airport, as the abandoned part will set no restrictions to movements.

As it is mentioned in the EIAS of the project the abandoned section of the existing railway line in the area of Vore (1,768.00 m length) and the triangle (32.812 m<sup>2</sup>) formed between the new railway lines will be considered for development of leisure and recreation space for the local community. This issue will be addressed in the LAP.

A summary of Project displacement impacts is presented below.

**Table 2. Summary of the Project Displacement Impacts**

Phase/ Type of Loss	Losses/Impacts
<b>PRE-CONSTRUCTION - Prior to Construction<sup>5</sup></b>	
Permanent Land Take	<ul style="list-style-type: none"> <li><b>Loss of land (mainly agricultural and pasture land):</b> The Project will result in the loss of land, predominantly agricultural (in-use and abandoned) and pasture/grassland areas, with some areas with natural vegetation (mainly at the riverbanks). The land is split between private and State ownership. The land take mainly involves areas for the construction of the new railway line to Rinas airport.</li> <li><b>Loss of annual/perennial crops and trees.</b></li> <li><b>Loss of Non-Residential Structures:</b> Based on the undertaken preliminary socio-economic studies, few non-residential structures are expected to be demolished (e.g. a small greenhouse, irrigation channels or walls).</li> <li><b>Loss of sources of income and/or livelihoods associated with any of the above losses and particularly 'Agricultural' Livelihoods:</b> Some of the households in the local villages are somewhat dependent on land-based livelihood activities which could be affected by loss of land or access to land they use.</li> <li><b>Unviable Land:</b> (i.e. part of an affected land plot which remains after expropriation and for which the owner has no more economic interest in using and/or is an economically unviable plot). Unviable land is often a small part of land that remains after expropriation of land which is split by the construction of the railway line into two or more economically unviable plots etc. During the land acquisition planning, application and engagement process the potential occurrence of unviable plots will be confirmed. Before deciding expropriation of unviable land, consultation with the land owner is proposed</li> </ul>
<b>DURING CONSTRUCTION:</b>	
Temporary Effects:	<ul style="list-style-type: none"> <li><b>Damage/temporary disruptions to certain agricultural infrastructure (e.g. irrigation). The impacts are of small scale and local. They are mainly related to irrigation channels.</b></li> <li><b>Temporary loss of and/or more difficult access to land for farming, other livelihood related land</b></li> </ul>

<sup>5</sup> As payment of compensation for losses and resettlement has to occur prior to access to land being taken the effect of permanent loss of land and assets generally occurs in the Pre-Construction phase.



### Land Acquisition Framework (LAF)

Phase/ Type of Loss	Losses/Impacts
	<p><i>uses, social infrastructure (schools, hospitals etc.), and disturbance to agricultural vehicles/livestock etc.:</i></p> <ul style="list-style-type: none"> <li>○ During construction no new access roads are envisaged. Access restriction to land uses is only related to the construction works, and the temporary or permanent occupancy of existing roads.</li> <li>○ The Works for the Project during construction will result in localised access effects and if not properly managed could result in severance of communities from areas of their productive land. Retaining access to agricultural land and for agricultural vehicles &amp; livestock movements etc. for the local villages is considered essential.</li> <li>○ Before construction a Construction Management Plan and a Traffic Management Plan have to be elaborated with effective engagement with the local community and the careful sequencing of the works to ensure either the existing road is accessible or an alternative road is available to ensure access is retained at all times. Assuming these measures are implemented no significant residual effects are anticipated during construction withstanding there may be a slight increase in journey length for some of the local communities.</li> <li>• <b>Temporary loss of and/or more difficult access to commercial facilities or for businesses:</b> There are a number of commercial businesses along the existing railway line, mainly in Durres, Tirana, Vore and Kashar areas. Retaining access during construction will be essential to ensure effects on these businesses are minimised. The Traffic Management Plan and Construction Management Plan, along with engagement with the businesses, along the route should minimise effects on access during construction.</li> <li>• <b>Loss of sources of income and/or livelihoods associated with any of the above losses and particularly 'Agricultural' Livelihoods and disruption to businesses.</b> With the proposed mitigation measures impacts during the construction period (about 2.5 years) will be readily mitigated; no significant losses of income and/ or livelihoods are expected. The sequential construction of the railway sections will give emphasis to sections where intensive land uses exist (business etc) in order to minimize construction period.</li> </ul>
<b>DURING OPERATION:</b>	
Permanent Access Effects	<ul style="list-style-type: none"> <li>• <b>Loss of and/or more difficult access to land, commercial facilities and/or the road network, as well as social infrastructure (schools, hospitals etc.):</b> <ul style="list-style-type: none"> <li>○ Permanent changes in local access arrangements associated with the implementation of the Project could increase journey times etc. The closing of some crossings will cause some access restrictions to pedestrians, pupils, vulnerable groups, vehicles, farmers/ herders and domestic animals, local residents, business activities, employees, informal land users (Roma), informal movements. However the design of the Project proposes access to local communities by the inclusion of a significant number of crossings. An exemption is the railway bridge in Erzeni River for which pedestrian passage across the river is not proposed. In order to keep the existing pedestrian passage across Erzeni River a new pedestrian passage is necessary to be provided. Additionally, taking into account the consultations with local communities, replacing the proposed pedestrian crossing in Bruke settlement to a road crossing has to be examined. Considering passages by domestic animals no considerable impacts are expected.</li> <li>○ Potentially some households may own or use land for agricultural livelihood activities on the opposite side of the railway lines to where they live. If such households are identified assistance options have to be implemented taking into account the increase in journey time to their land and the vulnerability and dependency of the affected parties on land-based activities. This issue will be further examined in the LAP. According to the design of the Project, the proposed crossings are not expected to cause considerable increases in journey times.</li> </ul> </li> </ul>

### 3 Legal and policy framework

#### 3.1 Key Albanian framework

##### 3.1.1 Key principles of Albanian legislation

Key pieces of Albanian legislation that are relevant to land acquisition and resettlement as well as a detailed description of legal expropriation procedures are presented in *Appendix B*.

The Albanian Constitution and Expropriation Law are generally in line with Human Rights protection principles as contained in the Universal Declaration of Human Rights. Private property is guaranteed by the Constitution (Article 41).

Rights in property, whatever their nature (ownership, usufruct), are supposed to be registered in the Public Registry (Civil Code).

The expropriation process is defined by Law 8561 of 22.12.1999. This law has similarities to expropriation laws in other European countries, is generally in line with international standards of human rights and property protection, and guarantees a fair and transparent process. Its main aspects are the following:

- Expropriation is subject to public interest “in accordance with general principles of international law”;
- Expropriation is subject to “fair compensation”;
- Expropriation can only be decided by the Council of Ministers based on an application by the requesting agency or requesting private entity;
- The expropriation law provides the main steps in the process, which are detailed further in section 3.3.

Issues related to provision of compensation for land and assets are also regulated by other laws, for example:

- Law no. 7850 on Civil Code (1994), with amendments: 8536, 8781, 17/2012, 121/2013
- Law no. 9072 on Power Sector (2003), with amendments: 9512, 9626, 9750, 9776, 9913, 9997, 10196, 10362, 10485
- Law no. 107/2014 on Territorial Planning and Development

##### 3.1.2 Expropriation procedures

Expropriation procedures include the following main steps (which are explained in the following paragraphs):

- Application for Expropriation
- Examination of completeness of the Application by the competent Ministry.
- Notification of acceptance and agreement for expropriation between the applicant and the competent Ministry.
- Notifications are sent to the owners of the properties to be expropriated by the competent Ministry (10 days after the agreement).
- In parallel the Minister publishes the application of Expropriation in a public interest.
- Third persons send claims not later than 15 days after the publication.
- Execution of Expropriation for owners accepting the expropriation conditions.
- Valuation of objects expropriated by the special Commission.
- The competent Minister submits to the Council of Ministers the proposal for Expropriation.
- The Council of Ministers issues the Expropriation Decision in the Official Journal
- Execution of payment no later than three months after the designated by the Decision time period of after the date of the final court decision.

The following figure presents the main stages of the expropriation procedures:

## Land Acquisition Framework (LAF)

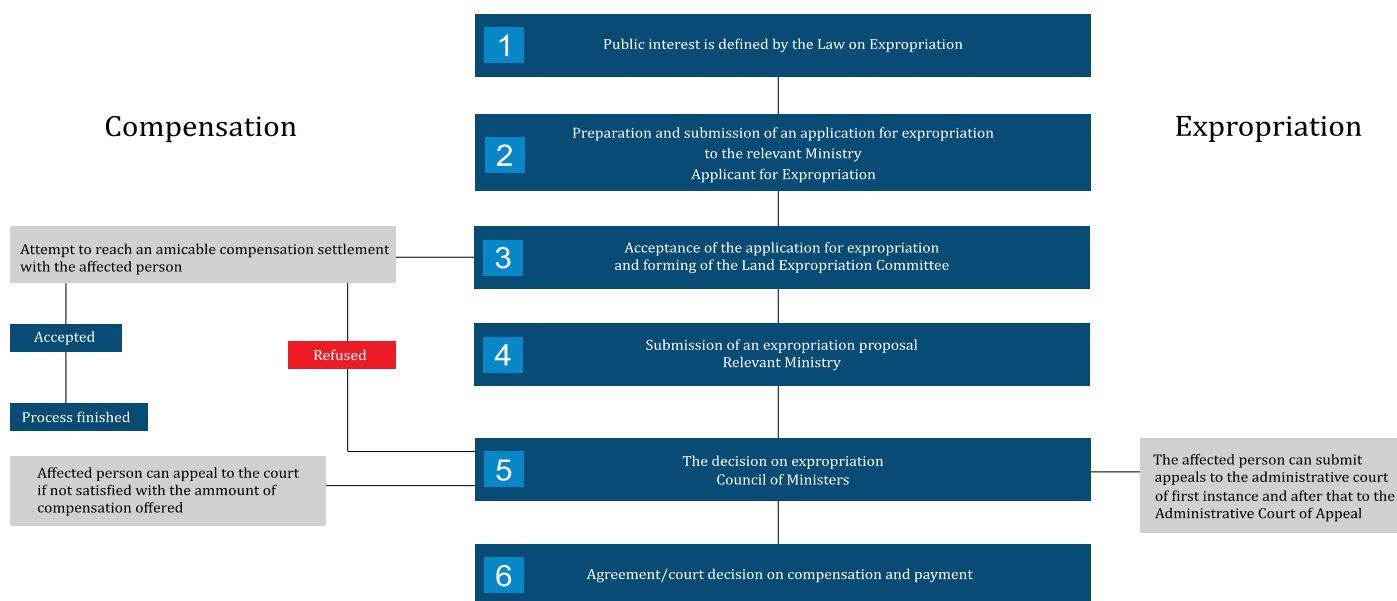


Figure 3. Main expropriation procedures in Albania

### 3.2 EBRD requirements

The Project needs to meet the requirements for land acquisition, involuntary resettlement and economic displacement as specified in the EBRD Environmental and Social Policy (2014) and Performance Requirements (PRs). This Land Acquisition Framework (LAF) has been developed, in accordance with EBRD's PR5 (Land Acquisition, Involuntary Displacement & Economic Displacement) of the Policy.

EBRD requirements pertaining to land acquisition and displacement, relevant for this Project can be summarized as follows:

- To avoid or, when unavoidable, minimize, involuntary resettlement by exploring alternative project designs; measures to mitigate adverse impacts on displaced persons and host communities should be carefully planned and implemented;
- To mitigate adverse social and economic impacts from land acquisition or restrictions on affected persons' use of and access to land by: (i) Providing compensation for loss of assets at replacement cost, prior to taking possession of acquired assets; and (ii) Ensuring that resettlement activities are implemented with appropriate disclosure of information, consultation, and the informed participation of those affected;
- To restore or, where possible, improve the livelihoods and standards of living of displaced persons, including those who have no legally recognizable rights or claims to the land (present in the project affected area at the time of the cut-off date), to pre-project levels and support them during the transition period;
- To make special provisions for assisting disadvantaged or vulnerable individuals or groups (present in the project affected area at the time of the cut-off date) that may be more adversely affected by displacement than others and who may be limited in their ability to claim or take advantage of livelihood assistance and related development benefits;
- To establish a grievance mechanism to receive and address in a timely fashion specific concerns about compensation and relocation that are raised by displaced persons, including a recourse mechanism designed to resolve disputes in an impartial manner.
- To monitor the resettlement and livelihood restoration process in accordance with PR 1 ; monitoring should involve the participation of key stakeholders such as affected communities.

## Land Acquisition Framework (LAF)

The above list is only a summary of the main EBRD PR 5: Land Acquisition, Involuntary Resettlement & Economic Displacement (2014) requirements and the full text of the policy is at:

<http://www.ebrd.com/news/publications/policies/environmental-and-social-policy-esp.html>.

### 3.3 Key potential gaps

The key gaps between the Albanian legislation and EBRD's policy (as it is presented in the EBRD PR 5), are summarized below for the project.

Gaps essentially pertain to the following:

- Development of a Land Acquisition Framework and Plan (no specific requirements in Albanian law);
- Compensation value (not at replacement cost per Albanian legislation);
- Consultation and disclosure (no specific requirements in Albanian law);
- Planning process (no requirement for any participatory planning process per Albanian law);
- Informal or unregistered ownership;
- Grievance management and resolution;
- Monitoring and evaluation of undertaken land expropriation and resettlement.

Appendix C provides a comparison of Albanian legislation to EBRD's requirements (PR5), the identification of key gaps and the proposals of covering these gaps for the under study project.

## 4 Eligibility and entitlements (Compensation strategy)

### 4.1 LAF Principles

The LAF and LAP are key tools to inform the compensation strategy of the Project. Below are the key principles that underpin the LAF and LAP and are summarised as follows:

- **LAF Requirements:** Compensation of affected persons shall be carried out in accordance with the applicable Albanian legal framework and EBRD's Environmental and Social Policy Performance Requirement 5. In the case of inconsistency between national legislation and EBRD requirements, the higher standards will be adopted. Loss of livelihoods (economic displacement) is taken into account and mitigated within the LAF.
- **Construction impacts:** Construction related activities will be organised in a way to avoid or minimize economic displacement, i.e. by ensuring that access will be retained to local land uses.
- **Project Affected Persons:** All owners, occupants/tenants and users of affected structures and land at the time of the relevant cut-off date, whether with or without fully recognised legal rights or claim, are eligible for compensation and assistance as specified in the Entitlements Matrix in the LAF. Entitlements of all categories of Project Affected Persons (PAPs) will be established.
- **Valuation of Assets:** Methods will be used to value affected assets or resources, or the access thereto, and livelihood impacts, involving authorised experts who are independent qualified parties.
- **Social Survey:** A preliminary social survey of affected people/households has been undertaken to assess social impacts, provide baseline information and design appropriate livelihood restoration measures. This study will further be elaborated for the LAP.
- **Census:** a census will be undertaken to identify land owners and users impacted by the project.
- **Cut-off date:** The issuing date of the Decision of Cabinet of Ministers on the expropriation. This decision takes place after the end of the census and the evaluation period. The date of this decision is considered as the formal the cut-off date.
- **Vulnerable Groups/Individuals:** Specific assistance shall be provided to vulnerable groups/individuals identified through the socio-economic studies.
- **Compensation & Assistance Measures:** Affected properties shall be compensated in cash. Compensation for all affected assets will be provided at full replacement cost.
- **Livelihood Restoration:** Livelihoods and standards of living of affected persons shall be improved or at least restored to the level prior to project related displacement, in as short a period as possible.
- **Temporary impacts:** temporary impacts related to related to occupation of land (e.g. for construction purposes), shall be compensated.

## Land Acquisition Framework (LAF)

- **Unknown/Deceased PAPs:** A mechanism will be established to provide compensation to persons with recognisable rights to land and property where owners are unknown and/or deceased.
- **Consultation:** Affected persons and communities (including vulnerable groups and individuals) have been consulted for the purposes of this LAF and further consultations will take place for the development of the LAP, census and detailed social survey to ensure that acquisition and compensation activities are implemented and communicated appropriately meeting national laws and EBRD requirements.
- **Grievance Management:** A grievance management mechanism will be established for the Project. It is assumed that the parties will work together to ensure the appropriate party deals with land acquisition and resettlement related grievances.
- **Monitoring & Record Keeping:** MTI will establish appropriate procedures to monitor and evaluate their responsibilities in the implementation of the LAF, and corrective actions will be taken as necessary. All transactions to acquire land rights, as well as compensation measures, relocation activities and resettlement assistance will be documented.
- **Funding:** the borrower shall fund compensation and allowances, as well as expenses related to implementation and monitoring of resettlement and compensation activities.

## 4.2 Affected land and people

### 4.2.1 Affected land

Durres-Tirana railway lines and the new line to the airport occupy 549,350 m<sup>2</sup> of land. The Project land take requirements affect plots of State and privately owned land and assets.

The information of the affected land area was derived from the cadastral map of the new railway line area. Cadastral data are presented in the Cadastral Map of *Appendix D*.

According to the available cadastral data 125 parcels are affected by the new line to Rinas airport and the deviation of the existing line. Identification of the parcel owners will take place in a future step through a census, during the implementation of the LAP.

Land that will be acquired through the expropriation for the construction of the new railway line is 249,486.00 m<sup>2</sup>. This area also includes the area of the railway triangle area that is enclosed between railway branches to Durres and Tirana (32,813.00 m<sup>2</sup>).

Areas that are affected by the expropriation, according to their administrative boundaries, are described in *Table 3*. Land values are taken from DCM Nr. 89, dated 3.2.2016 "On the approval of the maps for the values of land in the Republic of Albania".

According to the above, within the expropriation zone, the areas of land that are expropriated based on their use and status as public or private property, are as shown in *Table 3*.

*Table 3. Land values.*

City/village	Cadastral code	Land values for areas within urban plan zones (lek/m <sup>2</sup> )	Land values for areas outside urban plan zones (agricultural areas) (lek/m <sup>2</sup> )
Kashar	2105	4242	448
Berxulle	1167	5147	448
Domje Tirana	1514	3560	448

The total estimation for the expropriation area according to land values of DCM Nr 89, dated 3.2.2016, comes up to 154,770,343 Albanian Leks. It is noticed that this does not take into account possible unviabile land.

### 4.2.2 Categories of project affected people

All individuals/ households occupying or using project affected land, recorded in the survey (owners and users, both formal and informal) are entitled to compensation and/or livelihood restoration or other assistance as outlined in the Entitlements Matrix in Section 4.5. The following categories of Project Affected Persons (PAPs) have been identified:

- Owners of land (formal with legal rights or claims over the land);
- Formal users of land (e.g. a tenant with formal legal right over the land they occupy/use);



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- Informal users of land (with no formal legal rights or claims over the land they use – this may also refer to areas of State land (or other land) which has been used on a customary or long-term basis but right of use not registered);
- Owners of crops and trees and herders;
- Owners of businesses (formal or informal business/economic activity);
- Owners of non-residential structures/assets and infrastructure;
- Owners of residential structures/houses;
- Formal users (i.e. tenants) of residential structures/houses;
- Informal users of residential structures/houses;
- Owners of business structures/assets;
- Employees of affected businesses;
- Local community and individual/households affected by loss of access and/or disruption on access;
- Local community and individual/households affected by loss of access and/or disruption on access which may potentially cause significant effects on livelihood that due to their vulnerability and/or livelihood dependency of these activities may cause a disproportionate affect;
- Vulnerable Groups/Individuals

### 4.3 Socio-economic studies

Joint Venture Railcon has conducted a preliminary social survey over a sample of affected groups and partly addressed issues including the following:

- Social impacts of project affected people (PAPs)
- Resettlement issues
- Sources of livelihoods, including agriculture sources
- Standard of living
- Availability of resources;
- Presence of institutions
- Needs of movements (pedestrian or by vehicles) from the one side of the railway corridor to the other.
- Assets
- Infrastructure and public transportation options

Once the Final Design for the Project is completed MTI and HSH will outsource the development of an Expropriation Study which will contain a list of all the affected land, plots, registered assets (i.e. structures) and their owners, as recorded in the Cadastre. A land and assets inventory will then be completed, which will provide basic information on affected land plots (i.e. total area and area to be acquired, land use & land category etc.) and all assets located on it (e.g. structures, crops, trees, businesses etc.). Both assets that are registered in the Cadastre and those that are not will be recorded.

A detailed social survey/census will be undertaken of Project Affected Persons (including local villages) in order to inform the LAP and help identify PAPs with no legal rights or claims to the land they occupy or use. Discussions will be held with the Municipalities in planning these surveys. The surveys shall be timed ideally to occur in parallel or in a similar timeframe as the land and assets inventory. The survey shall assist in identification and recording of persons who have no recognizable legal claim to the land they occupy or use in the affected area.

The strategy for the surveys will ensure that vulnerable groups are included (i.e. cannot just be reliant on people coming to public meetings) and any customary use of land by certain villages is captured.

### 4.4 Eligibility criteria and compensation

#### 4.4.1 Eligibility criteria

PAPs with formal legal rights and with claims which are recognisable under national law (category 1 and 2)

Persons with formal legal rights are recorded in the Cadastre and this information will be updated in accordance with national legislation when the expropriation process is initiated. Persons with a claim that is recognised or recognisable under national legislation have also to be officially included in the Cadastre. In cases of disputes, affected people can turn to the Courts for their resolution, which has to be processed prior to the passing of the Expropriation Decision. Examples of persons with a claim that is recognised or recognisable under national legislation include heirs of deceased owners, persons who purchased



## Land Acquisition Framework (LAF)

properties with a valid sale purchase contract, however did not transfer property rights to their name in the Cadastre and similar. If there are tenants, they should be included and compensated for what they will lose (crops, structures, etc).

### Persons with no formal legal rights to the land they occupy, at the time of the census (category 3)

Persons with no legal rights or claims to the land they occupy (informal users) will be recorded.

### Vulnerable Groups

Some individuals or groups will be considered more vulnerable than the majority of the affected population and will require the implementation of special livelihood restoration and/or assistance measures. Such groups might include:

- informal users of affected land who have no sources of income or assets of their own;
- owners of informal residential structures (built without construction permits), with no other property or place of residence (eg. Roma);
- persons who depend on the affected land for incomes/livelihoods and it is the only land they own or use;
- elderly single headed households, single parent households, households with multiple members, etc. who have to be physically re-located;
- persons who will be affected by economic displacement, whose socio economic status is low, for example beneficiaries of social welfare;
- illiterate persons who may have difficulties accessing information about the Project and land acquisition or understanding contracts and other important documents, etc.

### Cut-off date

Individuals who move into the project affected area or build new structures after the cut-off date are not eligible for compensation and other types of assistance. The issuing date of the Cabinet of Ministers decision on expropriation is the cut-off date, meaning that any individuals / households that use/occupy Project affected land (without legal rights or claims) after this date will not be entitled to compensation and/or livelihood restoration assistance.

### Mechanisms for Dealing with Gaps & Issues in the Cadastre

The gaps and issues in the Cadastre will be considered when determining eligibility and where such instances are found clear mechanisms will ensure that these issues do not affect eligible Project Affected Persons claim to entitlements:

- Users of land and properties not registered;
- Owners are deceased and the legal heirs have not been registered and/or have not completed the inheritance process;
- Sale purchase contracts have not been registered;
- Ownership rights resulting from right of use (i.e. of State Land – could be on a customary basis) have not been registered;
- Residential and non-residential structures are not registered;
- Structures which are registered may be recorded of a different size (e.g. have been extended);
- Structures without permits are not recorded etc.
- If situations in which there are disputes with regards to ownership or if the owner cannot be found, compensation payment will be deposited in a special bank account and paid or put at the disposition of the owner when he/she is found and/or the person who wins the dispute, as decided by the court.

#### **4.4.2 Compensation principles**

##### **4.4.2.1 Permanently acquired land**

Permanently acquired land mainly includes land required for the construction of the new railway line to the airport. The width of the railway corridor will be 6m and the whole width of the lines along with the cuts and the embankments is about 8-10m and at some points reaches 20-30m (where big embankments need to be constructed).

The present landscape character of the area where the railway Durres-Tirana extends has a mixed character of agricultural, trade/ economic and urban areas. The area where the new railway line to the

## Land Acquisition Framework (LAF)

airport (TIA) extends is mainly agrarian and in its adjacent area includes some main buildings and institutions like Epoka University and the block of offices created by Lidner society.

Compensation principle is that the state will purchase permanently acquired land from its current owners in full and permanent ownership. Compensation for permanently acquired land will include the following three elements, as applicable:

- Compensation for land;
- Compensation for any standing annual or perennial crops.
- Compensation at replacement value for any structures or developments on land that the land owner or land user can demonstrate ownership of.

### 4.4.2.2 Unviable land

Where a plot that is wider than the Construction Corridor is acquired, the occupation of the part of this plot located in the Construction Corridor may leave sections of land on either side that will not be required for the Project and would normally not be compensated. Agricultural activities on these sections of land could normally be continued. There will be cases, however, where the remaining part will be too small to make cultivation economically worthwhile ("Unviable Land"). If small remaining plot parts are made uneconomic as a result of the purchase or occupation, they may be eligible to compensation as "unviable land" subject to conditions.

Whether a parcel qualifies as "unviable land" will be reviewed by MTI on a case-by-case basis based on a request lodged by the landowner and/or land user. The following criteria will be considered in this review:

- Size, dimensions and shape of the unviable part of the plot;
- Access restrictions;
- Size and nature of mechanical equipment typically used for cultivation on this plot and whether such equipment reasonably can be used given the size, shape and dimensions of the unviable part of the plot;
- Potential restrictions to irrigation or drainage during the construction period.

Compensation for Unviable Land, once recognized such, will be based on the same entitlements as the main affected piece of land.

### 4.4.3 Project land compensation rates

Based on DCM Nr. 89, dated 3.2.2016 "On the approval of the maps for the value of land in the Republic of Albania", Table 4 presents Land Acquisition entitlements for the land uses through which the new railway line to the airport passes. The main land use occupied is agricultural land (73.7%). As it is mentioned before valuation of compensation does not take into account depreciation as full replacement value needs to be applied. It will also include the registration cost in the Immovable Property Registration System, or other relevant register, any administrative fees, and/or transfer taxes. The valuation method and rates will be specified in more detail in the LAP.

### 4.4.4 Project crop compensation rates

Any taxes that recipients of compensation may have to pay in direct relation to their receiving compensation will be offset according to the Albanian legislation. The specific methodology for applying this may vary depending on the type of compensation payment (Land Acquisition; Land Rental; Crops; Structures; etc.).

In the event that rights to agricultural subsidies paid by the Albanian government are lost as a result of the change in land use, these situations will be reviewed on a case-by-case basis. Compensation should be increased to offset the loss of the subsidy, if relevant and subject to proper justification being submitted by the affected individual. Valuation of crops should take into account the following criteria:

- Type of crops (annual, perennial, trees)
- Annual production
- Market values of agricultural production per crop.

It is noted that the type of crops that mainly exist in the area of the new railway line (from Domje to the airport) are vegetable greenhouses, cereals, fodder and trees (peach, plum, Arabian dates).

#### **4.5 Entitlements matrix**

The Project will apply the entitlements matrix shown in the following table for the categories of PAPs affected by the economic displacement impacts. The nature of certain entitlements is explained in more detail in Section 4.6.

**Land Acquisition Framework (LAF)**
**Table 4. Entitlements Matrix**

Type of Loss/Impact	Category of Project Affected Persons	Entitlements <sup>6</sup>
<b>PRE-CONSTRUCTION IMPACTS- Permanent Land Take</b>		
Loss of land (mainly agricultural and pasture lands).  For both formal & informal users of land and tenants – this refers to privately owned land and State land.	Owners of land (formal with legal rights or claims over the land).	Cash compensation at full replacement cost.
	Formal users of land (e.g. a tenant with formal legal right over the land they occupy/use).	Information about the acquisition of land at least three months in advance of land entry to enable tenant to find other land for lease. If vulnerabilities of formal tenants are identified then support will be sort from the Municipalities to find alternative land to lease formally and provide access to available support services.  Tenants will be compensated for what they will lose (crops, structures, etc).
	Informal users of land (with no formal legal rights or claims over the land they use – this may also refer to areas of public State land (or other land) which has been used on a customary or long-term basis but right of use not registered).	Information about formal acquisition/expropriation of land and project at least three months in advance of land entry to enable user to find other land. Assistance to identify replacement land / resources for use prior to land entry - support will be sort from the Municipalities to find alternative land and to provide access to available support services, especially if vulnerabilities are identified for the affected PAP. Security of tenure or formalisation of a tenancy options etc. will be considered where possible within the legal framework.
Unviable land (i.e. part of an affected land plot which remains after expropriation and for which the owner has no more economic interest in using and/or is an economically unviable plot).	Owners of land (formal with legal rights or claims over the land).	Whether a parcel qualifies as "unviable land" will be reviewed by MTI on a case-by-case basis based on a request lodged by the landowner and/or land user.  Cash compensation will be given at full replacement cost.
Loss of annual/perennial crops and trees.	Owners of crops and trees.	Cash compensation for lost annual / perennial crops / plants at full replacement cost.
Loss of Non-Residential Structures (e.g. greenhouses, barns, fences, irrigation systems etc.)	Owner of non-residential structure and infrastructure.	Cash compensation at full replacement cost and moving allowance for movable assets or assistance to move them.
Loss of Business Structures	Owner of business structure.	Moving allowance for movable assets or assistance to move them and cash compensation at full replacement cost.

<sup>6</sup> See Section 4.6 for further details.

**Land Acquisition Framework (LAF)**

Type of Loss/Impact	Category of Project Affected Persons	Entitlements <sup>6</sup>
Loss of employment as a result of impact on businesses	Affected employees.	Up to 3 month compensation of monthly wages in advance of the impact. Assistance in finding new employment.
Loss of sources of income and/or livelihoods associated with any of the above losses and particularly 'Agricultural' Livelihoods	Owner (formal or informal business or economic activity) - could include agricultural livelihood activities.	Cash compensation for lost net income during the period of transition (until the re-establishment of business/economic activities in another location) and livelihood restoration assistance.
<b>DURING CONSTRUCTION IMPACTS - Temporary Effects</b>		
Damage/temporary disruptions to certain agricultural infrastructure (e.g. irrigation) and crops	Local community and individual/households affected by loss.	Repairs, compensation or other measures agreed with affected people and local communities. Cash compensation for loss of crops and damages, based on expert opinion and valuation.
Temporary loss of and/or more difficult access to land for farming or other livelihood related land uses and disturbance to agricultural vehicles/livestock etc. using existing routes to land etc.	Local community and individual/household affected by loss of access and/or disruption on access.	Avoidance of impact through good Traffic Management, good engagement with affected PAPs and careful sequencing of works. Cash compensation for lost net income during the period of transition (until the re-establishment of income level/livelihood activities <sup>7</sup> ) and livelihood restoration assistance.
	Local community and individual/household affected by loss of access and/or disruption on access which may potentially cause significant effects on livelihood that due to their vulnerability and/or livelihood dependency of these activities may cause a disproportionate effect.	Cash compensation for lost net income during the period of transition (until the re-establishment of business/economic activities) and livelihood restoration assistance and if deemed necessary due to vulnerabilities due to project impacts, the Contractor & MTI (or their representative) will be in discussion with the relevant support services at the Municipality to identify additional assistance for the period of impact (i.e. this group may be specifically vulnerable to such disruption during the winter period and harvest periods etc.).

<sup>7</sup> Annual incomes from certain livelihood activities based on the preceding 3 years will be gathered (as far as possible) during the Socio-Economic surveys and used as one metric for determining lost net income. Effects on harvest periods will be given specific consideration in determining entitlement.

### Land Acquisition Framework (LAF)

Type of Loss/Impact	Category of Project Affected Persons	Entitlements <sup>6</sup>
Temporary loss of sources of income and/or livelihoods associated with any of the above losses and particularly 'Agricultural' Livelihoods and disruption to businesses, including loss of and/or more difficult access.	Owner of business (formal or informal business/economic activity).  Employees.	Cash compensation for lost net income during the period of transition (until the re-establishment of business/economic activities) and livelihood restoration assistance.  Assistance in finding alternative employment and in accessing governmental social assistance programmes.
<b>DURING OPERATION IMPACTS - Permanent Access Effects</b>		
Loss of and/or more difficult access to land, commercial facilities and/or the road network.	Local community and individual/household affected by loss of access and/or disruption on access which may potentially cause significant effects on livelihood that due to their vulnerability and/or livelihood dependency of these activities may cause a disproportionate effect.	<p>No significant difficulties with access are anticipated therefore at this stage no additional entitlements (beyond the situation noted below) for compensation are proposed assuming the following mitigation measure is met as part of the Project design.</p> <p>An exemption is the railway bridge in Erzeni River where pedestrian use is not proposed. In order to keep the existing pedestrian passage across Erzeni River a new pedestrian passage is necessary to be provided. Additionally, taking into account the consultations with local communities, replacing the proposed pedestrian crossing in K.P. 2+667 (where the new railway line to the Airport passes from the area of Bruke settlement) to a road crossing has to be examined.</p> <p>The pedestrian crossing in Bruke village has to be examined as a road crossing, for it is used by the majority of the village.</p> <p>Potentially there are a very small number of households that may own or use land for agricultural livelihood activities on the opposite side of the railway line to where they live. During further social surveys if MTI identifies this issue, there will be a discussion with the affected parties and assistance options will be considered, taking into account the vulnerability and dependency of affected parties on land-based activities. This support will be further refined in the LAP.</p>
<b>LOSSES/IMPACTS ON VULNERABLE GROUPS</b>		
Any other specific losses / impacts on vulnerable groups, associated with land acquisition for the Project.	Vulnerable groups / individuals.	Special measures for effective participation, compensation, and livelihood restoration, will be defined in the LAP. Emphasis will be given to existing programmes (municipal or national) assisting vulnerable groups.



#### 4.6 Entitlement Considerations

The nature of certain entitlements is explained in more detail below:

**Permitted Structures & Structures with No Valid Permit:** The status of structures (residential and business) can vary from formally constructed structures, with all appropriate permits and registered in the Cadastre to those that have been constructed informally, without the required permits (i.e. the construction permit) and not registered in the Cadastre. Both types of structures are eligible for compensation.

**Formal & Informal Livelihoods:** Similarly to structures, incomes and sources of livelihoods of affected people/households can also be formal and informal. Persons, whose incomes/sources of livelihoods are affected, regardless of their status, will be eligible for compensation and/or assistance, as defined in the Entitlements Matrix.

**Full Replacement Cost:** Full replacement cost will be calculated as the market value of assets plus any transaction costs associated with restoring such assets (e.g. transfer taxes, registration costs). The market value of assets (land and structures) will be defined based on recent market transactions in the affected area. In the absence of such transactions, the value of assets will be defined by taking into account land values according to Albanian legislation and/or tax value, as registered in the local Tax Administration. Also, a check will be carried out on the cost of purchasing land in the area to check compensation will be sufficient for PAPs to buy replacement land if they so wish.

**Valuation:** Valuation of properties will be conducted in accordance with the Expropriation Law. Both formal (registered) and informal assets will be evaluated. Replacement cost of land will correspond to the market value of land with similar characteristics, in the vicinity of the affected land, plus any transaction costs. The valuation of land will take into account the quality and productivity of land. Valuation of plants and trees will take into account various important features, such as the types of crops, annual production rate, market values of agricultural production per crop.

Replacement cost of formal structures, registered in the Cadastre, will correspond to the market value of structures with similar characteristics, in the affected area, plus any transaction costs. Replacement cost of informal residential or business structures (built without construction permits and not registered in the Cadastre) as well as non-residential structures, will be calculated as the cost of rebuilding a structure of similar characteristics in another location, including materials, costs of labour and any transaction costs (i.e. the construction value of structures).

**Cash Compensation:** Compensation for an expropriated property will be provided in cash.

**Timing of Compensation:** Compensation will be paid generally prior to accessing land or taking possession of properties or displacement occurs. If the affected people dispute the offered compensation amount (or type) and turn to the Courts, and MTI takes advantage of legal options for accessing the property before compensation is executed, every effort will be made to pay for all undisputed assets as quickly as possible to minimise impacts on affected people/households. If a property is to be accessed by the client, after it has become legally binding but before compensation has been accepted, the following will take place:

1. The amount intended as compensation will be placed in an escrow account
2. In the event that the land /part thereof is used for agricultural and/or other livelihood purposes, alternative land/property with the same characteristics will be provided or compensation will be provided to cover for the economic loss to be incurred.
3. Other assistance will be provided and to be determined on a case by case basis.

In cases when it is determined that the Project will cause economic displacement, compensation and livelihood restoration assistance will be provided before displacement occurs, so that the affected people can restore their sources of income/livelihoods. Livelihood restoration assistance will continue until sources of households' livelihoods are completely restored or, if possible, improved.

**Livelihood Restoration Assistance:** In case the implementation of the Project and loss of land and other assets or access to assets, leads to loss of income sources or means of livelihood (economic displacement) of PAPs, alongside compensation for affected land and assets, MTI will implement livelihood restoration measures which will be defined in greater detail in the LAP. Such measures may include:

**Land Acquisition Framework (LAF)**

- access to employment opportunities created by the Project (*e.g. during construction*);
- assistance to identify and access other income/livelihood generation activities;
- assistance to access training, skill development, job opportunities, agricultural development support etc.;
- assistance to access credit facilities and provision of any transitional support;
- compensation for or assistance to transport equipment or machinery.

MTI will cooperate with institutions and organisations that can provide assistance for livelihood restoration, such as the Municipalities, agricultural development agencies operating in the area, local service providers, etc.

In detailing the assistance measures for agricultural livelihood restoration the findings of the social surveys and engagement with institutions and organizations will be considered. Other considerations in identifying measures will be given to State subsidies for farming land, identifying improvements which could help affected PAPs increase their yield and income on all land (e.g. irrigation, training for increasing their yield and production, training of other members of a household who are not engaged in agriculture etc.). The LAP will focus on identifying livelihood assistance measures that will be sustainable and keep bringing benefits in so they can help improve livelihoods, rather than a one-off Project compensation payment.

**Assistance for Vulnerable Groups**

Specific measures to assist any vulnerable groups identified through the social surveys will be defined in accordance with their needs. For example, certain groups may need legal or other assistance to restore their livelihoods, such as assistance to improve their businesses, some vulnerable households may need additional services from social workers, etc.

**5 Grievance mechanism**

MTI will accept all comments and complaints associated with the land acquisition process, submitted either verbally or in writing. MTI recognises that consultation is an ongoing process, and different concerns may arise as the Project moves into the land acquisition and construction phases.

Any person or organisation may send comments and/or complaints in person, by phone or via post or email using the contact information provided below.

Mrs Liljana Mekollari

Ministry of Transport and Infrastructure

Sheshi Skenderbej No 5, Tirana

Tel: 00355682081654

Email: [liljana.mekollari@transporti.gov.al](mailto:liljana.mekollari@transporti.gov.al)

The Grievance Form (in Albanian and English) is made available on the web site:

<http://www.transporti.gov.al/al/transporti/transporti-hekurudhor>

and all the concerned municipalities will receive pre-printed forms to be readily-available for the public.

MTI will monitor the process of comments and complaints and the information will be summarised in Annual Environmental, Health & Safety and Social (EHSS) report, which will be prepared and posted on its website. MTI is obliged to respond to all complaints. MTI will endeavour to acknowledge receipt of the Grievance within 7 working days, and to respond within 20 days of receiving the grievance.

At all times, complainants are also able to seek legal remedies in accordance with the laws and regulations of Albania.

A Grievance Committee will be established to address issues that may arise from the grievance mechanism and handle grievances related to this compensation and resettlement programme. Regarding the Grievance Committee the following are referred:

- The Committee will include one member of each Municipality in which the understudy railway passes through, two representatives of the affected people and one representative of an independent NGO or highly regarded lawyer or other personality;
- The Committee will review grievances upon application by the aggrieved individual and only if the grievance has been reviewed first by the relevant Municipality; The existence of this instance mechanism will be advertised to the affected community;
- If the aggrieved person is not satisfied with the initial response, he/she will be able to appeal to the Grievance Committee;
- The Grievance Committee will decide upon grievances in no more than three months after the grievance has been submitted;
- If either the Municipality or the aggrieved person is not satisfied with the Commission's decision, either party can resort to Justice.

The Grievance Committee's function will be further explained in the LAP.

## 6 Consultation and Disclosure

### 6.1 Consultation

In the context of the SEP and the preliminary social survey there have been a number of consultation meetings with the central, regional and local authorities' representatives. The consultation with PAPs took place following the EIAS. Key informants of the project selected areas were consulted through semi-structure interviews. Additionally, focus group sessions were held with community members, PAPs and vulnerable groups.

The SEP provides information on public engagement activities that are planned further. The consultations conducted for the LAP will be outlined and discussed in the document.

### 6.2 Disclosure

The LAF will be disclosed electronically in Albanian and English languages. Paper copies of the LAF will be made available in Albanian language in a number of locations easily accessible to interested parties, including the following:

- MTI, Tirana
- Albanian Railways (HSH)
- Each municipality involved

English and Albanian versions of the LAF will also be disclosed on the EBRD website and at the EBRD Resident Office in Tirana.

EBRD Tirana Resident Office  
Torre Drin Building, 4th Floor  
Abdi Toptani Street  
Tirana Albania  
Tel: +355 4 2232 898

Electronic documents will be made available to the public for the lifetime of the Project, and will be updated if necessary.

Albanian legislation foresees the informing landowners and users to be expropriated (see *Appendix B*). When the competent Ministry accepts the application for an expropriation, a Land Expropriation Committee is formed. Within ten days of entering into agreement with the expropriation applicant, property owners and affected third parties are notified by the Ministry that an expropriation process has been initiated. The expropriation application is also published in the Official Journal, in a newspaper with national circulation and in a local newspaper for a one week period.

PAP will be also further informed during the implementation of the LAP.

## 7 Land Acquisition Framework Implementation

### 7.1 Roles and responsibilities

MTI will be ultimately responsible for the implementation of all aspects of the Land Acquisition Framework and the Land Acquisition Plan. Albanian Railways will also collaborate with MTI to cover these tasks in particular during the operation phase of the Project. All parties involved in the implementation of the Project, including the Contractors are required to comply with the requirements set out in this document.

### 7.2 Implementation, Timetable & Budget

The Project Implementation Unit (PIU) will contain a relevantly experienced social consultant to undertake the detailed social survey and preparation of LAP, support MTI through the land acquisition planning (including the consultation with affected parties).

The key activities and timeline for implementation of the LAF is outlined in the following table. The timing may alter depending on the procurement of the Project etc. Specific roles of MTI and Contractors are also indicated on this table.

The total compensation for expropriation needed for the Project will be assessed in the LAP.

**Land Acquisition Framework (LAF)**
**Table 5. Summary Table of Key Activities & Timeline for Implementation of the LAF**

Activity	Resp. Party	2017				2018-2019	2019 - onwards	
		Quarter 1	Quarter 2	Quarter 3	Quarter 4	Construction	Operation	
Pre-Construction: Main Acquisition/Expropriation Activities								
Expropriation Study (inc. update of Cadastre land elaborates etc.)	Consultants/MTI							
Detailed social survey	Consultants/MTI							
Land & Asset Inventory/Valuation of property	Independent valuers/MTI							
Preparation & Disclosure of LAP	Consultant/MTI							
Establishment of Entitlements	MTI							
Payment of compensation	MTI							
Delivery of livelihood restoration assistance to vulnerable groups (during the construction phase and the first three years of operation)	MTI or other relevant body							
Construction period*	Constructor/ MTI							
Activities Undertaken Throughout Project Life								
Grievance management	MTI							
Consultation & Disclosure	MTI /EBRD							
Monitoring & reporting	MTI							

\* According to tender documents. Construction will start at the existing railway corridor Tirana PTT – Durres where no expropriation is needed.

**Land Acquisition Framework (LAF)****7.3 Monitoring**

Once the LAF is developed and adopted, MTI will monitor implementation until all displacement impacts have been mitigated, as determined based on a Completion Audit, which will be carried out.

An internal monitoring system shall be established in MTI, consisting of:

- Progress monitoring of inputs and outputs which measures whether inputs are delivered on schedule and as defined in the LAF and the LAP; and
- Periodic measurement of outcome indicators against baseline conditions, obtained through the detailed social survey.

The table below provides a preliminary list of indicators which will be used for monitoring. A final list of indicators, developed based on the results of the social survey will be included in the LAP.

*Table 6. Monitoring Indicators*

Indicator	Source of Information	Frequency of Measurement
<b>Input indicators</b>		
Number of consultation meetings, focus group meetings, results of consultation activities	Meeting minutes	Quarterly
Number of affected people/ households, by category (formal or informal, owners or users, vulnerable groups) and types of impacts (temporary or permanent economic displacement, other)	Grievance management records	Quarterly
Number and type of affected assets (land, houses, non-residential structures, crops, trees, etc.)	MTI database	Quarterly
Overall spending on compensation, resettlement and livelihood restoration	MTI financial records	Quarterly
Number of staff dedicated to compensation, with distribution in-house / outsourced (if applicable)	MTI Legal Department (HR officer)	Annually
Reinstatement of land – number of plots complete	Construction contractors' reports and grievance management records	Quarterly
Timing of implemented activities in comparison to the LAF implementation schedule	Compare status of implementation to LAF schedule	Biannually
<b>Output indicators</b>		
Number of compensation contracts signed	MTI financial records	Quarterly
Number and % of compensation payments completed		
Livelihood restoration measures – types of measures implemented, implementation progress, number of beneficiaries	MTI database	Biannually
Number of re-established businesses	MTI database	Annually
<b>Outcome indicators</b>		
Number and type of outstanding or unresolved grievances and trends	Grievance management records	Quarterly
Average time for payment of compensation	Measure time between compensation agreement and payment	Annually
Does compensation represent full replacement cost?	Investigate whether recipients of cash compensation were able to purchase a similar property	Annually
Use of compensation	MTI database	Biannually
Income / livelihoods: - Changes in income level (maintained, increased, decreased) - Reinvestment in livelihood activities (purchase of land, equipment, skill training, etc.)	Individual meetings with people/households MTI database	Biannually



## **7.4 Reporting**

MTI will maintain a database of the Project Affected Persons (PAPs) (individuals/households/businesses etc.) whose properties have been affected by the Project, and the compensation and livelihood restoration measures that have been implemented. This will include information on their vulnerabilities and any specific issues regarding effects on access to their land as a result of the Project.

The MTI Legal Department will be responsible for regularly updating the database. All information on PAPs, their holdings and their compensation payments and assistance measures will be kept confidential.

Using the monitoring framework described in Section 7.3 of this document, MTI will produce biannual reports on the progress achieved with the implementation of the LAF/LAP. These reports will consolidate the information on compensation and livelihood restoration measures, consultations, information on negotiations and results, provision of assistance to vulnerable groups, grievance management, etc. MTI will document all meetings and consultations with minutes and photographs, and will submit these to EBRD, together with progress reports.

Information from these reports will be summarised and included in the Project Annual Environmental & Social Reports, distributed to relevant stakeholders, including EBRD.

## APPENDICES

## Appendix A: Key terminology

**Land Acquisition Framework (LAF)**

Term	Proposed meaning and comments
Land acquisition	In the sense of EBRD PR5 and other similar international requirements, "land acquisition" is understood to include both full purchases of property and purchases of rights other than full property rights, such as rights-of way.
Physical displacement	Loss of dwelling or shelter as a result of project-related land acquisition, which requires the affected person(s) to move to another location. Physical displacement typically entails economic displacement too, as physically displaced people usually lose access to land, employment, or business opportunities associated to their former location, and most specialists use "physical displacement" to cover both physical and economic impacts.
Economic displacement	Loss of assets (including land) or access to assets that leads to loss of income sources or means of livelihood as a result of project-related land acquisition or restriction of access to natural resources. People or enterprises may be economically displaced with or without experiencing physical displacement. Usually the term "economic displacement" is used when affected people are not also physically displaced (see above "physical displacement").
Affected person - Project Affected Person (PAP) - Displaced person	Person or enterprise experiencing either physical or economic displacement.
Compensation	Payment in cash or in kind for loss of an immoveable asset or a resource that is acquired or affected by the project. This is typically understood to include all forms of compensation, including the provision of replacement land and housing, also sometimes referred to as "resettlement" stricto sensu. In some jurisdictions, compensation in cash is referred to as "indemnification" to distinguish it from other forms of compensation. For better clarity, compensation should be used only in the context of the loss of an immoveable asset. It does not include allowances paid or provided in respect of various inconveniences not directly related to the loss of an immoveable asset or vulnerability, nor should it include livelihood restoration allowances or activities.
Allowance	Cash paid in respect of losses or resettlement related expenses other than losses of immoveable assets. For example, tenants can be provided with a cash "allowance" to support their effort to secure alternative housing. A moving "allowance" can be paid to people who have to relocate as a result of Project land access. An "allowance" should be distinguished from compensation, which is intended to cater for the loss of an immoveable asset.
Livelihood	A livelihood comprises the capabilities, assets (including both material and social resources) and activities required for a means of living. A livelihood is sustainable when it can cope with and recover from stress and shocks and maintain or enhance its capabilities and assets both now and in the future, while not undermining the natural resource base. (Chambers & Conway, 1991, quoted by UNDP - Guidance Note on Livelihoods, 2010)
Livelihood restoration	Specific allowances or activities intended at supporting displaced peoples' efforts to restore their livelihoods to pre-project levels. Livelihood restoration should preferably be distinguished from compensation. Livelihood restoration measures typically include a combination of cash or other allowances and support activities such as training, agricultural assistance or business enhancement.
Vulnerable groups	Vulnerable or "at-risk" groups includes people who, by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage or social status may be more adversely affected by displacement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits. Vulnerable groups in the context of displacement also include people living below the poverty line, the landless, the elderly, women- and children-headed households, ethnic minorities, natural resource dependent communities or other displaced persons who may not be protected through national land compensation or land titling legislation.

## Appendix B: Table presenting key Albanian legislation



**Land Acquisition Framework (LAF)**

Albanian name	English name	Number and reference of approval	Subordinate acts if applicable	Key issues addressed
Kushtetuta e Republikës së Shqipërisë	Constitution of the Republic of Albania	Law no. 8417, dated 21.10.1998, amended with the law no. 9675, dated 13.01.2007 and law no.9904, dated 21.04.2008.		Main constitutional principles, essential rights and freedoms, organization of the state and independence of the state bodies, elections, hierarchy of the laws etc.
Kodi Civil i Republikës së Shqipërisë	Civil Code of the Republic of Albania	Law no. 7850, dated 29.07.1994, amended with law no. 8536, dated 18.10.1999, law no. 03.05.2001 and law no. 17/2012, dated 16.02.2012.	N/A	Legal rights related to immovable properties (such as ownership, easement-servitudes and usufruct rights, lease, etc.) Interacting and beneficiary parties, their contractual rights, modalities of acquisition of rights referred above, and the obligation to register them.
Per regjistrimin e pasurive të paluajtshme	Law "On Registration of Immovable Properties"	Number 33/2012 approved by the Parliament on 21.03.2012. Published in the Official Journal issue number 34/2012 of 13.04.2012	Yet to be enacted by Cabinet of Ministers (COM)	Organization and operation of the Immovable Property Registration Office (IPRO), terms and procedures for the registration of immovable properties and administration of immovable properties public registry.
Per shpronësimet dhe marrjen në përdorim të përkohshëm të pasurisë private për interes publik."	Law "On expropriation and temporary use of private property for public interest"	Ligj nr. 8561, date 22.12.1999. Botuar në Fletoren Zyrtare nr. 37, date 25.02.2000.	COM Decision no. 127, dated 03.03.2000 "On content and procedures for request of expropriation and temporary use of properties for public interest". COM Decision no. 138 dated 23.03.2000 "On technical criteria of evaluation and calculation of the compensation for the expropriated and devaluated properties and the rights of third parties" amended with the decisions no. 662, dated 18.12.2002, decision no. 872, dated 12.12.2007, decision no. 136, dated 23.02.2011, decision no. 563, dated 03.08.2011	Regulates the right of the state to expropriate or take in temporary use, for public interest the properties of legal entities or individuals and the protection of the rights and interests of the expropriated owners.
Për miratimin e hartës së vlerës së tokës në Republikën e Shqipërisë	For the approval of the land value map in Albania	The Council of Ministers decision nr. 89 dated 03.02.2016	Pursuant to Article 100 of the Constitution, Law no. 9235, dated 29.7.2004 "On restitution and Property Compensation ", as amended, and the following paragraph 3, of the Decision no. 658, dated 26.09.2012, the Council of Ministers "On approval of methodology for evaluating properties Holiday in the Republic of Albania ", with proposal of the Minister of Justice, the Council of Ministers.	Approval of the value of land in the Republic of Albania, according to the maps attached to the decision and are part of it.

**Law "On expropriation and temporary use of private property for public interest"****Key principles**

The Albanian Expropriation Law (No 8561, dated 22.12.1999) focuses on properties and assets which may be expropriated permanently and/or temporarily, when public interest prevails over the private interest of affected people as defined by the law and in line with general principles of international law. The Expropriation Law provides a list of projects for which public interest is determined, such as those in connection to international treaties, multilateral conventions, international agreements and power, transportation, telecommunication, water and irrigation, environment, health, education, etc. projects of national or local interest (Article 8).

Natural and juridical private persons have the right to the respect for the properties that they own. The expropriation of private properties is done only for a public interest, in the conditions when the public interest prevails over the private interests of their owners, in accordance with the conditions prescribed by the law and with general principles of international law.

The right to expropriation is exercised for a public interest that cannot be realized or protected in another manner, only for the reasons and with respect for the procedures expressly set out in this law, to the extent that is essential for the realization of the purpose of the expropriation and in any case against fair compensation.

Expropriation shall be done while respecting, and compensating in value, in accordance with the law, the rights of third parties in the private properties that are expropriated, as well as the devaluation because of the expropriation of other private properties that are not object of the expropriation.

Expropriation is initiated by the applicant for expropriation, i.e. the state, public or private, local or foreign legal entity, who submits an application for expropriation to the relevant ministry (Article 5). The application is prepared with information about ownership and other rights recorded in the Immovable Property Registration System (IPRS). In areas where first registration has not been completed, the expropriation applicant cooperates with local authorities to collect ownership data from other sources at the local level (e.g. local property owners, village elders, notaries) and in cooperation with the IPRS seeks to complete first registration of properties.

The application for expropriation also has to be accompanied by preliminary estimates of the value of affected properties/assets, as well as documentation related to the source of funding and guarantee that funds are available (unless the applicant is the state or state institution, in which case such proof is not needed).

If the documentation is in order, the Ministry accepts the application for expropriation signs an agreement with the applicant for expropriation and forms a Land Expropriation Committee consisting of at least 5 employees or independent experts (legal, economic and engineering field). Within ten days of entering into agreement with the expropriation applicant, property owners and affected third parties are notified by the ministry that an expropriation process has been initiated. The expropriation application is also published in the Official Journal, in a newspaper with national circulation and in a local newspaper for a one week period.

The Land Expropriation Committee performs final valuations of properties. The affected owners and third parties can accept the compensation offer provided to them, after which compensation is paid and ownership over the affected property/asset is transferred to the state, thereby completing the expropriation procedure.

Where agreements are not made, the Ministry prepares and submits an expropriation proposal to the Council of Ministers, which passes a Decision on Expropriation, if documentation is in order. This proposal is accompanied by the same documents as the application for expropriation previously described. The Expropriation Decision of the Council of Ministers is published in the Official Journal and communicated directly to affected people.

The Expropriation Law does not specify remedies for disputing expropriation, however, under Law No. 49/2012 on the Organization and Functioning of Administrative Courts and Adjudication of Administrative Disputes, affected people can submit appeals against the Decision on Expropriation to the administrative court of first instance and after that, the Administrative Court of Appeal. The Expropriation Decision enters into force immediately, which means that appeals against it do not delay its implementation. The Expropriation Law specifies that registration of properties is carried out by the relevant Ministry within 30 days of when the Decision on Expropriation has been passed.

## Land Acquisition Framework (LAF)

The Expropriation Law states that the affected owner and/or affected third party have the right to appeal to the courts with regard to the amount of compensation offered to them, within 30 days from receiving notice that the Decision on Expropriation has been passed.

The Expropriation Decision specifies the timing when the affected property will be accessed by the expropriation applicant, as well as when compensation will be paid to affected people, as decided by the Council of Ministers. Payment has to be executed no later than three months from the date specified in the Expropriation Decision, or from the date when the court decision has become legally binding (cannot be appealed against).

### Objects and reason for expropriation

The objects of expropriation are immovable properties in the form of land, buildings of every kind of a permanent nature, as well as movable properties.

In the function of the public interest, expropriation may be done for the following reasons:

- a) For the realization of obligations of the state that come from treaties and international multilateral conventions.
- b) For the realization of programs, projects and investments contemplated in international agreements that extend into the territory of several states, to which our state is a party.
- c) For the realization of projects and investments that present national or local territorial extent or interest in the field of **transportation** of every kind, energy, telecommunication, water and irrigation works of every kind, in the service and interest of the public.
- d) For the realization of national or local projects and investments, in the function of protection of the environment, health, culture and public education, as well as infrastructure, in the service and interest of the public.
- e) For the realization of programs and investments in the field of national defence.
- f) For the protection of monuments and immovable objects of a nature that is archaeological, historical, cultural and scientific, when these purposes, by the very nature of the objects, cannot be realized by a private owner, because of his objective inability or subjective position, with the consequence of a real risk of failure of realization, damage or hindrance to their functioning.
- g) For the protection of movable property with a historical, archaeological, cultural or scientific value, in cases when, even with the performance of the obligations of the organisations that are competent according to law, these objects risk being damaged or disappearing.
- h) For cases when movable and immovable objects, for objective reasons or force majeure, create a permanent risk to public health and security, to the extent that, despite all the assistance of the state, these risks cannot be avoided by their owner.

### Application for Expropriation

The subject, in favour of whom the expropriation is done, shall submit the application for expropriation to the ministry that is competent pursuant to law.

Detailed regulations related to the content and standards that are to be respected in the compilation and presentation of the documentation that accompanies an application for expropriation for the public interest are set by normative act of the Council of Ministers, eg. COM Decision no. 127, dated 03.03.2000 "On content and procedures for request of expropriation and temporary use of properties for public interest".

Due to the fact that the competent authority of the Project is the Ministry of Transport and Infrastructure (MTI), it should be legally identified if the application procedure has to be carried out or the MTI shall organize all the relevant information and material related to the Application and then send the proposal for Expropriation to the Council of Ministries.

On the submission of the application for expropriation for a public interest, the competent minister orders the setting up of a special commission for following and accomplishing the procedures of expropriation.

The proposal to the Council of Ministers for the approval of the application for expropriation is made by the respective ministry.

## Land Acquisition Framework (LAF)

The members of the commissions shall be employees or independent experts, with experience and special qualification in the juridical, economical and engineering field, who, in any case, shall not be related by blood or marriage to the person being expropriated or have any kind of interests with the parties interested in the expropriation.

The rules about the composition and the working procedures of the special commission on expropriations are set by normative act of the Council of ministers.

### Acceptance and Notification of the Application

On the completion of the necessary verifications as well as the procedures contemplated in article 12 of this law, when the application and respective accompanying documentation are supported according to the conditions and criteria of this law, the competent ministry decides on the acceptance of the application for expropriation, immediately notifying, in writing, the applicant in favour of whom the expropriation is sought.

Within 10 days from the day of notification of acceptance of an application for expropriation, an agreement is entered into between the applicant in favour of whom the expropriation is sought and the competent ministry as to the mutual rights and obligations related to the expropriation procedure. If the applicant is a private subject, this agreement is done by notarial act.

In the act of agreement, the parties undertake the fulfilment of the obligations set or specified in this law within the respective time periods. The act of agreement is an executable document.

The act of agreement is invalid if, at the time it is signed, the documents that accompany the application for expropriation according to this law are not attached.

Within 10 days from the day of entering into the agreement with the subject applying for expropriation, the competent ministry begins fulfilling the procedures of direct notification to each owner or joint owner of the private properties sought to be expropriated or devalued as well as to third persons related to their compensation.

Together with the procedures of notification, the competent minister also performs those of publication of the application of expropriation in a public interest.

Detailed regulations about the manner of notification, its content and the respective procedures are set by normative act of the Council of Ministers.

### Judicial Conflicts and Submission of Claims

The competent minister may not request the Council of Ministers to take the decision of expropriation before a one month period from the day of conclusion of the procedures and time periods of direct notification of the owner who is expropriated and the publication of the application for expropriation according to this law.

The bringing of lawsuits or judicial examination of a civil question connected with private property that is sought to be expropriated does not constitute a lawful reason to seek, or for the court to order, the interruption or suspension of the procedures of expropriation according to this law. The court or the competent ministry shall immediately notify one another about these cases.

The competent ministry is obligated, at the completion of the procedure of expropriation, to put the amount of payment or compensation for the private property expropriated or devalued, in a special bank account. The amount of compensation is paid to or put at the disposition of the person who wins the final court decision, after the competent ministry has notified.

Within 15 days from the date of notification according to this law, or of the time period of publication of the application for expropriation, the owner, the joint owners, or third persons, shall notify the competent ministry, also indicating whether they accept the voluntary transfer of the property on the conditions offered by it.

Within 15 days from receipt of the answer by the notifying person, but in any case not before one month has passed from the last date of the time period of publication of the request for expropriation for a public interest, the competent ministry, in the cases when the notifying parties have accepted the conditions offered by it or it has found the claims presented by them to be correct, in the sphere of expropriation and with the authority of the organ that makes the expropriation, carries out with the notifying party, as the case may be,

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the actions for transfer of ownership in favour of the state, against compensation or payment of the amount of compensation for the devaluation of the private properties or the rights of third parties because of the expropriation. With the fulfilment of the reciprocal obligations, the procedure of expropriation of these private properties is considered to be completed.

With the consent of the competent minister, the above actions may be performed even after the abovementioned time periods, as if the proposal for expropriation had been submitted to the Council of Ministers, so long as the expropriation had not been decided on by the latter.

### Land valuation

After the publication of application for expropriation in a public interest has taken place, the special commission set up by the competent minister performs the actions for determining the final valuation, as well as the computation of the amount of compensation of the objects expropriated.

In valuing the private properties that are expropriated, the other properties that are devalued, or the rights of third persons that are to be compensated because of the expropriation, according to their nature, the initial value, the amortization, the purpose for which they are destined, the location of the object, and the change of the index of market prices and money are taken into account.

Other technical criteria for valuation and the computation of the amount of compensation for private property that is expropriated, properties that are devalued, and the other rights of third persons according to this law are set by the Council of Ministers.

Compensation is given for the value of devaluation of property in cases when the expropriation for a public interest is accompanied with the devaluation of a part of the property that is not expropriated, or of property located near that which is expropriated.

The cases, manners and calculations of the amount of compensation are set by instruction of the Council of Ministers.

On the basis of the value that results from the final valuation of the objects that are expropriated, the amount of the respective computation is calculated, in the measure of its full value.

Compensation fees are included in DCM Nr. 89, dated 3.2.2016 "On the approval of the maps for the value of land in the Republic of Albania".

### Expropriation proposal and decision

The competent minister submits to the Council of Ministers the proposal for expropriation, accompanied by this documentation:

- a) A summary statement of the purpose, reason and need for expropriation, the time period for beginning and ending the expropriation as well as the time period for beginning and ending the work or realization of the purpose of the expropriation.
- b) The required accompanying documents of article 10 of the law.
- c) A final list of the owners of the properties who are expropriated or devalued and the respective official documents of ownership, as well as a list of the third persons, whose rights are to be compensated because of the expropriation.
- d) The documentation of valuation of the properties that are expropriated and devalued, the rights of third parties related to them and the amount of compensation proposed, with the respective arguments.
- e) Documents verifying the expenses of the procedure of expropriation.

When the proposal is found to be well grounded in law and in fact, the Council of Ministers decides on expropriation.

The decision of expropriation shall contain:

- a) The purpose and legal reason for expropriation;
- b) The private properties that are expropriated and the respective owners;



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- c) the amount of compensation for the owners who are expropriated, for the owners of the properties that are devalued, for third persons who are compensated for their rights because of the expropriation as well as the time period and manner of paying them;
- d) the time period for beginning and ending the expropriation and the organ or subject that will start using the expropriated private properties;
- e) the time period for beginning and ending the work for the project and the investment, or for the realization of the purpose of the expropriation.
- f) the value of the expenses of the procedure of expropriation charged to the applicant for expropriation.

Having the quality of an implementing regulation, the decision of expropriation of the Council of Ministers enters into force immediately. The decision is also published in the Official Journal.

### Payment of Compensation

The amount of compensation that is, respectively, given to or put at the disposition of the person who is expropriated, the owner or third person who is damaged, within the time period indicated in letter "c" of article 21 Law 8561 dated 22.12.1999 (see par. 3.3.7 regarding the Expropriation Decision) and, in every case, not later than three months from the end of the time period, or from the date when the court decision has become final.

### New Registration of expropriated Properties

In cases when the private properties that have been expropriated are to be registered according to law, this registration shall be done by the competent ministry within 30 days from the date when the decision of the Council of Ministers for expropriation has been taken.

### **Refusal of the application for expropriation – Appeal of Decision**

At the conclusion of the preliminary procedures for expropriation, the competent minister submits to the Council of Ministers the proposal for expropriation, accompanied by this documentation:

- a) A summary statement of the purpose, reason and need for expropriation, the time period for beginning and ending the expropriation as well as the time period for beginning and ending the work or realization of the purpose of the expropriation.
- b) The documents required in letters "a" through "dh" of article 10 of this law.
- c) A final list of the owners of the properties who are expropriated or devalued and the respective official documents of ownership, as well as a list of the third persons, whose rights are to be compensated because of the expropriation.
- d) The documentation of valuation of the properties that are expropriated and devalued, the rights of third parties related to them and the amount of compensation proposed, with the respective arguments.
- e) Documents verifying the expenses of the procedure of expropriation.

The decision of the Council of Ministers on expropriation is made known by the competent ministry directly to the owners who are expropriated, the owners of properties that are devalued by the expropriation and third persons whose rights are compensated because of the expropriation who, only as to the amount of compensation specified in the decision, have the right to appeal in court within 30 days from receiving notice.

An appeal against a decision of the Council of Ministers for the expropriation does not suspend the implementation of this decision and the respective procedure of registration of the property expropriated.

As to the amount of compensation for expropriation, if an appeal in court is not taken within the 30 day time period according to this law, the decision of the Council of Ministers for the expropriation becomes an executable document.

The judicial examination is done in accordance with the legal provisions connected with the adjudication of administrative disagreements of the Code of Civil Procedural.

## Appendix C: Comparison of Albanian legislation to EBRD's requirements (PR5)



**Land Acquisition Framework (LAF)**
**Gap Analysis: Albanian Legislation / EBRD PR5**

Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
Involuntary resettlement - Physical and economic displacement	PR5 covers both physical displacement (loss of shelter) and economic displacement (loss of livelihood). The PR covers both: 1. Land acquisition, which includes: (a) purchases of property; (b) purchases of property rights (i.e. easements; rights of way) 2. Imposition of restrictions that result in people experiencing loss of access to physical assets or natural resources	Albanian legislation, including the Expropriation Law of the Republic of Albania, does not recognize "involuntary resettlement" in the sense of the PR. Issues related to land acquisition in the public interest are regulated by Expropriation Law. The law regulates the right of the state to expropriate properties of natural or juridical persons in the public interest against fair compensation.	The key gap is that Albanian legislation does not recognize loss of livelihoods associated to land acquisition. The law recognizes affected persons who have formal legal rights only. Restrictions that result in people experiencing loss of access to physical assets or natural resources are not addressed explicitly by Albanian legislation.	This LAF is taking into account not only the affected persons who have legal rights but also affected persons either they receive impacts to their status of livelihood or they do not have legal rights to the land the use. More details are given further in the table.
Resettlement Action Plan	The EBRD Client must prepare a Resettlement Action Plan (or Livelihood Restoration Framework if no physical displacement is anticipated). The RAP includes a census and detailed socio-economic baseline. Affected persons are to be informed and consulted during the planning process. Special provisions have to be made in respect of consultation with vulnerable groups.	The application for expropriation in the public interest should include a detailed list of properties to be expropriated. Affected owners are to be notified of the application for expropriation.	Albanian legislation does not set out any requirements for the preparation of resettlement or livelihood restoration plans. In addition there are no requirements in respect of consultation with persons affected or for special attention to vulnerable groups.	Due to the fact that the Project is related to economic displacement (Land acquisition and access restriction during the construction and operation phase of the Project) the elaboration of this Land Acquisition Framework will cover the relevant requirements of EBRD's Policy. According to the results and proposals of this LAF, and after obtaining more analytical data during the implementation of Expropriation procedures a Land Acquisition Plan, developed according to EBRD requirements, will follow.
Land acquisition and restrictions on land use	Involuntary resettlement occurs as a result of: 1. Land acquisition leading to physical and/or economic displacement, which includes: outright purchases of property purchases of property rights (i.e. rights of	The Expropriation Law regulates the right of the state to expropriate properties of individuals or private legal entities in the public interest, (Article 1), against fair compensation (Article 2).  In addition, compensation is to be provided to third parties who have certain rights over	The possibility of applying the Civil Code or other sectoral laws to address economic displacement, by providing compensation for damages and losses has to be examined in case expropriation law is not appropriate	The project is not related to temporary expropriation. Expropriation law should be used. Civil Code and/or applicable sectoral laws could be examined to be used during the implementation of LAP.

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
	<p>way, easements) (para 2)</p> <p>2. Restrictions on land use that result in physical and/or economic displacement (irrespective of how such restrictions are established, i.e. through negotiation, expropriation, compulsory purchase or by means of government regulation). (para 2, para 6 bullet 3)</p> <p>Involuntary resettlement (displacement) can be full, partial, permanent or temporary (para 6)</p>	<p>affected properties/assets, as well as for the devaluation of properties which are not the object of expropriation (Article 4).</p> <p>The Expropriation Law also regulates temporary occupation of land for transport (temporary roads), setting up of construction and storage sites, etc. (Article 28), against set compensation (Article 30), for no longer than two years (Article 33).</p> <p>Restrictions on land use (e.g. easements) that result in physical / economic displacement can be addressed through the application of the Civil Code, the Law on Territorial Planning and Development or sectoral laws, such as the Law on Power Sector which foresee compensation for damages and losses, under certain conditions.</p>		
Negotiated settlements	<p>Negotiated settlements in acquiring land are encouraged to help avoid expropriation and eliminate the need to use governmental authority to remove people forcibly (para 10).</p>	<p>Amicable agreements are encouraged by the Expropriation Law. When the owner agrees to transfer his/her property to the state, under conditions offered by the competent ministry (compensation amount), the expropriation procedure is considered completed (Article 6). The owner has to inform the competent ministry within 15 days from being notified (or from the date of publication), whether he/she accepts the offer. This deadline can be extended by the relevant minister and an amicable agreement can be concluded up until the Council of Ministers passes a decision on expropriation (Article 16).</p>	<p>Although amicable agreements are possible under the law even before a proposal for expropriation is submitted (but after the submission of the expropriation application), in practice such agreements are rare.</p>	<p>Consultations and interviews taken place during the elaboration of the EIAS, SEP and LAF contribute to the relevant information of the land owners. During the implementation of LAP affected people can be further informed and proceed to amicable agreements in the early stages of expropriation (even before the submission of the application for expropriation, if possible).</p>

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
		If an agreement is not reached, after a decision on expropriation is passed by the Council of Ministers, the affected owner has the right to appeal to the court regarding the amount of compensation. If such an appeal is not submitted within a 30 day period, the compensation determined by the Decision on expropriation becomes final (Article 24).		
Avoidance or minimisation of displacement	Consideration of feasible alternative project designs to avoid or at least minimize physical and/or economic displacement, while balancing environmental, social, and economic costs and benefits (para 5, bullet 1).	<p>The Albanian Law on Territorial Planning and Development requires that various social criteria, including interests of both public and private entities (i.e. landowners), are taken into account during the development of all planning documents such as national, regional and local general and detailed plans (Article 4), without specifically mentioning avoidance of resettlement and expropriation.</p> <p>According to the Albanian Expropriation Law, the application for expropriation must be accompanied by relevant planning documents approved in accordance with national legislation (Article 10).</p>	Albanian laws do not specifically require the consideration of feasible alternative project designs to avoid or minimise displacement. In practice, resettlement and expropriation are avoided or minimised during project design, in the context of minimising costs of both construction and expropriation.	Alternative solutions for the Tiran – Airport line have been examined by using technical, economic and environmental criteria. One of three options has been selected as a result which will still result in expropriation of agricultural land.
Vulnerable groups	The client will specifically take into account any individuals or groups that may be disadvantaged or vulnerable – undertake the necessary actions to ensure vulnerable groups are not disadvantaged in the	Vulnerable persons (including the homeless) are entitled to social welfare assistance, available under the Albanian Law on Social Assistance and Services.	The category of persons who have no recognisable rights or claims to the land they occupy (and are often the most vulnerable), is not recognised by the Expropriation	During the implementation of LAF, SEP and also the preliminary social survey the vulnerable groups were identified and relevant proposals have been proposed in this LAF in order to



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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
	<p>resettlement process, are fully informed and aware of their rights and are able to benefit equally from the resettlement opportunities and benefits (para 13).</p> <p>Vulnerable or 'at-risk' groups include people who, by virtue of gender identity, ethnicity, age, disability, economic disadvantage or social status may be more adversely affected by displacement than others and who may be limited in their ability to claim or take advantage of project benefits (footnote 11).</p>	<p>The Law on Social Programmes for Housing specifies categories of vulnerable groups that are entitled to social housing, i.e. those who have not benefitted from buying state owned apartments through privatisation (Article 5); where heads of household are divorced woman or widows; single parent families; retired elderly people who do not receive state assistance; various groups of disabled individuals; families with many children; young couples whose combined age is no greater than 55; families who relocated for employment reasons; orphans under 30 years of age.</p> <p>Assistance to Roma can be provided under the framework of the Assistance to Decade of Roma Inclusion Project and the Albanian National Roma Integration Strategy.</p> <p>Albania also has a set of laws under which affected people can be assisted to improve their living standards (access to health care, education, personal documentation, etc.).</p>	<p>Law, however the needs of such individuals/households may be addressed through social welfare and other services.</p> <p>Economic displacement in general is not addressed by the Expropriation Law, including that which occurs as a result of impacts on informal sources of livelihoods (often tied to vulnerable groups).</p>	<p>avoid impacts on them or support them. Special attention was given to Roma people located into the Skozet Railway station area. The proposed design of the project does not require physical displacement of these people. Social welfare and other appropriate service providers (government and non government) should also be involved to ensure that vulnerable individuals and/or groups identified through the preliminary and detailed social surveys have access to all services available to them under the laws of Albania (social housing, social welfare, employment, education, health care).</p>
Socio economic assessment and census	<p>Implementation of a socio-economic baseline assessment on project affected people, including impacts related to land acquisition and land use restrictions (para 14).</p> <p>Implementation of a census to identify the</p>	<p>Ownership or other formal legal rights on land and structures are recorded in the Immovable Property Registration System. Factual ownership or use of land of those not recorded in property registers can be proven in the expropriation process through sale purchase contracts, inheritance documents, etc. If the recorded owner has died or is missing and a</p>	<p>Persons who have no legal rights or claims to the land they occupy are not registered through any census.</p> <p>Albanian legislation does not require the implementation of a</p>	<p>The implementation of a socio-economic baseline assessment (survey) is necessary to identify project affected persons/groups and impacts, define eligibility and entitlements, monitor the implementation of resettlement / livelihood restoration plans /</p>

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
	persons who will be displaced, determine who will be eligible for compensation and assistance and take inventory of affected land and inventory. The census should also take into account seasonal resource users who may not be present in the project area during the time of the census (para 15).	<p>certificate of inheritance has not been issued, the relevant ministry submits a request to the court to issue it. If the owner is not found during the expropriation procedure, compensation is deposited in an account in his/her name. If the owner is unknown, the relevant minister submits a request to the court to transfer ownership to the state (Article 6). Issues regarding property rights have to be resolved before the expropriation payment are made; in case of disputes, the affected parties turn to the court to decide who will receive compensation, which has been deposited into a special account. Such disputes do not delay the expropriation procedure (Article 16).</p> <p>The application for expropriation has to include a detailed list of properties to be expropriated and those which are affected by devaluation, their location, information about individuals who have formal legal rights on these properties, including owners and third persons and their contact details (Article 10). Third persons have the right to make claims towards affected properties/assets within 15 days of the publication of the expropriation proposal and if their claims are accepted (legally acceptable), they are included in the expropriation procedure (Article 15).</p>	socio-economic baseline assessment (survey) for any category of affected persons.	<p>frameworks. A preliminary survey was carried out in order to identify socioeconomic impacts and to propose mitigation measures which will be elaborated during the implementation of LAP when names and contact data of land owners to be expropriated are known through the census.</p> <p>The census will also capture those who are affected by the project and are not registered through national procedures.</p>
Cut-off date	In the absence of national government procedures, the date of completion of the census and assets inventory represents the cut-off date for eligibility.	It is understood that the date of the Cabinet of Ministers decision on expropriation is the cut-off date.	No gap	The decision of the Cabinet of Ministers takes place after the end of the census and the evaluation period. The date of this decision is considered

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
	Individuals who move into the project affected area after the cut-off date are not eligible for compensation and other types of assistance. Information regarding the cut-off date should be well documented and disseminated throughout the project area.			as the formal the cut-off date.
Compensation Value and Timing	Compensation for lost assets to be provided at replacement cost, usually calculated as the market value of the assets plus transaction costs related to restoring such assets (registration and transfer taxes). Depreciation of structures and assets should not be taken into account. Compensation (alternative housing and/or cash compensation) has to be provided prior to relocation.	Based on the Expropriation Law, compensation value is based on assessment of affected properties by the Expropriation Committee and confirmed by COM Decision. Compensation under the Expropriation Law for loss of properties and assets is determined in accordance with the prevailing market price of the affected property/asset. Valuation of properties and assets takes into account their nature, their initial value, depreciation, their planned use, their location and market prices. Technical criteria for valuation are determined by the Decision of the Council of Ministers <sup>8</sup> (Article 17).  If agreement on compensation reached, transfer of property and payment of compensation to take place within 15 days from notification by affected owner that he/she accepts the offer (art.16). If not, compensation is provided based on a decision on expropriation of the Council of Ministers, within a period of three months, or after the court decision (art.23).	Albanian legislation does not take account of transaction cost, and provides that depreciation is to be taken into account, which does not meet the EBRD "replacement value" requirement.	Valuation of Compensation will not have to take into account Depreciation. It will also include the registration cost in the Immovable Property Registration System, or other relevant register, any administrative fees, and/or transfer taxes. The valuation method will be specified more analytically in the LAP.
Standards for	Standards for compensation and assistance	Basic standards for compensation (of land,	In practice, it is possible for the	It is important to ensure that the

<sup>8</sup> Decision of the Council of Ministers No. 138 on The technical criteria for the assessment and calculation of the compensation amount of private properties that are going to be expropriated for a public interest, of properties that are devaluated and of the rights of the third parties (2000) with amendments: 662, 872, 136, 563 and 560.

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
compensation	will be transparent and consistent within the project (para 17)	structures, crops, plants, trees, fruits, etc.) are defined in the Decision of the Council of Ministers and are applicable throughout Albania.	application of standards for compensation to vary among different affected municipalities.	application of standards, both for compensation and assistance, will be consistent across municipalities affected by the project. These standards will be presented in the LAP.
Timing of compensation	<p>Compensation will be provided before displacement or imposition of restrictions (para 17).</p> <p>Alternative housing and/or cash compensation) has to be provided prior to relocation (para 30).</p> <p>The process of promptly compensating economically displaced persons for loss of assets or access to assets should be initiated prior to displacement (para 37, bullet 1).</p>	<p>If an agreement on compensation has been reached, the transfer of property and payment of compensation is initiated within 15 days from the date when the affected owner notifies the relevant ministry that he/she accepts the offer (Article 16).</p> <p>If compensation is provided based on a Decision on Expropriation of the Council of Ministers, payment is to be made within a period of three months of the date specified in the decision. If there is a court dispute, compensation is to be paid within a period of three months from the court decision (Article 23). If payment is not made within the three month period expropriation is deemed invalid and affected people can request their properties/assets to be returned, as well as compensation of any damages (Article 26).</p> <p>Compensation for absentee owners is deposited in a special account and can be claimed by them when they learn about expropriation / are found (Article 6).</p> <p>The Expropriation Law specifies that registration of properties is carried out by the relevant Ministry within 30 days of when the Decision on Expropriation has been passed</p>	<p>The date of accessing a property is determined in the Expropriation Decision (as decided by the Council of Ministers) and is not dependent on the payment of compensation. The date of payment of compensation is also determined in the Expropriation Decision or, in case of a dispute, is dependent on when the court decision becomes legally binding.</p> <p>This means that payment of compensation could be significantly after the property has already been accessed and displacement occurred.</p>	<p>An agreement should be made with the Council of Ministers to agree payment of compensation before a property is accessed, in the Decision on Expropriation.</p> <p>If a property is to be accessed before compensation is executed, the following needs to be implemented:</p> <ul style="list-style-type: none"> <li>In the event that the land / part thereof is used for agricultural and/or other livelihood purposes, alternative land/property with the same characteristics needs to be provided or compensation to cover for the economic loss to be incurred, needs to be provided.</li> <li>In cases when compensation is provided for various types of properties and assets (land, crops, structures, forest, etc.), amounts for these properties and assets should be presented separately. Those that are not disputed by the affected person should be executed while the disputed ones are being processed, so as to</li> </ul>

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
		(Article 25).		<p>reduce the severity of displacement.</p> <ul style="list-style-type: none"> <li>In addition to the above, livelihood restoration assistance has to be provided.</li> </ul>
Compensation in kind / cash	<p>Losses that cannot be valued easily, or compensated in cash, can be compensated in kind, if appropriate (footnote 12).</p> <p>Where livelihoods of affected persons are land based or where land is collectively owned, land based compensation will be offered, taking into account seasonal and agricultural timing requirements (para 17).</p> <p>Payment of cash compensation for lost assets may be appropriate where:</p> <ul style="list-style-type: none"> <li>livelihoods are not land-based</li> <li>livelihoods are land-based but the land taken for the project is a small fraction of the affected asset and the residual land is economically viable, or</li> <li>active markets for land, housing and labour exist, displaced persons use such markets, and there is sufficient supply of land and housing (footnote 14).</li> </ul>	<p>The Expropriation Law does not directly state if compensation is to be provided in cash or in kind, however certain provisions imply that compensation is paid in cash.</p>	<p>In kind compensation is not customarily provided, however there are no provisions which would prevent this form of compensation in the Expropriation Law.</p>	<p>According to the current legal procedures compensation in cash is more appropriate for the expropriation of land.</p>
Questionable Ownership	<p>No delay of expropriation process. Deposit of payment in bank account.</p>		<p>Situations in which there are disputes with regards to ownership or if the owner cannot be found.</p>	<p>The compensation payment is deposited in a special bank account and is paid or put at the disposition of the owner when he/she is found and/or the person who wins the dispute, as decided by the court.</p>



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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
Categories of displaced persons	<p>Category 1: those who have formal legal rights to the land (including customary and traditional rights recognised under national laws)</p> <p>Category 2: those who do not have formal legal rights to land at the time of the census, but who have a claim to land that is recognised or recognisable under national laws</p> <p>Category 3: those who have no recognisable legal right or claim to the land they occupy, including seasonal resource users such as herders/fishing families, hunter and gatherers who may have interdependent economic relations with communities located within the project area (para 18).</p>	<p>The Albanian Expropriation Law does not explicitly define categories of displaced persons, however it recognises persons who have formal legal rights on land and structures, as registered by Immovable Property Registration System and those whose rights and claims are recognisable under national laws i.e. can be determined based on sale-purchase contracts, inheritance documents, etc.</p>	<p>Those who have no legal rights or claims to the land they occupy are not recognised by the law.</p>	<p>LAF provides details of all categories where relevant. The presence of those who have no legal right or claim in the project affected area have been identified (e.g. Roma people) and will be further examined in the detailed social survey. Mitigation measures were proposed in order to avoid economic or physical displacement to this category.</p>
Eligibility for compensation / resettlement and entitlements in case of physical and economic displacement	<p><b>Category 1:</b> Eligible to full compensation at replacement cost for land and structures as applicable;</p> <p><b>Category 2:</b> Eligible to similar compensation as those in Category 1;</p> <p><b>Category 3:</b> Eligible to compensation for land but should receive: (i) compensation for structures that they own and occupy and for any other improvements to land at full replacement cost; and (ii) in case of physical displacement, a choice of options for adequate housing with security of tenure and resettlement assistance.</p>	<p>The Expropriation Law addresses people in Category 1 and 2. The law no. 9232, dated 13.05.2004 "On social programs for the housing of inhabitants of urban areas" establishes a legal framework for the development of social housing programs in Albanian municipalities, which may apply to people in Category 3. The law defines the administrative regulations and procedures that will ensure the planning, management and distribution of social housing to vulnerable people, in line with their income and the level of state support.</p>	<p>Specific measures to be devised for people in Category 3, if any exist in the project occupation area.</p>	<p>Based on the preliminary survey, no physical displacement is anticipated from the Project. Presences of those who have no legal right or claim in the project affected area were recorded. Assistance to them is also proposed.</p>
Vulnerable groups	Specific assistance for vulnerable groups.	According to law no. 9355, dated 10.03.2005 "On social assistance and services", vulnerable	Specific assistance for vulnerable groups is not part of the	Vulnerable groups have been thoroughly identified in the LAF.

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Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
		persons are entitled to various forms of social welfare payments or a range of community based services.	expropriation process in Albania. However, legal tools exist outside of the expropriation process to provide assistance.	Further details will be given in the LAP.
Joint property	<p>Ensure that the documentation for ownership or occupancy and compensation is issued in the names of both spouses or single head of households, as relevant to each situation, and that other resettlement assistance, such as skills training, access to credit and job opportunities are equally available to women and adapted to their needs (para 19).</p> <p>Alternative methods and/or modalities for compensation should be considered where women are less likely to have access to formal financial institutions and/or have bank accounts (para 20).</p>	<p>Men and women have equal rights in the Albania (Article 18 of the Constitution of Albania and the Law no. 9198 on Gender Equality in Society, with amendment 9534), including the possibility to have formal legal rights on properties.</p> <p>According to the Family Code of Albania No. 9062, if formal legal rights over properties / assets have been acquired during the marriage, the law assumes they are shared equally between the spouses, unless a different agreement is formally registered with the court (Articles 73-76).</p>	No gap.	<p>Compensation must be shared between spouses according to title documentation or the Family Code</p> <p>All livelihoods restoration proposals will be equally accessible to both men and women (specify in resettlement / livelihood restoration frameworks and plans).</p>
Information disclosure and public information	<p>The client should summarize the information contained in the Resettlement Action Plan or Livelihood Restoration Framework for public disclosure to ensure that affected people understand the compensation procedures and know what to expect at the various stages of the project (for example, when an offer will be made to them, how long they will have to respond, grievance procedures, legal procedures to be followed if negotiations fail).</p> <p>Consultations will continue during the implementation, monitoring and evaluation of compensation payment</p>	<p>The Expropriation Law obliges the Ministry to notify persons affected directly (either by registered mail or other means of notification having confirmation that notice is received by the addressee; in case the addressee resides abroad, the notification will be made through publication in the commune/ municipality where the land subject to expropriation is located) and to publish during an entire week the application for expropriation in the Official Journal as well as in national and local newspapers. Within fifteen days after the last date of the publication, the persons subject to expropriation should inform the ministry on their claims related to the properties affected by</p>	<p>Apart from notifications to affected people, there is no requirement in Albanian law to consult and to disclose documentation publicly. However, such consultation and disclosure is not prohibited and can be accommodated as a specific measure.</p>	<p>The Project has been widely known, through a series of consultations and disclosures, a preliminary social survey at the area of the Project and the public hearing that took place during the approval procedure of the EIA. The LAF will be publicly disclosed on the MTI website <a href="http://www.transporti.gov.al/al/transporti/transporti-hekurudhor">http://www.transporti.gov.al/al/transporti/transporti-hekurudhor</a></p>

**Land Acquisition Framework (LAF)**

Topic / Issue	EBRD Requirements (PR5)	Albanian Law Provisions	Comments	Project/ LAF response
	and resettlement	the expropriation		
Grievance mechanism	<p>A grievance mechanism should be set up as early as possible in the process, to receive and address in a timely fashion specific concerns about compensation and relocation that are raised by displaced persons and/or members of host communities, including a recourse mechanism designed to resolve disputes in an impartial manner.</p> <p>The grievance mechanism, process, or procedure should address concerns promptly and effectively, using an understandable and transparent process that is culturally appropriate and readily accessible to all segments of the affected communities, at no cost and without retribution.</p>	<p>Expropriation Law provides for the right of the affected persons to bring actions before the courts for seeking higher compensation from that defined in the decision on expropriation enacted by the Council of Ministers, but affected people cannot challenge the expropriation process per se. Claims do not cause suspension of the expropriation process, though they may result in a higher compensation to be paid if so decided by the competent court.</p>	<p>While there is no requirement in Albanian law to establish an extrajudicial grievance mechanism, this does not contradict the process outlined in Albanian law as long as affected people can keep on enjoying their constitutional right to address any claim to the competent court as they see fit.</p>	<p>Grievance mechanism is established for the project. Owners/ users of land will be able to lodge complaints after the notification notice for the expropriation. The developer will address the grounds for each complaint and provide an answer to the owner/ user before the file is submitted for final decision to the expropriation committee.</p>
Monitoring and completion report	<p>Monitoring of the resettlement and livelihood restoration process will be carried out in accordance with PR 1 and should involve key stakeholders such as the affected communities (para 23).</p> <p>Depending on the scale of a project's resettlement, the client may have to commission an external completion of the RAP/LRP to determine that the provisions have been met. It may identify corrective measures and after their implementation, the client's obligations are brought to a close (para 24).</p>	<p>No legal requirements.</p>		<p>Once the LAP is developed and adopted, MTI will monitor implementation until all displacement impacts have been mitigated. A Completion Audit will be carried out to verify the completion of the above-mentioned tasks.</p>

## Appendix D: Cadastral data









## Appendix E: Erzeni River and Bruke Village Crossings



### ERZENI RIVER CROSSING

The Erzeni River Railway bridge is located within the community of Sukth which is linearly developed along the banks of the Erzeni bridge and stretching for a length of 3km to the north of the Tirana – Durres Motorway (Figure 1).

Currently, there is only one bridge dedicated to serve both vehicular and pedestrian flows between the two parts of the community, which is developed along the river banks. This sole bridge is located at a distance of 2.65km from the motorway which in fact is far from being located at the centre of gravity of the community and of the more densely populated part of the community.

This situation has gradually led to an illegal use of the existing railway bridge by pedestrian flows, which for the majority of the local walking trips between the two parts of the community is shorter and more convenient. The use of this bridge as an unofficial / unauthorized crossing point of the river, regardless of the poor operational safety conditions (walking along railway infrastructure, insufficient width, primitive railing protection etc) is currently popular. In spite of these poor conditions, mutually exclusive functions, the railway operation and the pedestrian flows, are currently both present on the railway bridge, mainly due to the drastic reduction of the frequency of the railway operation.

In view of the upgrading of the railway corridor and the anticipated multiplication of the frequency of railway operation such co-presence on the bridge must be excluded for both safety regulations and smooth railway operation. Within this context, the consultant had proposed to HSH to substitute the existing deck of the railway bridge by a wider one, to accommodate a separate pedestrian corridor in parallel with the railway corridor on the same deck. Separation of the two corridors would be achieved by means of appropriate fencing, in order to ensure the required safety.

This proposal was rejected by the HSH Technical Directorate, both for reasons of the HSH regulatory framework, related to the exclusivity of the operation and maintenance of the infrastructure. Also and for reasons related to the actual responsibility of the Local Administration to accommodate separately the needs for pedestrian circulation without interference with the railway infrastructure and the railway operation. The Consultant's proposal besides the above considerations would imply additional cost of rehabilitation of the bridge, due to increased deck width and the additional loading of the existing bridge, introducing possibly the need for major interventions on the abutments and piers which are planned to be retained.

The obvious need for adequate servicing of the pedestrian flows' demand should be satisfied in close coordination between the Municipality and the State of Albania, in one or more appropriate bridging locations, which will reasonably reduce the average walking distance of the community's internal pedestrian flows. It is important to point out the fact that any such bridging of the river would require a span of approximately 20m, similar to the span of the existing road bridge located at 2.65km distance from the motorway, compared to the 84m long overall bridging span of the Erzeni railway bridge.

It is evident that the design of any new pedestrian bridge involves the examination and evaluation of alternative solutions, in consultation with local and state authorities, in addition to the purely technical part of the bridge design (geotechnical, structural, hydraulic, architectural, etc). This requirement has been included in the project Environmental and Social Action Plan and the solution proposed and selected will be further elaborated in the detailed LAP.

Land Acquisition Framework (LAF)



Figure F-1. Erzeni River Crossing

### **BRUKE VILLAGE ROAD AND PEDESTRIAN CROSSINGS**

Three road level crossings are foreseen in the 2330m long section of the railway line starting from the peak (turnout) of the triangular railway intersection of Domje at KP 0+950 and the bridging of Tirana River at KP 3+280. These three crossings correspond to the three out of the four existing transverse roads in this section. All four roads connect at grade with the existing arterial road servicing the access to Tirana International Airport.

Two out of these four roads are in the vicinity of Bruke village, mainly developed along the southern one of the two roads, as presented in *Figure 2*.

Both roads have a parallel E-W orientation with a distance of 425m, which is insufficient for successive at grade railway signalized crossings (min. distance in the order of 800m).

Given the above the Consultant has selected to develop at these two neighbouring crossings one vehicular crossing and one pedestrian crossing based on the following criteria:

- **Urban Plan Point of View**

The integrity of the village which is developed from both sides of the railway corridor does necessitate the provision of a connection between the two parts at the zone of the highest concentration of housing. Obviously this connection could either be a combined vehicular and pedestrian or an exclusive pedestrian crossing. The selection of the pedestrian crossing was based on the fact that it would be preferable to minimize the walking distance and allow for the frequent pedestrian crossings to occur at the heart of the village and in parallel orient the vehicular traffic (which is not sensitive to small increments of distance) at the outskirts of the village, which is obviously preferable from an urban planning point of view.

- **Functional Point of View of the Vehicular Traffic**

On-going urbanization is expected to result in increased traffic volumes, necessitating proper at grade connections with the main arterial to TIA. As a result the existing simple connections of these roads will have to be converted to appropriate "T type" intersections in the mid-term.

The development of these intersections is affected by their proximity to the bridges of Lana and Tirana Rivers respectively. The northern road selected for the at grade railway crossing connects with the arterial at a distance of approx. 90m from the edge of the Tirana River bridge, while the respective distance of the southern one from the Lana River bridge is only 45m. It is evident that an appropriate "T type" intersection may be sufficiently developed at the connection of the northern road, which is not the case with at the connection of the southern one.

- **Geometric characteristics and available right of way**

The northern road provides better conditions, featuring:

- An existing pavement width of 4m along with reserves for future widening, in contrast with the southern one having a width of 3.5m along with restrictions in widening due to frontal development.
- In addition, the northern road has a straight alignment all the way to the connection with the TIA arterial, in contrast with the southern one, the alignment of which involves successive curvatures along the final 300m towards the connection due to constraints of the terrain at the banks of Lana River.
- The final solution selected will be further elaborated in the detailed LAP.



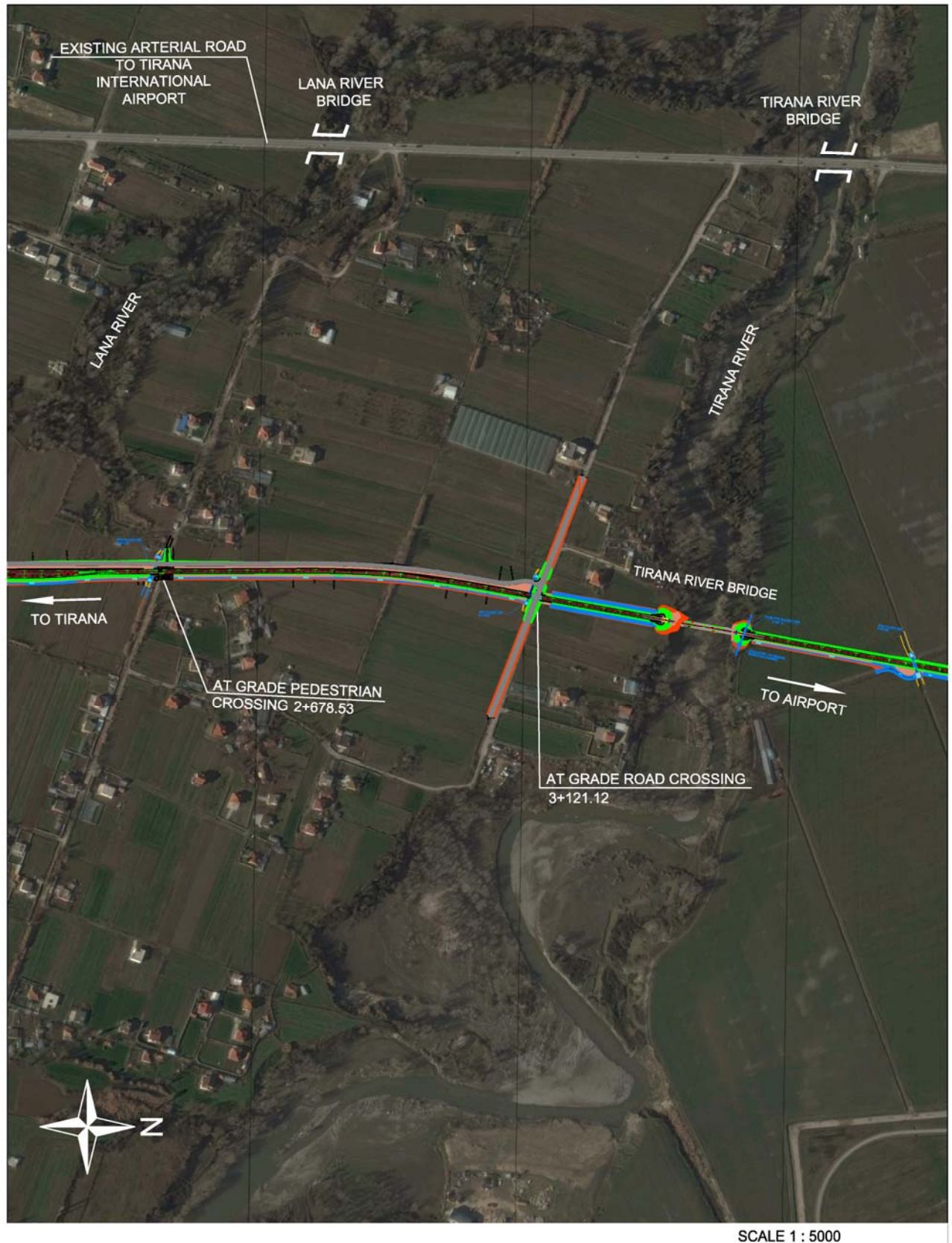


Figure F-2. Bruke Village Area

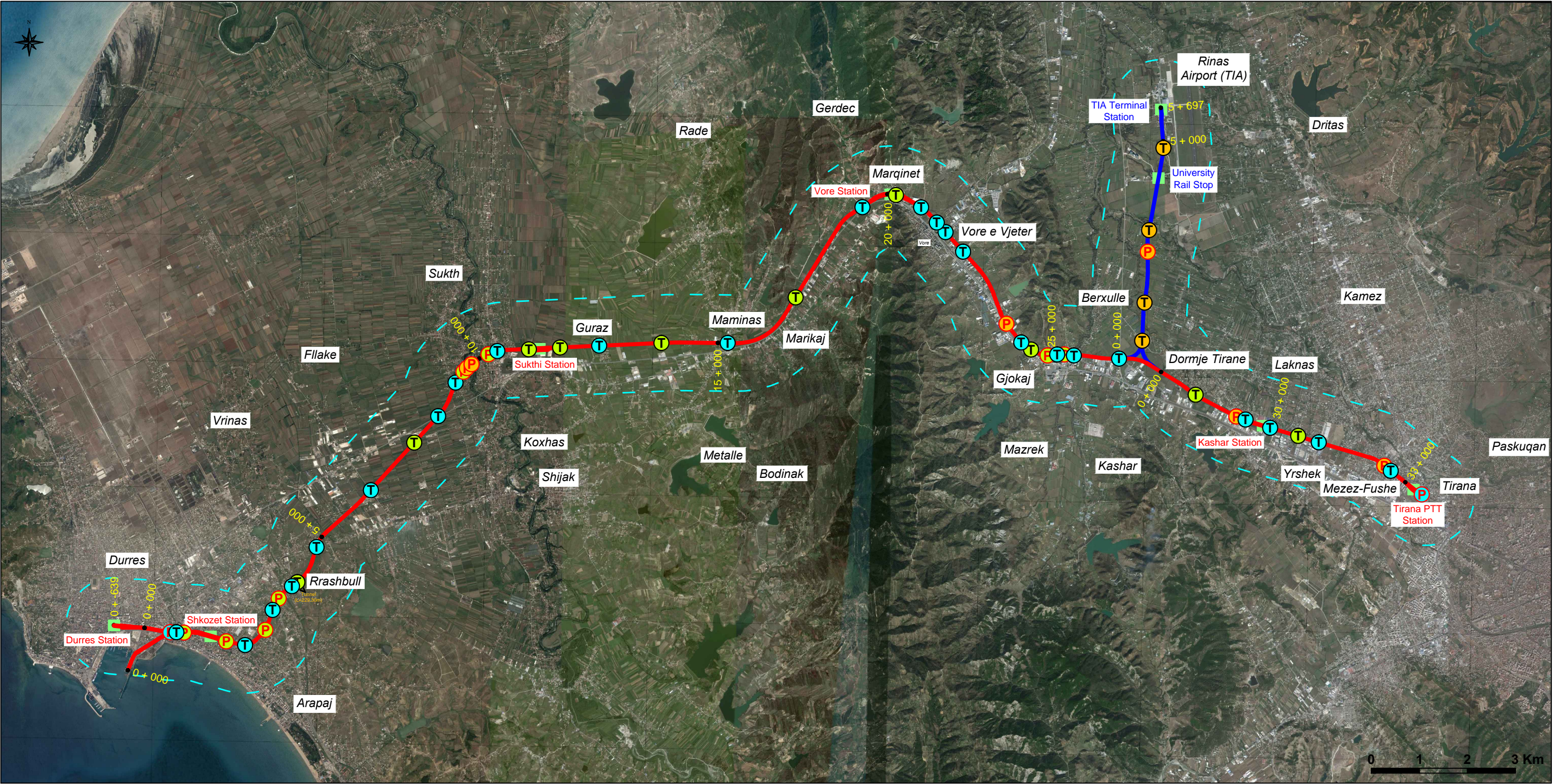
## Appendix F: Maps





RAILWAY LINE DURRES - TIRANA PUBLIC TRANSPORT TERMINAL (PTT) AND NEW RAILWAY CONNECTION TO RINAS AIRPORT (TIA)  
LINJES HEKURUDHORE DURRES - TIRANE TERMINALI PUBLIK I TRANSPORTIT (PTT) DHE I LINJES SE RE HEKURUDHORE PER NE AEROPORTIN NDERKOMBETAR TE RINASIT (ANR)

CROSSINGS' MAP  
HARTE TE KALIMET



LEGEND / LEGJENDË

- Study Area / Zona ne Studim
- Railroad Station / Stacion Hekurudhor
- Durres - Tirana Public Transport Terminal Railway Line / Linja hekurudhore e Terminalit te transportit Publik, Durres - Tirane
- New Railway Connection to Rinas Airport (TIA) / Linja e re Hekurudhor në aeroportin e Rinasit

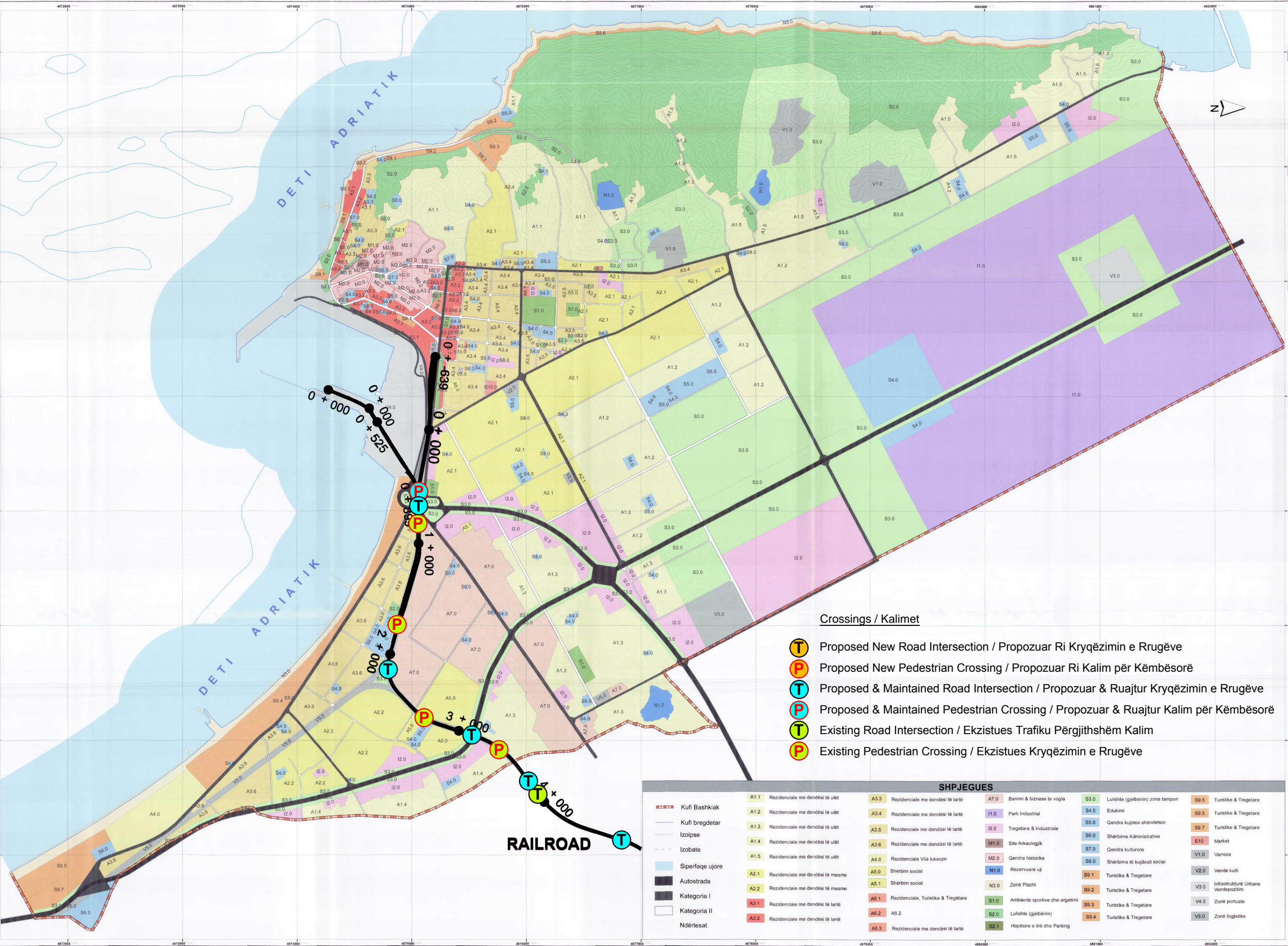
Crossings / Kalimet

- Proposed New Road Intersection / Propozuar Ri Kryqëzimin e Rrugëve
- Proposed New Pedestrian Crossing / Propozuar Ri Kalim për Këmbësorë
- Proposed & Maintained Road Intersection / Propozuar & Ruajtur Kryqëzimin e Rrugëve
- Proposed & Maintained Pedestrian Crossing / Propozuar & Ruajtur Kalim për Këmbësorë
- Existing Road Intersection / Ekzistues Trafiku Përgjithshëm Kalim
- Existing Pedestrian Crossing / Ekzistues Kryqëzimin e Rrugëve



PLANI I PËRGJITHSHËM VENDOR PËR PLANIFIKIMIN E TERRITORIT TË NJËSISË VENDORE BASHKIA DURRES  
HARTA E PROPOZUAR E PËRDORIMIT TË DETAJUAR TË TOKËS

Shkalla 1 : 10 000



Crossings / Kalimet

- Proposed New Road Intersection / Propozuar Ri Kryqëzimin e Rrugëve
- Proposed New Pedestrian Crossing / Propozuar Ri Kalim për Këmbësorë
- Proposed & Maintained Road Intersection / Propozuar & Ruajtur Kryqëzimin e Rrugëve
- Proposed & Maintained Pedestrian Crossing / Propozuar & Ruajtur Kalim për Këmbësorë
- Existing Road Intersection / Ekzistues Trafiku Përgjithshëm Kalim
- Existing Pedestrian Crossing / Ekzistues Kryqëzimin e Rrugëve

</

MIRATOHET

KRYETARI I K.K.T SË SHQIPËRISË

Z.SALI BERISHA

Vendimi Nr. \_\_\_\_\_ Datë \_\_\_\_\_

MINISTRI I BUJQËSISË

Z. GENC RULI

Këshilli i Bashkisë

Vendimi Nr. \_\_\_\_\_ Datë \_\_\_\_\_

Kryetari i Këshillit të Bashkisë

Z.INDRIT HAMITI

Kryetari i Bashkisë

Z. VANGJUSH DAKO

Miratuar me Vendim K.K.T. nr. 27 dt. 10.05.2013

PLANI I PËRGJITHSHËM VENDOR I PLANIFIKIMIT TË TERRITORIT I NJËSISË VENDORE BASHKIA DURRES

H. 14

HARTA E PROPOZUAR E PËRDORIMIT TË DETAJUAR TË TOKËS

Shkalla 1 : 10 000

PUNOI

ASISTOI

HYDEA S.p.A. Via del Rosso Fiorentino, 21g 50142 Firenze, Italia

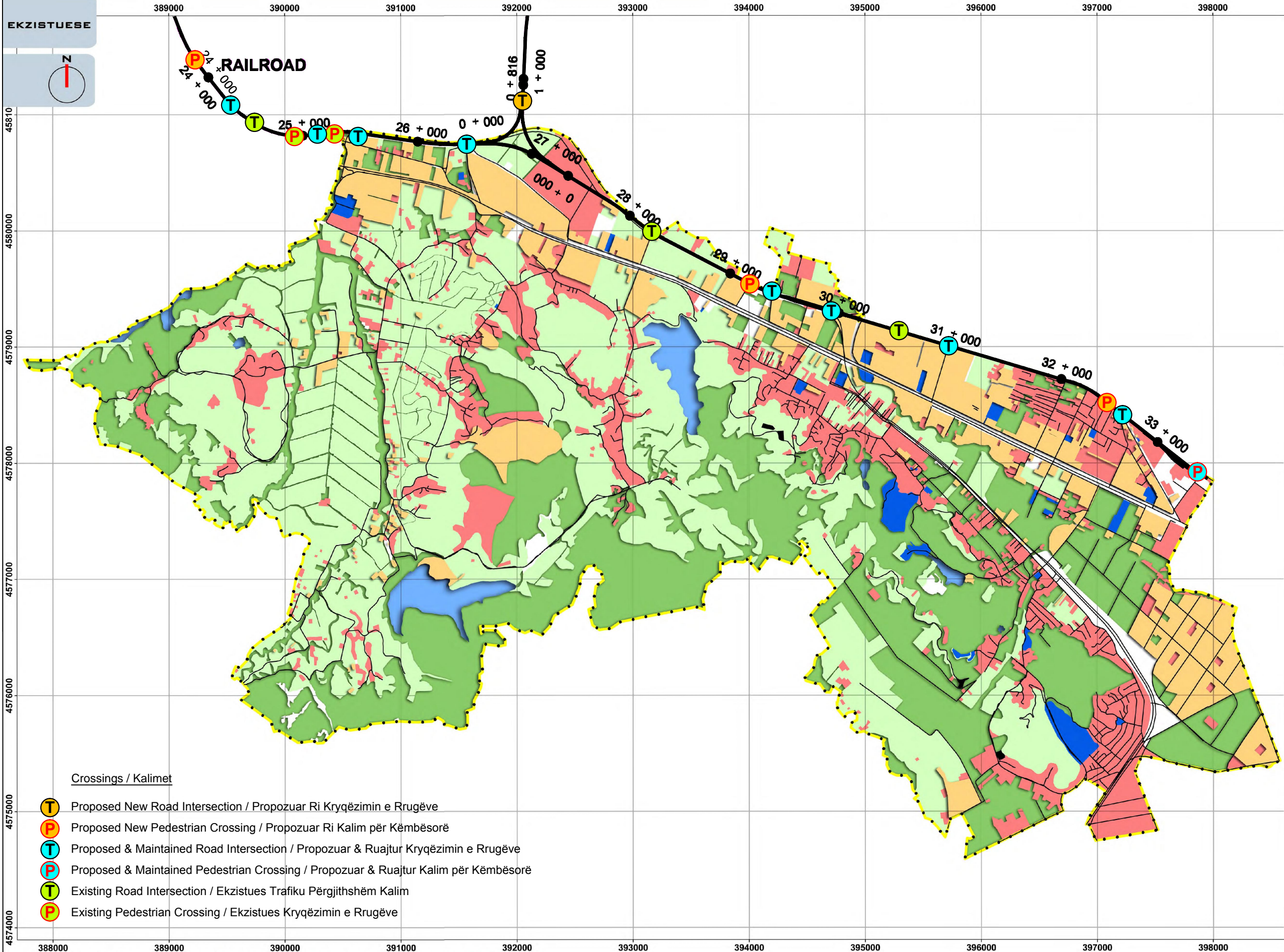
T.P. DEVELOPMENT GROUP

BASHKIA DURRES



# KATEGORITË E PËRDORIMIT TË TOKËS 1

EKZISTUESE



## Crossings / Kalimet

- T Proposed New Road Intersection / Propozuar Ri Kryqëzimin e Rugëve
- P Proposed New Pedestrian Crossing / Propozuar Ri Kalim për Këmbësorë
- T Proposed & Maintained Road Intersection / Propozuar & Ruajtur Kryqëzimin e Rugëve
- P Proposed & Maintained Pedestrian Crossing / Propozuar & Ruajtur Kalim për Këmbësorë
- T Existing Road Intersection / Ekzistues Trafiku Përgjithshëm Kalim
- P Existing Pedestrian Crossing / Ekzistues Kryqëzimin e Rugëve



REPUBLIKA E SHQIPERISE  
KËSHILLI KOMBËTAR I TERRITORIT

• • KUFIRI ADMINISTRATIV

- Banim
- Fetare
- Institucionale
- Jo Info
- Perdorim Miks Qendroret
- Siperfaqe Ujore
- Siperfaqe e Gjëlber
- Siperfaqe e kultivuar
- Tregtare
- Varreza

REPUBLIKA E SHQIPERISE  
QARKU TIRANE  
KOMUNA KASHAR

Financuar nga :	Komuna Kashar
Hartuar nga :	Zyra e Planifikimit dhe Kontrollit të Zhvillimit të Territorit , Komuna Kashar
Pergjegjesi i Zyrës së Planifikimit dhe Kontrollit të Zhvillimeve të territorit:	Jurgen MEMISHA
Arkitekt:	Stela SINJARI
Pergjegjesi i Zyrës së Punëve Publike:	ING. Julian AGOLLI
Pergjegjesi i Zyrës së Administrimit dhe Mbrojtjes së Tokës:	Anri SAJA
Jurist:	Majlinda SHEHU
Ing.Topograf:	REDI KULLOLLI
Ekonomiste:	Rajmonda FUCIA

JANAR 2013

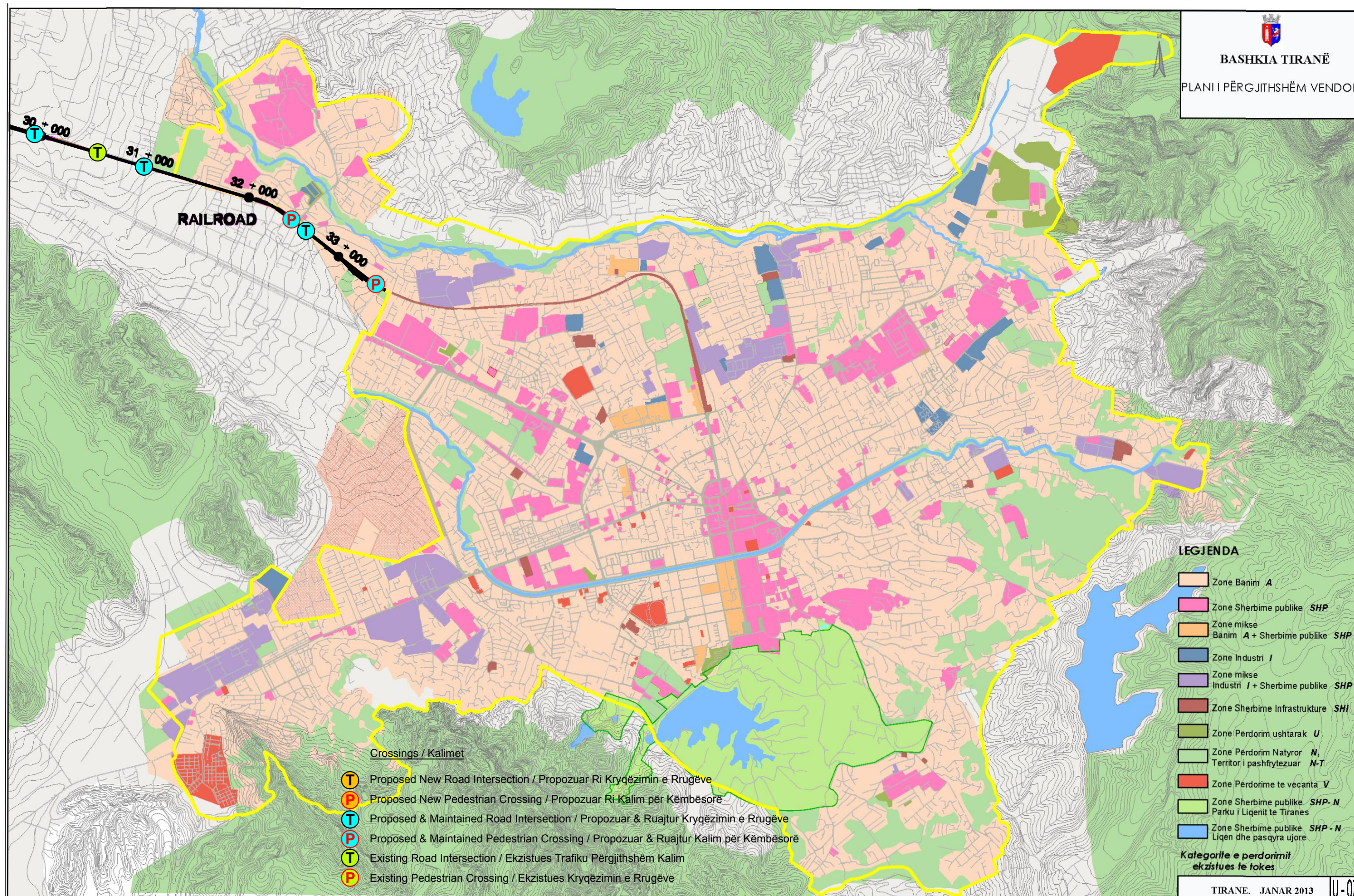
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BASHKIA TIRANË

PLANI I PËRGJITHSHËM VENDOR



TIRANË, JANAR 2013

U-07





SHK. 1:10000

PLANI I PERGJITHSHEM VENDOR



REPUBLIKA E SHQIPËRISË  
KËSHILLI KOMBËTAR I TERRITORIT

MIRATOHET

KRYETARI I K.K.T SË SHQIPËRISË  
Z.SALI BERISHA

Vendimi Nr.\_\_\_\_ Datë\_\_\_\_\_

Ministri i Bujqësisë, Ushqimit  
dhe Mbrojtjes së Konsumatorit  
Z. GENC RULI

Vendimi Nr.\_\_\_\_ Datë\_\_\_\_\_

Këshilli i Bashkisë Vorë

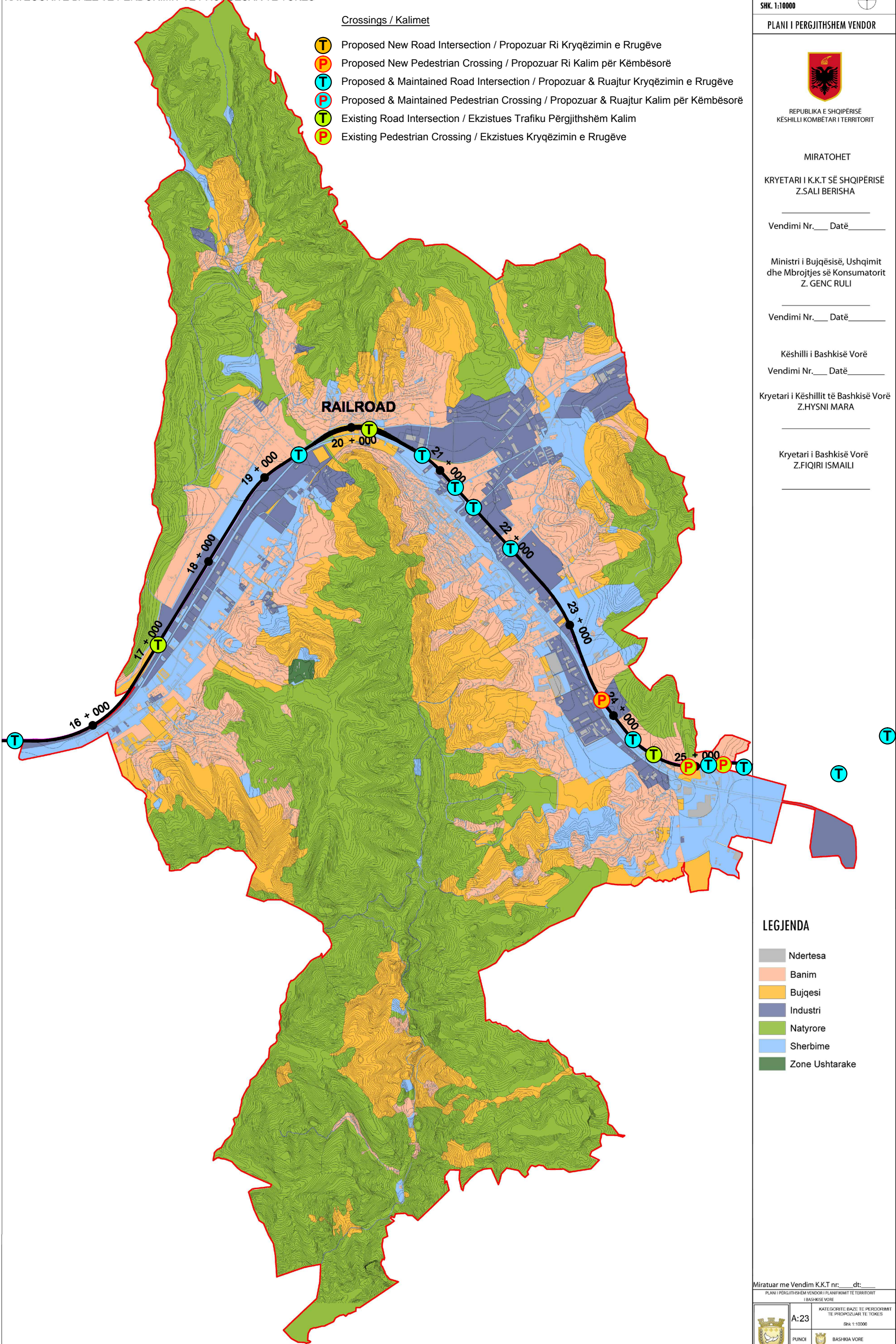
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Kryetari i Këshillit të Bashkisë Vorë  
Z.HYSNI MARA

Kryetari i Bashkisë Vorë  
Z.FIQIRI ISMAILI

Crossings / Kalimet

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- Proposed New Pedestrian Crossing / Propozuar Ri Kalim për Këmbësorë
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LEGJENDA

- Ndertesa
- Banim
- Bujqesi
- Industri
- Natyrore
- Sherbime
- Zone Ushtarake

Miratuar me Vendim K.K.T nr.\_\_\_\_ dt:\_\_\_\_\_

PLANI I PERGJITHSHEM VENDOR I PLANIFIKIMIT TE TERRITORIT  
I BASHKISE VORE



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KATEGORITE BAZE TE PERDORIMIT  
TE PROPOZUAR TE TOKES  
Shk 1:10000

PUNOI



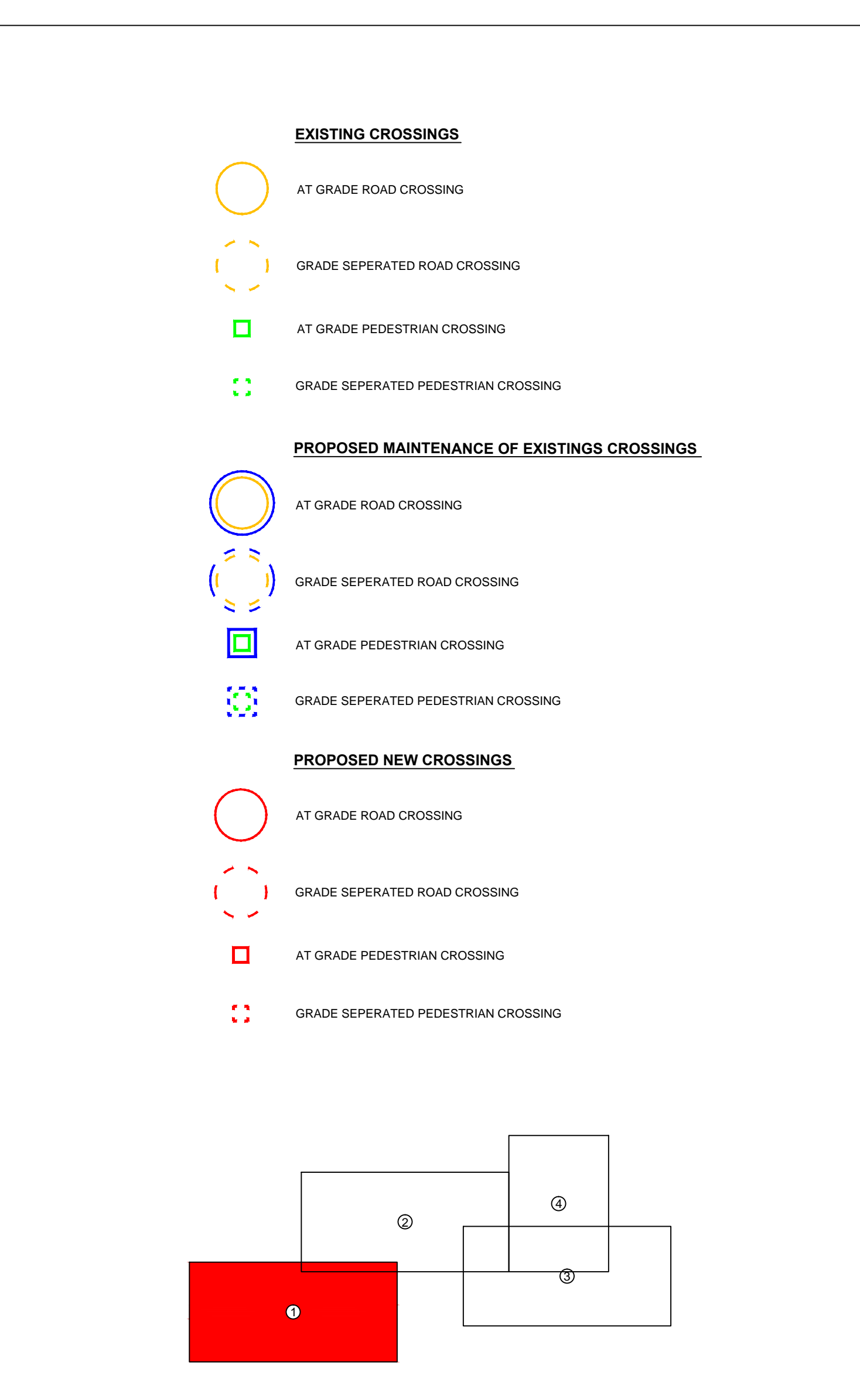
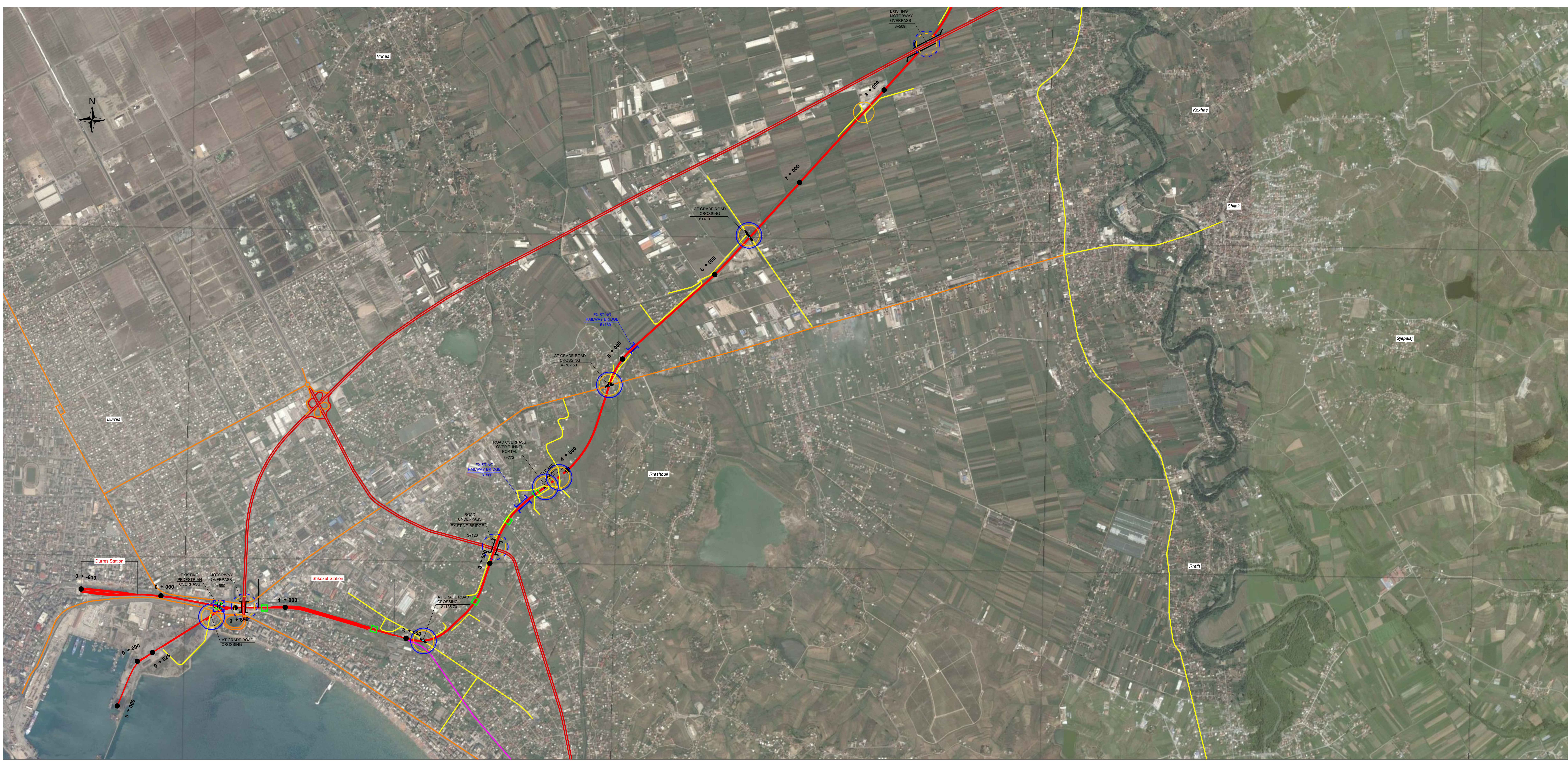
BASHKIA VORE

ASISTOI



MetroPOLIS sh.p.k







CONSULTANCY CONTRACT C25990 / WBES-2013-03-02  
KONTRATE KONSULENCE C25990 / WBES-2013-03-02



**ALBANIA**  
**SHQIPERI**

**MINISTRY OF TRANSPORT AND INFRASTRUCTURE**  
(EBRD TECHNICAL COOPERATION FUNDS)  
**MINISTRIA E TRANSPORTIT DHE E INFRASTRUKTURES**  
(EBRD FONDI I KOPERIMIT TEKNIK)

DETAILED DESIGN OF RAILWAY LINE DURRES - TIRANA  
PUBLIC TRANSPORT TERMINAL (PTT) AND OF NEW RAILWAY CONNECTION  
TO RINAS AIRPORT (TIA) AND THE FINANCIAL / ECONOMIC APPRAISAL  
OF THE WHOLE ALBANIAN RAILWAY NETWORK  
PROJEKTI I DETAJUAR I LINJES HEKURUDHORE DURRES - TIRANE TERMINALI  
PUBLIK I TRANSPORTIT (PTT) DHE I LINJES SE RE HEKURUDHORE PER NE AEROPORTIN  
NDERKOMBETAR TE RINASIT (ANR) SI DHE VLERESIMI FINANCIAR DHE EKONOMIK  
I GJITHRE RJETIT HEKURUDHOR SHQIPETAR

**COMPONENT : A. DURRES - TIRANA PTT RAILWAY LINE**

**PLAN VIEW**  
**PLANIMETRIA**  
**SECTION KP 0-639 - KP 8+847**

REVISIONS RISHIKIMET								DRAWING NUMBER NUMRI I PROJEKTI
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		NAME	SIGNATURE	NAME	SIGNATURE	NAME	SIGNATURE	
3								
2	OCTOBER 2016	K. ZEKOS		S.PAPAGROGRIU		E. XHAFFERI		
1	SEPTEMBER 2016	K. ZEKOS		S.PAPAGROGRIU		E. XHAFFERI		
0	AUGUST 2016	K. ZEKOS		S.PAPAGROGRIU		E. XHAFFERI		

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**DESIGN BY**  
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ENVIRONMENTAL PROTECTION  
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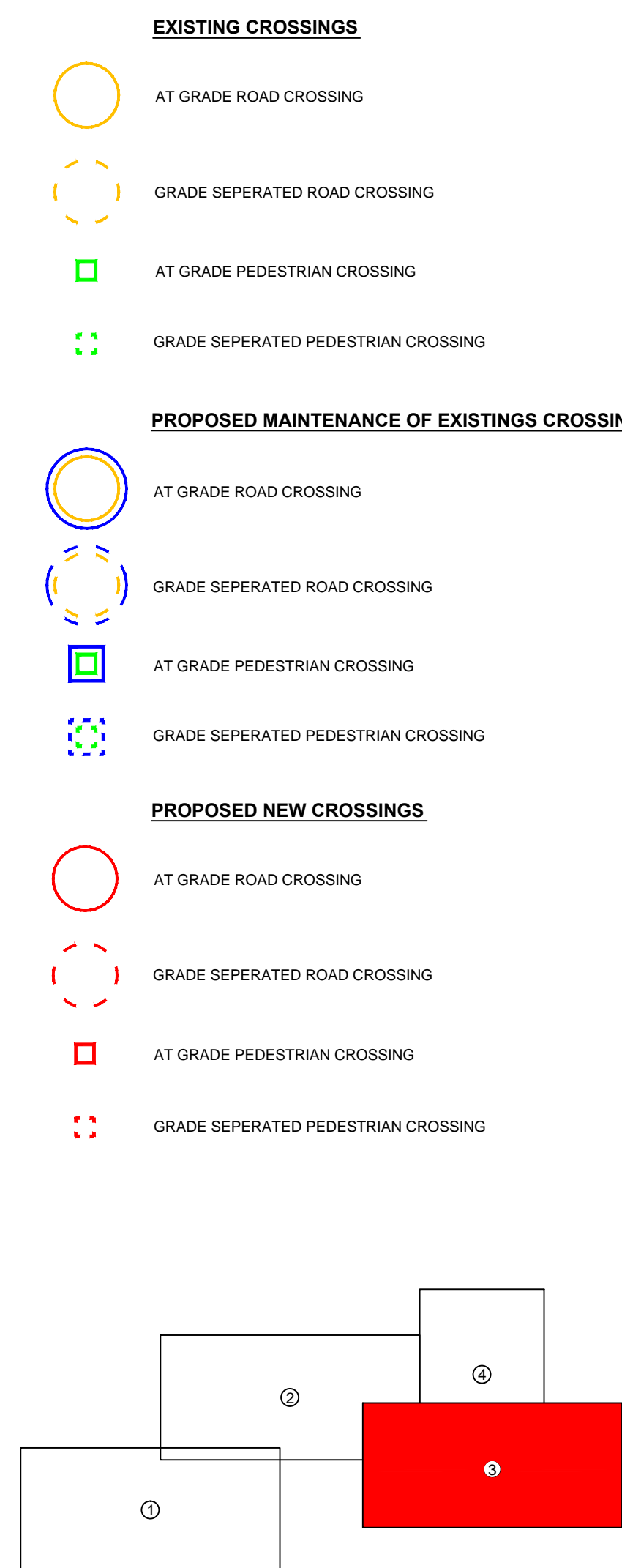
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TEL: +355 69 200 00 00 FAX: +355 69 200 00 00  
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DELIVERABLE CODE	PROJECT	SUBCAT	ELEMENT	STAGE	TYPE	OBJECT	NUMBER	REVISION							
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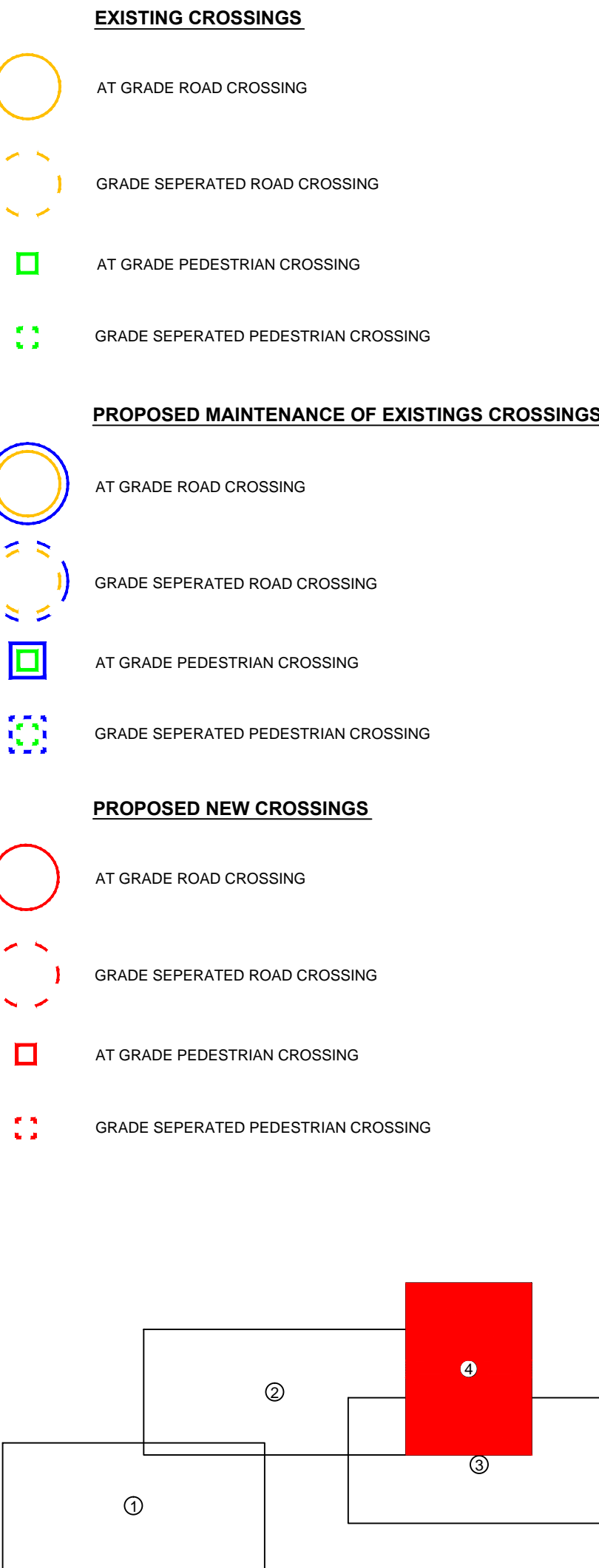
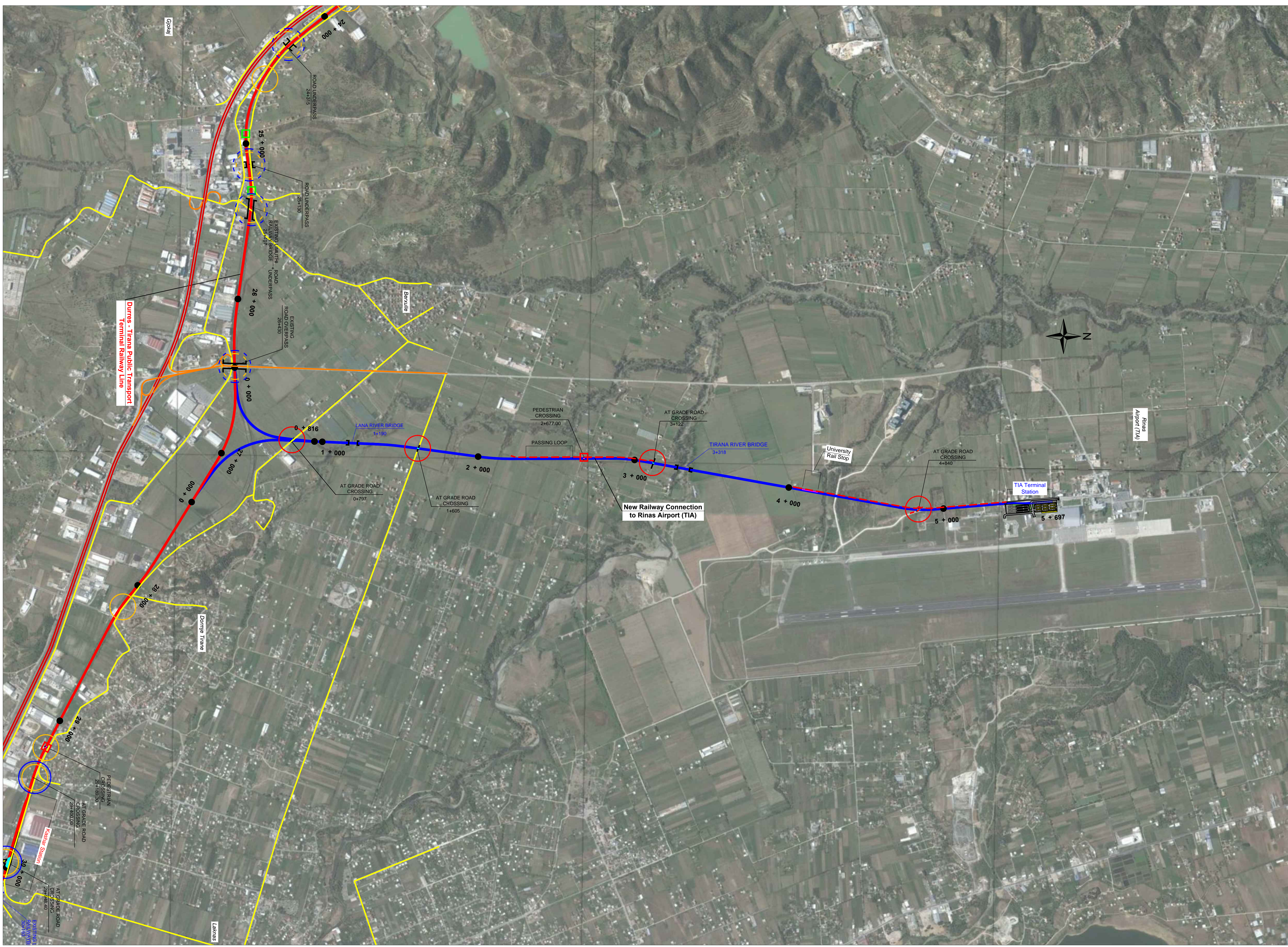






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CONSULTANCY CONTRACT C25990 / WBES-2013-03-02  
KONTRATE KONSULENCE C25990 / WBES-2013-03-02



ALBANIA  
SHQIPERI

MINISTRY OF TRANSPORT AND INFRASTRUCTURE  
(EBRD TECHNICAL COOPERATION FUNDS)  
MINISTRIA E TRANSPORTIT DHE E INFRASTRUKTURES  
(EBRD FONDI I KOPERIMIT TEKNIK)

DETAILED DESIGN OF RAILWAY LINE DURES - TIRANA  
PUBLIC TRANSPORT TERMINAL (PTT) AND OF NEW RAILWAY CONNECTION  
TO RINAS AIRPORT (TIA) AND THE FINANCIAL / ECONOMIC APPRAISAL  
OF THE WHOLE ALBANIAN RAILWAY NETWORK  
PROJEKTI I DETAJUAR I LINJES HEKURUDHORE DURES - TIRANE TERMINALI  
PUBLIK I TRANSPORTIT (TPT) DHE I LINJES SE RE HEKURUDHORE PER NE AEROPORTIN  
NDERKOMBETAR TE RINASIT (ANR) SI DHE VLERESIMI FINANCIAR DHE EKONOMIK  
I GJITHE RRJETIT HEKURUDHOR SHQIPETAR

COMPONENT : C. TIRANA INTERNATIONAL AIRPORT RAILWAY LINE

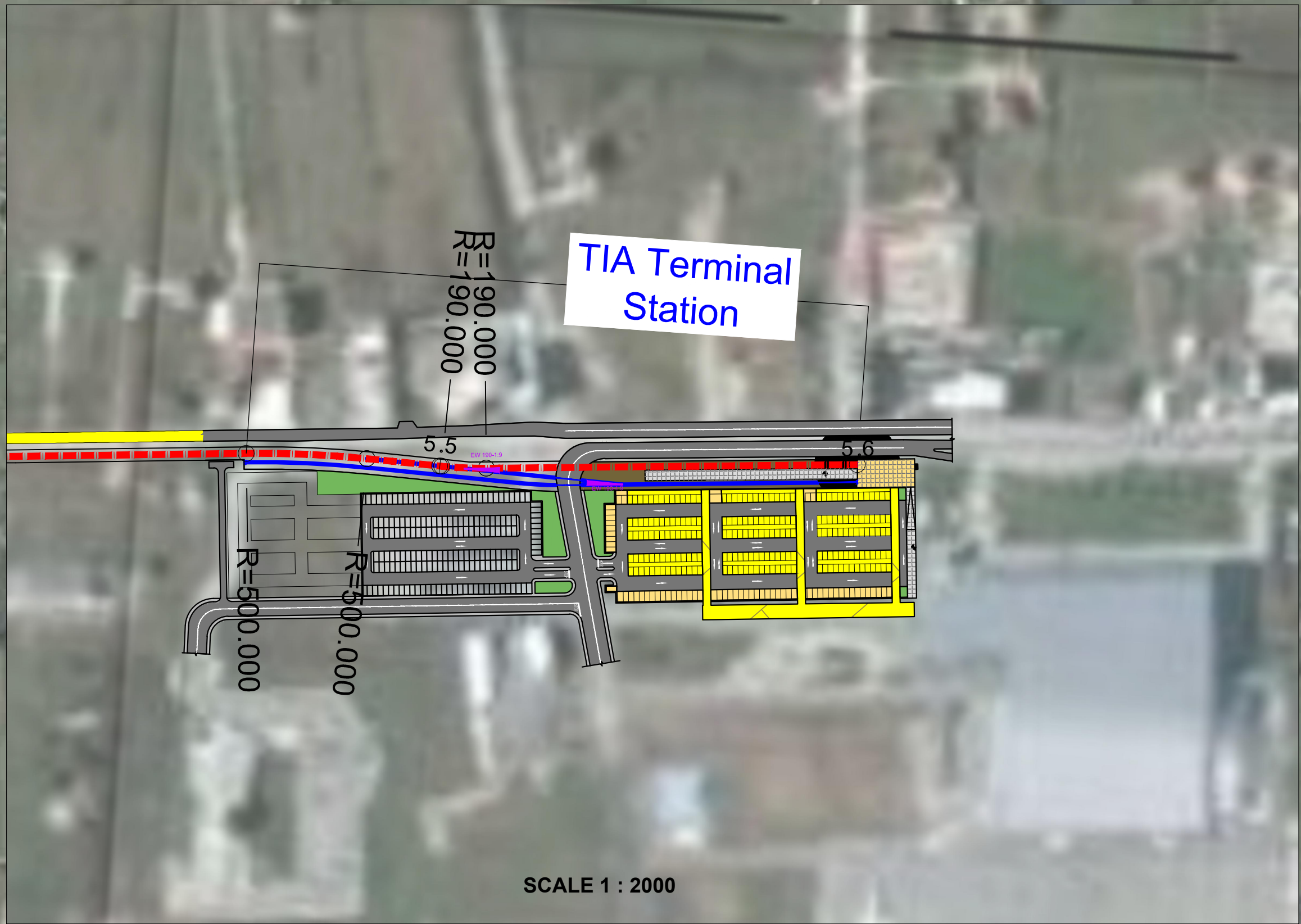
PLAN VIEW  
PLANIMETRIA  
SECTION KP 0+000 - KP 5+697

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		NAME EMER	SIGNATURE NENSHKRIMET	NAME EMER	SIGNATURE NENSHKRIMET	NAME EMER	SIGNATURE NENSHKRIMET	
3								
2	OCTOBER 2016	K. ZEKROS PROJECT MANAGER		S.PAPAGRIGORIOU		E. XHAFERRI		SCALE : 1 : 10000 SHKALLA : 1 : 10000
1	SEPTEMBER 2016	K. ZEKROS PROJECT MANAGER		S.PAPAGRIGORIOU		E. XHAFERRI		
0	AUGUST 2016	K. ZEKROS PROJECT MANAGER		S.PAPAGRIGORIOU		E. XHAFERRI		

CONSULTANT	DESIGN BY	SUBCONSULTANT
 <div><b>JV RAILCON</b> SHKURSHITJE E TRAJTIMIT I TRANSPORTIT DHE I INFRASTRUKTURES DOM S.A.   EDUARDOGHARRA S.A.   ENVECO S.A. 17, Pashutës Street, 10122 Marashë (Tirane), Shqipëri Tel: +355 210 218 40 00 / Fax: +355 210 218 40 01 Email: info@jv-railcon.com</div>	 <div><b>ENVECO S.A.</b> ENVIRONMENTAL PROTECTION MANAGEMENT &amp; ECONOMICS Environmental Consulting Adres: Rruga "Mëdha e Shqiperise" P. Postale: 10122 Marashë (Tirane), Shqipëri Tel: +355 210 815200 / Fax: +355 210 814846 Email: info@enveco.com</div>	 <div><b>epa</b> ECO - PROJECT ALBANIA Environmental Consulting Adres: Rruga "Mëdha e Shqiperise" P. Postale: 10122 Marashë (Tirane), Shqipëri Tel: +355 210 815200 / Fax: +355 210 814846 Email: info@epa.com</div>

DELIVERABLE CODE :		PROJECT	SUBCAT	ELEMENT	STAGE	TYPE	OBJECT	NUMBER	REVISION					
		7	9	6	0	5	2	7	ER	ER	LAF	0	5	2





CONSULTANCY CONTRACT C25990 / WBES-2013-03-02  
KONTRATE KONSULENCE C25990 / WBES-2013-03-02

ALBANIA  
SHQIPERI

MINISTRY OF TRANSPORT AND INFRASTRUCTURE  
(EBRD TECHNICAL COOPERATION FUNDS)  
MINISTRIA E TRANSPORTIT DHE E INFRASTRUKTURES  
(EBRD FONDI I KOPERIMIT TEKNIK)

DETAILED DESIGN OF RAILWAY LINE DURRES - TIRANA  
PUBLIC TRANSPORT TERMINAL (PTT) AND OF NEW RAILWAY CONNECTION  
TO RINAS AIRPORT (TIA) AND THE FINANCIAL / ECONOMIC APPRAISAL  
OF THE WHOLE ALBANIAN RAILWAY NETWORK  
PROJEKTI I DETAJUAR I LINJES HEKURUDHORE DURRES - TIRANE TERMINALI  
PUBLIK I TRANSPORTIT (PTT) DHE I LINJES SE RE HEKURUDHORE PER NE AEROPORTIN  
NDERKOMBETAR TE RINASIT (ANR) SI DHE VLERESIMI FINANCIAR DHE EKONOMIK  
I GJITHJE RRJETIT HEKURUDHOR SHQIPETAR

COMPONENT : C. TIRANA INTERNATIONAL AIRPORT RAILWAY LINE

PLAN VIEW  
PLANIMETRIA  
SECTION KP 0+000 - KP 5+697

REVISIONS RISHIKIMET						DRAWING NUMBER NUMRI I PROJEKT
No.	DATE DATA	FOR THE CONSULTANT PER KONSULENTIN	FOR THE DESIGNER PER PROJEKTUESIN	FOR THE SUBCONSULTANT PER SUBKONSULENTIN		
3		NAME EMRI	SIGNATURE SIGNATURA	NAME EMRI	SIGNATURE SIGNATURA	04
2						
1						
0	DECEMBER 2016 SHKUTORI	K. DEMIRKOS PROJECT MANAGER		V. DEMIRKOS	A. KARABURRO	

CONSULTANT

DESIGN BY

SUBCONSULTANT

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DELIVERABLE CODE:

PROJECT	SUBJECT	ELEMENT	STAGE	TYPE	OBJECT	NUMBER	REVISION							
7	9	6	0	1	0	DR	G	P	C	A	C	0	4	0