ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

FOR THE UPGRADING OF THE VEHICLE ROAD SEGMENT

“MUZAK TOPIA” TO BERAT CASTLE

BERAT MUNICIPALITY

February, 2018
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INTRODUCTION

The sub-project, “Upgrading of the vehicle road segment Muzak Topia to Berat Castle” is an investment identified as part of the initial activities funded under the Project for Integrated Urban and Tourism Development in Albania, which is expected to play a critical role to pilot and demonstrate an innovative and integrated approach to implement regional development in line with the new National Territorial Development Strategy. This Environmental and Social Management Plan captures the rehabilitation of the vehicle access road “Muzak Topia” to the castle. Another subproject to be implemented in Berat town is the “Rehabilitation of the Cobblestone road to castle "Mihal Komneno" and the Panoramic View Point “Tabja”, for which another ESMP is prepared.

The aim of this sub-project is the upgrading of the vehicle road to Berat Castle “Muzak Topia”. This road provides for the access of vehicles and buses to the castle from its North-Western side. The road in its current situation cannot handle freely the increasing flow of tourists visiting the town and the castle (Figure 1).

Due to the fact that the road will be widened as and where technically necessary to make space for two buses in parallel, the project entails some resettlement issues, mostly agricultural land, for which an Abbreviated Resettlement Action Plan is being prepared by ADF in cooperation with Berat Municipality.

Figure 1: View of the current status of the road

In line with the detailed project design, this subproject foresees upgrading of the existing vehicle road Muzak Topia, including the improvement of:

- Access to inhabited quarters through intervention in the existing access points and crossings
- Placement of sidewalks with trees
- Reconstruction of all infrastructure elements such as (culverts, drainage canals, etc)
Due to its architecture, cultural heritage, and characteristic buildings, Berat has been considered one of the most beautiful towns of Albania for decades. Berat has also been nominated a UNESCO town in 2008. The castle of Berat is listed as one of the Cultural Monuments protected under the Albanian legislation. Berat Castle, a fortress landmark in the city of Berat, lies high above the Osum River.

The Osum is a river in southern Albania known for its beautiful canyons. Its source is in the southwestern part of the Korçë County, near the village Vithkuq at an altitude of 1,050 metres (3,440 ft). It flows initially south to the Kolonjë municipality, then west to Çepan, and northwest through Çorovodë where it flows through the famous Osum Canyon, Poliçan, Berat and Urë Vajgurore. It joins the Devoll near Kuçovë, to form the Seman River, which flows further into the Adriatic Sea.

The castle of Berat dates back 2,500 years and records of its first conquering were accomplished by the Romans in 200 B.C. After many centuries of stone reinforcement, the exterior (perimeter) was enlarged slowly over time, under Byzantine conquerors, in the 5th, 6th, and 13th centuries. Currently, the castle is in restoration due in part to a UNESCO World Heritage Site acknowledgement. The castle of Berat is connected with the town through numerous pedestrian cobblestone roads. The castle is an inhabited neighbourhood. Berat town has a population of approximately 70,000 inhabitants, of which 600-700 inhabitants live in the Castle area.

The existing vehicle access road, initially foreseen to serve to only the inhabitants of the nearby quarters, in its current conditions cannot cope with increasing tourist demand in Berat city. Based on data received from the Municipality of Berat, the number of tourists averages 150 persons per day, but it peaks during spring-summer at 700 visitors/day, with the largest concentration during the months May-September.

Currently, all tourists tours follow the vehicle road to reach the castle by bus. The pedestrian road is also available as an access road, but it requires a 900 m walk at least to reach the castle. The buses park at the monument near the castle entrance (Figure 2). The parking space can only handle two buses simultaneously.
The terrain of this road may be divided into two sections: the first 500 meters of the segment go through a flat terrain (Figure 3). Along this segment the existing road appears to be in a bad condition at an existing width of 3-4 m. Along the whole road segment, there is a drainage cannal which will be rehabilitated, at dimensions 1.5m x 2m, to be located below the walking path.

The project foresees to build walkways on both sides of the road, of 1,5 m width on each site, layered with cement tiles (Figure 4). Rainwater will be drained through manholes and pipes of diameter that varies from 250 mm to 400 mm.
Upon submission of the first draft design and following consultation with stakeholders and affected communities, the parking lane was removed upon request, in the first 360m of the road in order to reduce the impact on the private housing structure and properties, leaving other 140m as parking lane.

Lighting and trees are foreseen to be placed on both sides of the road.

Along the next road segment, from km 0+500 to km 1+839, the road goes through a hilly terrain that even reaches a 14 degree angle (Figure 5).

The existing road, initially foreseen to serve the inhabitants of the castle of Berat, as it could not handle the increasing number of tourist buses at the existing width of 3.5-4.5 m, has been improvisorily
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

widened using gravel stone (Figure 6). In this segment the road will consist of two lanes, 3.25 m each and two culverts 0.5 m each (Figure 7). Drainage canals will be placed on both sides of the road. A decorative wall will be installed where necessary on both sides of the road from km 0+000 to km 0+560 (see Figure 7 for details). A retaining wall made of common stones and cement will be installed along the the road, on the left side, from km 0+560 to 1+820. The wall will be around 150 cm high (Figure 8). The stone will be supplied from a legally operating quarry. From km 0 to km 0+360, the road will be 970 cm wide, while from km 0+360 to km 0+500 the road will be widened to 1,350 cm with the addition of a new carriageway, 325 cm wide, to be used for parking of vehicles (Figure 7). The new design foresees that this road fulfills all requirements regarding road safety and other parameters, including improvement of radius of turns.

Figure 6: Improvised gravel stone widening
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle
Figure 7: Cross section of the road and stone wall details
Figure 8: Typical cross-section from km 0+500 to km 0+560 and retaining wall detail from km 0+560 to 1+820
From km 0+800 to 1+100 the road is widened mostly on its right side, while from km 1+100 to 1+839 it is widened mostly on the left.

A cement water canal is foreseen to be constructed at the top of the slopes in order to protect these latter from the rainwater flow. The first segment of the road ends at the monument square near the Castle (Figure 9).
The road to the parking lot

Referring to the request of the Municipality of Berat for a parking lot with a larger capacity, the designer has provided the following alternatives:

1. There is space for only two parking lots at the monument square, but it requires a public-private partnership between the municipality and the private investors.
2. The other alternative is the construction of a new parking lot at a distance of 400-500 m from the square. The existing road cannot handle the passing of large vehicles due to its limited width of maximum 3 m.
For this purpose, a add-on design has been prepared, required by the Municipality of Berat and circulated with the WBG, concerning the widening of the existing 400 m road from the square to the parking lot. The new parking lot may accommodate up to 10 buses and 11 private vehicles buses (Figure 11,12).
The widened road will reach a width of 6.5 m, accompanied by walkways on each side. On the left side, the walkway is accompanied with trees and greening at its 1.5 m width, while on the right side the 0.5 m wide pavement will cover the engineering networks such as lighting, electricity and communication nets.
The parking lot has a surface of 1,700 m$^2$ and will enable the accommodation of 10 buses and 11 private vehicles, but later this can be adjusted as per request of the local community or other project stakeholders.
Tourists visiting the Berat Castle either by bus or by private vehicles, are expected to be dropped off at the parking lot and use the footpath on the side of the road to the parking lot, to reach the castle entrance. An organizational scheme of tourist and visitors flow is presented in Figure 13.
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

Figure 13: Organization scheme of tourist flow at the monument square
Environmental and social baseline information

Sub-Project location, terrain and landscape

The sub-project is located in the town of Berat. The existing environmental components of the project site are characteristic of an urban town with a Mediterranean climate. Berat is situated in the Central of Albania, surrounded by mountains in the East and West. The terrain is diverse: hilly, mountainous and flat, with an average altitude of 455 above sea level.

The vehicle road to Berat Castle is steep, going all the way up from the entry of Berat up to the castle.

Climate

Berat climate is typical Mediterranean. Yearly average temperature is 15.9 °C, lowest absolute temperature has been -12.2 °C and highest temperature has been 47.1 °C.

The summer is long and dry, while winter is rainy, with a yearly average rainfall of 1200 mm rain.

Hydrology and water resources

The town of Berat is situated on both sides of Osumi river (Figure 14). Osumi is one of the main rivers of Albania, important for agriculture, hydroenergy, ecology, tourism and landscape.

![Figure 14: Osumi river and the town of Berat](image)

Osum river regime depends on the atmospheric and evaporation variability. According to the National Report on Environmental State, prepared by the National Environmental Agency of Albania, Osumi river is of medium quality (secondary quality) in regards to parameters such as Chemical Oxygen Demand, Biological Oxygen Demand, Nitrites and Phosphorus (EU standards).
Biodiversity and Natural Habitats

Flora
Since the sub-project is situated near an urban area, flora and fauna species are not found randomly within the site. The vegetation in the town of Berat is characterized of bushes and low vegetation species, such as Anagyris foetida, Arctostaphylos uva-ursi, Arbutus unedo, Buxus sempervirens, Carpinus betulus, Carpinus orientalis, Cercis siliquastrum, Cistus sp. Colutea arborescens, Cornus mas, Corylus avellana, Cornus sanguinea, Crategus monogyna, Crategus pentagyna, Cotinus coggygria, Erica arborea, Erica carnea, Evonymus ssp, Hedera helix, Juniperus communis, Juniperus foetidisima.

Fauna
The sub-project area is not rich in fauna species. Common insects, birds and small mammals species are frequently found, which populate the scattered vegetation of the area. There are no endangered or protected species of flora and fauna at the sub-project site. However, there is a variety of species outside the town of Berat, but not near the project site.

Olive trees along the road are commonly found. They are used by local population for oil production and other processes. The widening of the road may impact 20-30 trees, for which the local population will be compensated accordingly, as is reflected in the Abbreviated Resettlement Action Plan for this subproject.

Air quality
The project area is located near the center of the town, which is impacted by heavy traffic, causing an increased air pollution within the project site, especially during spring-autumn. Sources of air pollution in Berat include greenhouse gases released by vehicle engines, few petrol processing units outside of town that release volatile organic substances, dust and suspended particles from vehicles and engineering works. Although there is a decrease of industrial air pollution from the 90’s up to now, due to closing down of factories and petrol processing in the surrounding area, there is an increase in vehicle emissions (consumption of fuels) due to increased number of vehicles and large number of old vehicles used.

Waste
The urban waste issue along the segment and nearby, falls under the jurisdiction of the Municipality of Berat. Currently, the management of waste along the segment by the Municipality consists of periodical picking up waste from the 5 standard bins placed accordingly along the road segment (Figure 15).
However, there can be found scattered urban waste along the segment, down the slope (Figure 15). This waste, albeit it changes due to rainfall, or cleaning up by the municipality, amounts to approximately at a volume of 10 m³ maximum.

The Bill of Quantities foresees the amount of 37,125 cubic meters of waste materials to be transported as part of the cleaning up of the work site.

Prior to start of works, the contractor must clean up the slopes along the segment from urban and domestic waste.

**Local community**

This road is situated along the inhabited quartiers of the castle. However, the beginning of the road is situated in the suburbs of Berat town, near the cemetery, where there are around 10 houses and 2-3 private businesses in function of the cemetery (Figure 16), as well as a fuel station. The left side of the road is not inhabited along most of its length and the terrain is mostly of abandoned or populated with scattered olive groves or shrubs (Figure 16).
Analysis of Possible Environmental Impacts

Upgrading of the vehicle road segment Muzak Topia to Berat Castle is not expected to cause significant environmental impacts and those that are likely to occur should be easily mitigated through good construction practices and adequate environmental mitigation measures, described in the Environmental Management (Mitigation) Plan below.

The environmental impacts associated with this project are presented during the construction phase as well as the operational phase.
Environmental and social management plan for the upgrading of the vehicle road segment
“Muzak Topia” to Berat Castle

**Construction phase:**

Materials to be used during the reconstruction of this road are, in general:

- Asphalt
- Gravel stone
- Concrete edging
- Pavement tiles
- Stone walls
- Sand
- PE Pipes
- Electricity cables
- Lighting columns, bulbs and accompanying elements
- Handrail along the whole length of the road
- Benches and trees
- The tender documents will also acknowledge that the materials must be obtained from licensed suppliers/quarries.
- Works will consist mainly in:
  - Removal of existing asphalt, cleaning up of inert materials
  - Road pavement, including layers
  - Placement of covered box culvert and water drainage canal
  - Installation of lighting, planting of trees as specified in the bill of quantities, in harmony with local flora species, upon discussion with the Local Agency of Protected Areas
  - Walkway on both sides of the road, made of tiles
  - A look out spot

**Air quality and noise generation**

Construction activities including general construction and transport to and from the site may cause dust emissions, temporarily reducing air quality in the area during the construction works.

Noise during construction will be caused as a result of loading and discharging of vehicles and material transport. Heavy machinery are expected to be used during construction for excavation, opening of canals for installation of drainage pipes.

**Cultural heritage**

The aim of this intervention is to promote the cultural heritage through rehabilitation of existing infrastructure. The road is not situated within a cultural site, apart from the last part that consists of the monument square. The project has received the approval of the Institute of Cultural Monuments,
however, as it is foreseen in this ESMP, in case of chance find items, works will be stopped and responsible organizations will be notified immediately in line with national procedures.

**Geology and soils**
Medium impacts on geology and soils are foreseen during this project, since the road will be widened, especially in the first 500 m. However, the project will follow the existing right of way without deviations.

Since the base of the road is already established and works will consist in improvement of the road surface layers, the drainage water system, installation of lighting and signs, temporary impacts on soil are identified, such as improper disposal of waste materials, improper material storage, management and usage, accidental spillage during connection of the existing drainage system to the new pipes.

**Generation of construction waste**
During the implementation of the works, since the stones of the pavement will be replaced, a certain amount of waste will be generated. The waste will be generated during works for site clearance, removal of inert materials, dirt, and concrete.

This waste will have a negative visual impact if not managed or disposed of properly, at a site assigned by the municipality of Berat.

**Hydrology, surface and ground waters**
The project also foresees installation of a water drainage system underneath the pavement/walkway surface, on the right side of the road. This is an improvement of the existing drainage system. This system will serve for collecting rain and sewage water from the existing sewage system of the houses and businesses along the road, transferring them to the existing drainage and sewage system of the town, at the beginning of Muzak Topia road (Figure 17).
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

Figure 17: Junction of the new drainage system to the existing water system

The actual system uses manholes that collect domestic used waters in the town water drainage system. No environmental impacts are foreseen to occur on surface and underground waters, other than improvement of the actual situation and the avoidance of floods due to rainwater overflow.

Habitat and biodiversity

The road is situated near a highly inhabited urban settlement and also a tourist attraction.

Medium impacts are foreseen to occur on the vegetation beside the road. Along the whole segment (Figure 18), on the left side, there are olive groves and shrubs that will be cleared at a range from 0 – 5 meters, since the road, which currently is 4-6 m wide will become 9 m wide including pavements.
There are no known protected areas, parks or habitats of special national value at the subproject area.

**Local community and socio-economic impacts**

During the construction phase, there will be impacts on social activities and small businesses situated along the road.
On the other hand, the widening of the road will provide for a positive impact on tourism and local economy, due to the improvement of the area and the increase of visits to the Castle. Increase of the number of tourists visiting the Berat castle is expected to bring extra income to the local community.

**Operation phase:**

During the operation phase, minor environmental impacts are foreseen.

All impacts foreseen to occur during the operation phase are detailed in the Environmental and Social Management Plan (Table 2).

**Summary of recommended mitigation measures for the “Upgrading of the vehicle road segment Muzak Topia to Berat Castle”**

In addition to the impacts identified in the ESMP table and detailed corresponding mitigation measures, below are highlighted the mitigation measures that are considered most important due to the specificities of this project:

- **Waste (recycling and disposal)**
  1. Since one of the main impacts of this project is the solid waste that is produced during the removal of the concrete, old tiles, stone walls and other inert materials, as well as urban municipal waste that is illegally dumped scattered along the road slopes, it is crucial that before the construction phase, actions must be taken in cooperation with the Berat Municipality and other actors currently performing similar activities, or are in need of these materials, for recycling of them. The remaining solid waste that cannot be recycled, will be disposed off in the nearest landfill, as assigned by Berat Municipality. Designation of temporary site for construction waste or arrangements for transportation of cut vegetation/streets/shrubs need to be provided and in place before works commence as this will have impact on communities around the road and castle and the local transportation mode;
  2. Prior to start of works, all urban and domestic waste along the segment, including slopes, must be cleaned up by the contractor.

- **Chance find items of cultural and historical interest**
  - According to the Albanian law, in case of any chance findings during excavation and general works, the works will cease immediately, the area will be secured and the relevant authorities will be informed within three days of said finds. The authorities will have fifteen days to respond and indicate what measures need to be taken to proceed with the works. Excavations during the construction phase will be supervised by archaeologists of the Institute of Cultural Monuments.

- **Biodiversity**
Olive trees will be expropriated. They must not be cut, but replanted at a site designated by the relevant administrative body, using proper handling equipment, under the supervision of an adequate specialist (forestry engineer or agronomist). The decision on the replantation site will take place before the contract for works is signed.

- Traffic management/ access of local community during construction activities
  - Specific attention must be paid to the management of construction works in order to not block the access to the castle via the vehicle road, especially for the local inhabitants and businesses. Works must be performed in batches, allowing for the passage of the local community through the several access roads connecting Muzak Topia with the Castle Quartiers (Figure 19)

Figure 19: Access road to castle quartiers

- In regards to the first 500 m of the road (near the cemetery), measures include performance of works only on half of the road lengthwise and allowing free passage ways for locals and visitors at the other half of the road.

In order to avoid impacts on local community, works will be implemented outside the tourism season, which is July-August.

Other concerns
The Osumi river runs along Berat town and there must be paid special attention during construction activities to avoid solid waste dumping in Osumi river (by accident or otherwise).

Health and safety issues for the work force and the community are part of the Environmental and Social Management Plan for this subproject, tackling the issues identified and mitigation measures, as follows:

- Labour and working conditions

Issues:
- Disease prevention and health examinations
- Creation of additional workplaces
- Workforce accommodation
- Workers safety on site

Mitigation measures for labour and working conditions include:

- Preventative health examinations for workers, training on disease prevention, provision of education/information and health related to reduce sexually related disease.
- Informing of local population on vacancies. Maximum possible involvement of local labour
- Accommodation needs will be assessed in all worker camps. Ensure standard for accommodation
- Provide workers with safety instructions and protective equipment (glasses, masks, helmets, boots, etc);
- Provision of construction workers training
- Organization of bypassing traffic warning signs installed, number of accidents recorded, regarding vehicle and pedestrian safety when there is no construction activity

The terrain for the road construction is hilly in some sections and will require specific Occupational Health and Safety aspects to be covered/implemented by the contractor and monitored by ADF).

The Environmental and Social Management Plan also includes a monitoring plan, which details monitoring indicators specifically for health and safety, in addition to environmental issues.

Implementation arrangements for ESMP
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

All mitigation measures listed in the ESMP table at the end of this document will be monitored during implementation of works.

The Albanian Development Fund will be the contracting authority for the implementation of this subproject, which will be funded by the World Bank. The responsibilities of ADF during implementation include, among others, the fulfilment of the criteria set out in the Environmental and Social Management Plan. The ADF unit consisting of dedicated environmental and social specialists will monitor the work site weekly and provide a check list for each site visit on the fulfilment of criteria as set out in the ESMP plan. The ADF environmental unit will prepare monthly environmental reports, tackling all problems noted during the site visits and providing recommendations and measures to be taken.

An environmental permit is required by Albanian Law and therefore periodical reporting must be prepared by the permit holder and submitted to the National Environmental Agency, as specified in the permit.

Construction works will be supervised by a licensed supervisor for this type of works, as well as by the Municipality of Berat.

However, since environmental and social safeguards instruments are considered an integral and important component during implementation of World Bank financed projects, monitoring and reporting will be performed as requested.

**ESMP Capacity building**

The construction operator and/or supervisor must be fully aware of the ESMP provisions and trained regarding its implementation. The ADF staff will provide training on ESMP implementation and reporting, in line with the World Bank guidelines and the Environmental and Social Management Framework.

**Reporting and monitoring**

The supervising engineer/contractor will report on the implementation of the ESMP to the ADF monthly as well as on the implementation of works. The report must include a chapter on environmental performance, based on ESMP items. The content of the report will be agreed with ADF. In case of accident or negative impact on the environment (not predicted by the ESMP) the supervising engineer will report to ADF immediately.

The Institute of Cultural Monuments, as well as the Municipality of Berat, will closely monitor the work site during project implementation in line with national legislation requirements and address any issues considered important due to the site being a cultural site.

**Public information and disclosure**
The right of the public to be informed is a mandatory process requested by the Aarhus convention, of which Albania is a signatory party.

Upon approval of project financing, the Municipality of Berat, in cooperation with the ADF, will make available to the public the technical project for public review.

Since this project does not require an environmental permit, the public consultation for EIA is not mandatory by Albanian law. However, in line with the World Bank operational policies (OP 4.01 and disclosure of information), the draft ESMP will be disclosed in local language in Berat (Berat municipality and on the ADF website). Feedback that is gathered based on the public consultation, will be taken into account in the latest version of the ESMP.

In conclusion, this subproject falls under Category B projects, since its environmental and social impacts can be managed through implementation of adequate mitigation measures described in the following Environmental and Social Mitigation Plans and Monitoring Plans. In addition, upon various communications with local community, the draft design was modified in order to avoid any involuntary resettlement. An Abbreviated Resettlement Action Plan is drafted for this subproject, to appropriately address and solve the compensation for agricultural land acquisition that will take place due to unavoidable road widening through this segment.
Table 2: Environmental and Social Management Plan
## A. Environmental and Social Mitigation Plan

<table>
<thead>
<tr>
<th>Phase</th>
<th>Issue</th>
<th>Mitigating measure</th>
<th>Cost (in EUR)</th>
<th>Institutional responsibility</th>
<th>Comments (e.g. secondary impacts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-construction</td>
<td>Cleaning up of the work site from inert materials, dirt, concrete, old asphalt, etc. Cleaning up of waste deposited along the road</td>
<td>In consultation with the Municipality of Berat, provide an appropriate method for recycling construction materials and scrap metal materials. Dispose generated waste in agreement with Municipality</td>
<td>NA</td>
<td>37,000</td>
<td>ADF/Municipality of Berat Contractor</td>
</tr>
<tr>
<td>Pre-Construction</td>
<td>Materials supplied from illegal or unauthorized sites may exert pressure on the natural resources</td>
<td>use existing and licensed stones quarries; requirement for official approval or valid operating license</td>
<td>NA</td>
<td>NA</td>
<td>stone quarry Contractor to obtain all permits</td>
</tr>
<tr>
<td>Construction</td>
<td>Dust generated during transport of stone or aggregate materials</td>
<td>wet or covered truck load</td>
<td>NA</td>
<td>NA</td>
<td>Construction Contractor Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Dust generated during construction works</td>
<td>water construction site and material storage sites as appropriate</td>
<td>NA</td>
<td>NA</td>
<td>Construction Contractor Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Air pollution and noise from machinery on site, transport and combustion on site</td>
<td>Do not allow vehicles or machinery to idle on site Use attested and proper equipment No open burning or combustion of any sort allowed on site</td>
<td>Minimal</td>
<td>Minimal</td>
<td>Construction Contractor Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Noise disturbance to humans and animals</td>
<td>Check that noise emitted during rehabilitation of the road does not exceed the national norms set out in</td>
<td>minimal</td>
<td>Minimal</td>
<td>Construction Contractor Construction Contractor</td>
</tr>
</tbody>
</table>

World Bank Group/Albanian Development Fund/Government of Albania/Municipality of Berat 31
## Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
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<tr>
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<th>Cost (in EUR)</th>
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<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>Construction</td>
<td>Traffic that may create noise, vehicle exhaust, road congestion on and around the site</td>
<td>Arrange for material transport at hours of minimum traffic. Use alternative routes to minimize traffic congestion. Works to be performed alternatively on half of the road length or in batches in order to allow access to pass</td>
<td>NA</td>
<td>Construction Contractor: Transport manager and Truck operator</td>
<td>Construction Contractor: Transport manager and Truck operator</td>
</tr>
<tr>
<td>Construction</td>
<td>Traffic disruption during construction activity</td>
<td>Traffic management plan with appropriate measures to redirect traffic and is easy to follow; in cooperation with the local authorities, include traffic police as specified in bidding documents</td>
<td>minimal</td>
<td>Construction Contractor</td>
<td>Measures to be included in the Traffic management Plan (Bid documents)</td>
</tr>
<tr>
<td>Construction</td>
<td>Vehicle and pedestrian safety</td>
<td>Appropriate lighting and well defined safety signs. Timely announcement in the media when construction will take place as specified in bidding documents</td>
<td>minimal</td>
<td>Construction Contractor</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>Water and soil pollution from improper material storage, management and usage of construction machines</td>
<td>organize and cover material storage areas; reuse soil for covering up the drainage system, isolate wash down areas of concrete and other equipment from watercourse by selecting areas for washing that are not free draining directly or indirectly into watercourse; Install leak control equipment Ensure proper waste management on site in order to prevent pollution Have a leak control mechanism in place and emergency interventions to control spills</td>
<td>as specified in bid documents 50 / month</td>
<td>Construction Contractor</td>
<td>It is recommended that stones and other materials that will be removed, to be reused and recycled at the advice of the Institute of Cultural Monuments and the municipality.</td>
</tr>
</tbody>
</table>
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

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</tr>
</thead>
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<tr>
<td>Construction</td>
<td>Water and soil pollution from improper disposal of waste materials</td>
<td>Dispose waste material at appropriate designated location protected from runoff, in cooperation with the municipality of Berat. For temporary, short storage of wastes, select an area on impermeable surface, away from any potential leaking into the watercourse. Collect and adequately manage all wastes in a timely manner, including dredged material that can only be disposed of at locations approved by the municipality.</td>
<td>minimal</td>
<td>As specified in BOQ</td>
<td>Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Potential contamination of soil and water from improper maintenance and fueling of equipment</td>
<td>Proper handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose to permitted waste recovery facility. In the case of leakage the contaminated soil should be collected and as hazardous waste disposed. The waste should be collected in separate containers. Have a leak control mechanism in place and emergency interventions to control spills.</td>
<td>minimal</td>
<td>minimal</td>
<td>Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Interruption of surface and underground drainage patterns during construction, creating of standing water.</td>
<td>In line with approved design, maintain natural drainage pattern.</td>
<td>minimal</td>
<td>minimal</td>
<td>Construction Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Workers health and occupational safety</td>
<td>provide workers with safety instructions and protective equipment</td>
<td>minimal</td>
<td>minimal</td>
<td>Construction Contractor</td>
</tr>
<tr>
<td>Phase</td>
<td>Issue</td>
<td>Mitigating measure</td>
<td>Cost (in EUR)</td>
<td>Institutional responsibility</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
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<tr>
<td></td>
<td></td>
<td>(glasses, masks, helmets, boots, et al; safe organization of bypassing traffic; medical kit present at the site)</td>
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<tr>
<td></td>
<td></td>
<td>The clearing of vegetation shall be kept to a minimum, with replacement planting planned and conducted, and shall be done in coordination with the measures for protection of habitats and river banks. Olive trees that will be expropriated, must not be cut, but replanted at a site designated by the relevant administrative body.</td>
<td></td>
<td>Construction Contractor, Forestry Directorate, Municipality of Berat</td>
<td>As specified in the environmental permit Technical specifications must include the appropriate measures for replanting of expropriated olive trees.</td>
</tr>
<tr>
<td></td>
<td>Chance finds items of cultural/historical interest.</td>
<td>In case of any chance finds during excavation and general works, the works will cease immediately, the area will be secured and the relevant authorities will be informed within three days of said finds. The authorities will have fifteen days to respond and indicate what measures need to be taken to proceed with the works.</td>
<td></td>
<td>Construction Contractor, ADF, municipality of Berat</td>
<td>Albanian legislation details necessary actions in case of chance find items.</td>
</tr>
</tbody>
</table>
## Environmental and Social Management Plan for the Upgrading of the Vehicle Road Segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Phase</th>
<th>Issue</th>
<th>Mitigating Measure</th>
<th>Cost (in EUR)</th>
<th>Institutional responsibility</th>
<th>Comments (e.g. secondary impacts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>Labor and working conditions</td>
<td>a) Disease prevention and health examinations</td>
<td></td>
<td></td>
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<td></td>
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<td>b) Creation of additional workplaces</td>
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<td>c) Workforce accommodation</td>
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<td>d) Workers safety on site</td>
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<tr>
<td></td>
<td></td>
<td>a) Preventative health examinations for workers, training on disease prevention, provision of education/information and health related to reduce sexually related disease.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>b) Informing of local population on vacancies. Maximum possible involvement of local labor</td>
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<td></td>
<td></td>
<td>c) Accommodation needs will be assessed in all worker camps. Ensure standard for accommodation</td>
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<td></td>
<td></td>
<td>d) Provide workers with safety instructions and protective equipment (glasses, masks, helmets, boots, etc); Provision of construction workers training</td>
<td></td>
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<td></td>
<td></td>
<td>c) Grievance mechanism for workers to raise reasonable workplace concerns (comments or complaints)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>As specified in BOQ</td>
<td>minimal</td>
<td>Contractor, ADF</td>
<td>It is a legal requirement to provide protective equipment for safety at work</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Contractor</td>
<td></td>
</tr>
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World Bank Group/Albanian Development Fund/Government of Albania/Municipality of Berat
### Environmental and Social Management Plan for the Upgrading of the Vehicle Road Segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Phase</th>
<th>Issue</th>
<th>Mitigating measure</th>
<th>Cost (in EUR)</th>
<th>Institutional responsibility</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operation / Maintenance</strong></td>
<td>Noise disturbance to local population and workers caused by regular and scheduled maintenance works on the road</td>
<td>Limit activities to daylight working hours (as agreed with local authorities.)</td>
<td>Minimal</td>
<td>Maintenance Contractor/LGU</td>
<td>to be specified in maintenance contract documents-Tech specifications for realization of maintenance works</td>
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</tbody>
</table>

#### Part B: Environmental and Social Monitoring Plan
### Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Phase</th>
<th>What activity/impact is to be monitored?</th>
<th>Where will be monitored?</th>
<th>How is to be monitored?/ type of monitoring equipment</th>
<th>When is to be monitored? (frequency of measurement or continuous)</th>
<th>Why is the parameter to be monitored? (optional)</th>
<th>Indicators</th>
<th>Cost</th>
<th>Institutional responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>re-Construction</td>
<td>possession of official approval or valid operating license for stone quarries and other material supply subjects</td>
<td>on location of stone quarry</td>
<td>inspection of all necessary documents before work begins</td>
<td>to ensure sustainable use of materials</td>
<td>possession of official approval or valid operating license</td>
<td>NA</td>
<td>NA</td>
<td>Quarry Operator, Quarry Operator</td>
</tr>
<tr>
<td>Construction</td>
<td>Covering or wetting down transported materials that can generate dust, such as stone, sand or gravel</td>
<td>job site – each vehicle</td>
<td>supervision continuously</td>
<td>ensure minimal disruption to air quality</td>
<td>Covered truck load Report from the supervising engineer</td>
<td>NA</td>
<td>minimal</td>
<td>ADF, Supervision Contractor, Supervision Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Congestion on site, disruptions to traffic patterns, complaints on traffic management</td>
<td>On the site</td>
<td>Visual supervision regularly by supervision</td>
<td>To ensure minimal disruptions to the local traffic</td>
<td>Number of complaints received</td>
<td>NA</td>
<td>minimal a)</td>
<td>ADF, Supervision Contractor</td>
</tr>
</tbody>
</table>

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World Bank Group/Albanian Development Fund/Government of Albania/Municipality of Berat 37
### Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Construction</th>
<th>Damage to soil structure, landslides and slips, embankments</th>
<th>job site</th>
<th>supervision</th>
<th>To ensure minimal impacts on soil</th>
<th>land slips, erosion, damaged embankments</th>
<th>NA</th>
<th>minimal</th>
<th>ADF</th>
<th>minimal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>Noise disturbance to human and animal population, and workers on site</td>
<td>job site; nearest homes</td>
<td>noise meter and analyzer, inspection</td>
<td>To ensure minimal impacts on soil</td>
<td>land slips, erosion, damaged embankments</td>
<td>NA</td>
<td>minimal</td>
<td>ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Air pollution parameters of dust, particulate matter</td>
<td>At and near job site</td>
<td>Sampling by authorized agency</td>
<td>To ensure no excessive emissions during works</td>
<td>land slips, erosion, damaged embankments</td>
<td>NA</td>
<td>minimal</td>
<td>ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Water and soil quality (suspended solids, oil and grease)</td>
<td>At and near job site (upstream and downstream)</td>
<td>Sampling by authorized agency</td>
<td>To ensure no excessive emissions during works</td>
<td>land slips, erosion, damaged embankments</td>
<td>NA</td>
<td>minimal</td>
<td>ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Safety signage in place</td>
<td>At and near job site</td>
<td>Visually by supervisor</td>
<td>To ensure clear posting of safety signs</td>
<td>land slips, erosion, damaged embankments</td>
<td>NA</td>
<td>minimal</td>
<td>ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction</td>
<td>Disposal of waste materials at authorized site</td>
<td>On site for timely collection and disposal on final disposal site</td>
<td>Through official designation of the commune, visually</td>
<td>To ensure proper waste management</td>
<td>land slips, erosion, damaged embankments</td>
<td>NA</td>
<td>minimal</td>
<td>ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction / Workers safety</td>
<td>Protective equipment (glasses, masks, helmets, boots, et al) organization of bypassing traffic.</td>
<td>job site</td>
<td>inspection</td>
<td>unannounced inspections during work</td>
<td>number of on-job accidents recorded</td>
<td>NA</td>
<td>minimal</td>
<td>Supervision, ADF</td>
<td>Supervision Contractor</td>
</tr>
<tr>
<td>Construction/ Destruction of crops, trees, meadows etc</td>
<td>job site</td>
<td>Supervision, photographic reports</td>
<td>during material delivery and construction</td>
<td>Reports of frequent visits on site by the Env. Expert</td>
<td>NA</td>
<td>minimal</td>
<td>Supervision Contractor, ADF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction/ Chance find items</td>
<td>Cultural properties</td>
<td>Job site</td>
<td>Expert visits from Institute for Cultural Monuments, regular supervision</td>
<td>continuous</td>
<td>Catalogue of items found, including photographic and textual documentation</td>
<td>Should be part of the regularly scheduled activities</td>
<td>minimal</td>
<td>Supervision Contractor, ADF, ICM</td>
<td>Supervision Contractor, Cultural Directorate, ADF</td>
</tr>
<tr>
<td>Operation</td>
<td>Visibility and appropriateness at and near job site</td>
<td>observation</td>
<td>once per week in the evening</td>
<td>Number of warning signs installed, number of accidents recorded</td>
<td>minimal</td>
<td>LGU</td>
<td>maintenance Contractor</td>
<td></td>
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</tr>
</tbody>
</table>
### Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Increase of domestic solid waste due to increased number of visitors to the site</th>
<th>Visual impact</th>
<th>At or near job site visits on site and communication with local authorities</th>
<th>Once per every two days by the LGU for maintenance reasons</th>
<th>For aesthetical reasons</th>
<th>Lack of waste on the ground, empty waste bins</th>
<th>Should be part of the regularly scheduled activities by the LGU</th>
<th>LGU</th>
<th>LGU</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Disease prevention and health examinations</td>
<td>1) Health examinations for workers, 2) training on disease prevention, including STD</td>
<td>At or near job site visits on site and communication with workers and community</td>
<td>Once a week by ADF</td>
<td>To ensure proper implementation of health and safety requirements</td>
<td>Knowledgeable workforce on procedures, Equipped with safety equipment</td>
<td>Should be part of the regularly scheduled activities</td>
<td>Minim</td>
<td>ADF, supervisor, contractor</td>
</tr>
<tr>
<td>b) Creation of additional workplaces</td>
<td>1) Informing of local population on vacancies 2) Involvement of local labour</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Workforce accommodation</td>
<td>1) Accommodation needs will be assessed 2) Standard for accommodation</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>d) Workers safety on site</td>
<td>1) Safety instructions and protective equipment (glasses, masks, helmets, boots, etc); safe 2) Organization of bypassing traffic 3) Availability of grievance mechanism and grievance focal point</td>
<td></td>
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</tbody>
</table>
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

Public Consultation Report on the Project
"Reconstruction of the" Muzak Topia " vehicle road to the Castle of Berat, segment from the roundabout to the former state reserves to St. Ilias church"

Environmental and Social Management Plan

Date: January 31, 2018
Venue: Municipality of Berat

On January 31, 2018, in Berat Municipality, was held public consultation on the project "Reconstruction of the" Muzak Topia " vehicle road to the Castle of Berat, segment from the roundabout to the former state reserves to St. Ilias church".

The meeting, besides providing another opportunity for citizens and other relevant actors to communicate their concerns and attitudes about this project, also enabled the presentation of the Project's Environmental and Social Management Plan addressing these concerns and organizing work to address them. The meeting was attended by residents of areas where the road is crossing, representatives of businesses operating in the area, local institutions such as the Regional Directorate of Cultural Monuments, representatives of civil society, etc.

The meeting was opened by Deputy Mayor of the Municipality of Berat, Mr. Bledar Blana, who, following the greeting of the participants, described the project in the context of other efforts being made to increase the tourist potential of the city. He recognized issues related mainly to property issues in this area and expressed the commitment of the Municipality of Berat to stay close to the citizens for their solution.

Mr. Blana expressed the support and commitment of the institution he represents for the implementation of the project, and invited citizens to co-operate to enable identification of the issues and finding the most efficient solutions.

Albanian Development Fund's representative, Mr. Oltion Kadaifçi, further acquainted the participants with the nature of the project, the engagement of the Albanian Development Fund for its realization, the engagement of the Albanian Government and the World Bank loan agreement.

Further on, the representative of the design company, CEC Group, Mr. Vangjush Mbrîçe, presented the participants with the project of reconstruction of the road in detail.

His presentation was accompanied by a number of questions from attendees about the impact of the road to the surrounding properties.
The Environmental and Social Unit, part of the Albanian Development Fund, presented the Environmental and Social Management Plan and stressed the need for co-operation between all involved actors for an efficient and effortless implementation of the project. Part of this presentation was also acquaintance with the requirements of the World Bank for the implementation of this project which is classified as a Category B project, which means that environmental and community impacts must be kept to a minimum.

This presentation was followed by discussions in which the citizens and representatives of the participating institutions raised the issues that disturbed them.

Engjëll Tabaku, inhabitant of the Kala neighborhood and owner of the Haxhistasa tavern, located near the entrance of Kala, in his speech, welcomed this investment and showed that this intervention is welcomed by the area's businesses. He then expressed interest in the land compensation method to be taken out of his property for expanding the road. The Municipality of Berat, Director of Urbanism and Development, in response to Mr. Tabaku presented the participants with the commitment of the Municipality of Berat to set up a commission that will evaluate the properties and method to be followed for expropriation.

The ADF employees explained to the participants the Resettlement Policy Framework that regulates the expropriation activity in the course of the project and once again highlighted the sensitivity characterizing the ADF and the World Bank in carrying out such actions.

Further, citizen Lili Vrusho, raised concerns about the problem of possessing a property certificate for his property. Although he received property recognition from the Property Restitution Commission, Mr. Vrusho indicated that for mainly administrative reasons he is failing to possess the certificate of ownership.

To this question and the previous ones regarding private property, the ADF social expert responded that since this meeting is held for the purpose of reviewing the environmental impacts and mitigations measures during the road reconstruction, other meetings will follow regarding resettlement.

Each case will be treated in the Resettlement Action Plan and every compensation will ensure that no negative impacts will occur on the Project Affected People and identified impacts will properly compensated based on the Resettlement Policy Framework of the PIUTD project.

Further, the participants consulted the draft designs of the project asking for answers related to ownership, construction of surrounding walls, territory affected in their property, etc.
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

PROJEKTI I ZHVILLIMIT TË INTEGRUAR URBAN DHE TURIZMIT
“Rikonstruksioni dhe zgjirimi i rruges “Muzak Topia” segmenti nga rrëthrotullimi te ish rezervat e shtëtit deri tek kisha e Shën Ilias”

Bashkia Berat, 31 janar 2018

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Emër Mbiemër</th>
<th>Institucioni</th>
<th>Kontakt</th>
<th>Firma</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Besim Hyska</td>
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<tr>
<td>2</td>
<td>Ditari Beqarogji</td>
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<td>3</td>
<td>Nuredin Brişkaj</td>
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<td>4</td>
<td>Nezir Kanani</td>
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<td>Hamit Brakaj</td>
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<td>6</td>
<td>Aubert Buxha</td>
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</table>
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
<thead>
<tr>
<th>Listë pjesmarrësisht</th>
<th>Name</th>
<th>Position</th>
<th>Contact Numbers</th>
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</thead>
<tbody>
<tr>
<td>8</td>
<td>Selver Buzlini</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Dhimiraj Niko</td>
<td>Direktor i Regionalis Te Kulturës, Berat</td>
<td>06974 60 390</td>
</tr>
<tr>
<td>10</td>
<td>Vladmir Çelo</td>
<td>Kryer i Kategoris, Dyrektesh</td>
<td>0692016 590</td>
</tr>
<tr>
<td>11</td>
<td>Mirel Komoni</td>
<td>Kryer i Ministris, L.A, Bashku Berat</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Roland Buci</td>
<td>Kryer i Inspector i IMT Berat</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Redina Mahmutaj</td>
<td>Specialist i Planifikimit, Berat</td>
<td>0684 033 560</td>
</tr>
<tr>
<td>14</td>
<td>Besjona Kadim</td>
<td>Kryer i Bashku Berat</td>
<td>069 2023867</td>
</tr>
<tr>
<td>15</td>
<td>Lili Vrushi</td>
<td></td>
<td>06925 23871</td>
</tr>
<tr>
<td>16</td>
<td>Artan Nenaj</td>
<td></td>
<td>0676 45 00 3</td>
</tr>
<tr>
<td>17</td>
<td>Engjell Tabajva</td>
<td></td>
<td>0695703778</td>
</tr>
<tr>
<td>18</td>
<td>Koçeza Novë</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Aniqa Abazaj</td>
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<td>06939 52 788</td>
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</table>
Environmental and social management plan for the upgrading of the vehicle road segment “Muzak Topia” to Berat Castle

<table>
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<tr>
<th>Listë pjesmarrësish</th>
<th>PCU</th>
<th>ADF</th>
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<th>0692267550</th>
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<tr>
<td>20</td>
<td>Gerti Skupi</td>
<td>ADF</td>
<td>0684011082</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>ASTRIT ALIKAJ</td>
<td>PCU</td>
<td>0682065263</td>
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</tr>
<tr>
<td>22</td>
<td>ERIS ZENELAJ</td>
<td>ADF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>DENIS THEMELI</td>
<td>ADF</td>
<td>0692267550</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>AKA Themel</td>
<td>ADF</td>
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