



**Western Balkans Investment Framework  
Infrastructure Project Facility  
Technical Assistance 6 (IPF6)**

TA 2016032 R0 IPA

**WB16-ALB-TRA-01**

**Detailed Design for the Rehabilitation of the Railway Line**

**Vorë – Hani i Hotit**

**Albania**

**Environmental and Social Impact Assessment Study**

**ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN**

July 2021, revised in July 2022



IPF6 Consortium



# Western Balkans Investment Framework (WBIF)

## Infrastructure Project Facility Technical Assistance 6 (IPF6)

TA 2016032 RO IPA

### Name of Sub-project

Detailed Design for the Rehabilitation of the Railway Line Vorë – Hani i Hotit, Albania

WB16-ALB-TRA-01

### Environmental and Social Impact Assessment Study

## ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Version	Date of issue	Contributors	Checked out	Approver	Comment
Draft V.01	June 2019	Ardian Shehu Ledina Gjikhuri	Hector Martinez	Aristides Karlaftis	Draft for comments
V.02	July 2021	Ardian Shehu Ledina Gjikhuri	Hector Martinez	Aristides Karlaftis	Final document
V.03	July 2022	Abkons	R.Biba/ Eriola Kurti	Redion Biba	Draft for comments

*The Infrastructure Project Facility (IPF) is a technical assistance instrument of the Western Balkans Investment Framework (WBIF) which is a joint initiative of the European Union, International Financial institutions, bilateral donors and the governments of the Western Balkans which supports socio-economic development and EU accession across the Western Balkans through the provision of finance and technical assistance for strategic infrastructure investments. This technical assistance operation is financed with EU funds*

# CONTENTS

<b>LIST OF ABBREVIATIONS.....</b>	<b>4</b>
<b>1 INTRODUCTION .....</b>	<b>6</b>
1.1 BACKGROUND.....	6
1.2 THE ESIA STUDY AND THE PRESENT DOCUMENT.....	7
1.2.1 THE ESIA PROCESS AND THE ESMP .....	7
1.2.2 THE REQUIRED ESIA STUDY PACKAGE ON THE PROJECT .....	8
1.3 PURPOSE OF THIS DOCUMENT .....	8
<b>2 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN.....</b>	<b>8</b>
2.1 PURPOSE AND OBJECTIVES .....	8
2.2 ROLES AND RESPONSIBILITIES .....	9
2.2.1 <i>Project developer and other responsible bodies</i> .....	9
2.2.2 <i>The contractor</i> .....	9
2.2.3 <i>Review and amendments</i> .....	11
2.3 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN .....	11
2.3.1 <i>Outline of the environmental and social management plan</i> .....	11
2.3.2 <i>Suggested mitigation strategies and measures</i> .....	12
2.3.3 <i>Topic - specific management plans</i> .....	12
2.4 ENVIRONMENTAL AND SOCIAL MONITORING PLAN.....	29
2.4.1 <i>Outline of the environmental and social monitoring plan</i> .....	29
2.4.2 <i>Main monitoring activities</i> .....	30

## **List of Tables**

Table 1.1_ESIA process stages and their related key tasks.....	7
Table 2.1_List of topic-specific sub-plans proposed by the Consultant.....	12
Table 2.2_Summary of mitigation measures during preconstruction and construction activities.....	31
Table 2.3_Summary of mitigation measures during operation and maintenance.....	41
Table 2.4_Monitoring activities during pre-construction and construction stages.....	45
Table 2.5_Monitoring activities during operation and maintenance stages.....	48

## **List of Figures**

Figure 1.1_Scheme of the Albanian railway line network.....	6
---	---

## SUB-PROJECT DATA SUMMARY

<b>ACTION</b>	Sub-project implementation
<b>PROJECT CODE</b>	WB16-ALB-TRA-01
<b>BENEFICIARY</b>	Ministry of Transport and Infrastructure, Albania Albanian Railways / Hekurudha Shqiptare
<b>SECTOR</b>	Transport
<b>COUNTRY</b>	Albania
<b>LEAD IFI</b>	EBRD
<b>GAF budget</b>	EUR 4,500,000
<b>IPF6 Budget</b>	EUR 4,500,000
<b>Assigned to IPF6</b>	6 <sup>th</sup> July 2018
<b>Non-Objection by CA</b>	12 <sup>th</sup> December 2018
<b>Commencement date</b>	20 <sup>th</sup> December 2018
<b>Duration (months)</b>	24 months + 7 months (extension)
<b>Due date for completion</b>	July 2021 Revised in July 2022
<b>IPF6 Key Expert responsible</b>	Aristides Karlaftis

## LIST OF ABBREVIATIONS

Abbreviation	Description
AGS	Albanian Geological Survey
AKMZ	National Agency of Protected Areas (NAPA)
Al	Albania
asl	above the sea level
BAP	Biodiversity Action Plan
CBA	Cost Benefit Analysis
CCC	Communication on Climate Change
CD	Conceptual Design
DCM/DCM	Decision of Council of Ministers
CTC	Centralized traffic control
DD	Detailed Design
DG NEAR	EC DG Neighbourhood Policy and Enlargement Negotiations
EBRD	European Bank for Reconstruction and Development
EQR	Ecological Quality Ratio
EIB	European Investment Bank
ERA	European Railway Agency
ESIA	Environmental and Social Impact Assessment
EU	European Union
EUD	European Union Delegation
FAO	Food and Agriculture Organization
FD	Functional Design Stage of the Preliminary Design
FS	Feasibility study and financial affordability analysis
GDP	General Development Plan
Gg	10 <sup>9</sup> g (unit for measuring the CO <sub>2</sub> eq)
GHG	Green House Gas (Emissions)
GIP	Good International Practice
GLDP	General Local Development Plan
HC	Health Centre
IBA	Important Birds Area
IFI	International Financial Institution
IHM	Institute of Hydrometeorology
INF TSI	Infrastructure TSI
IPA	Important Plant Area
IPCC	Intergovernmental Panel on Climate Change
IPF	Infrastructure Project Facility
IPRO	Immovable Property Registration Office

Abbreviation	Description
IUCN	International Union for Nature Conservation
Kos	Kosovo
LUCF	Land Use Change and Forestry
MKS-64	Mercalli Scale – scale used for seismic intensity
MNR	Managed Nature Reserve
Mne	Montenegro
MoEFWA	Ministry of Environment, Forestry and Water Administration – Albania (Nowadays Ministry of Tourism and Environment - MoTE)
MoM	Minutes of Meeting
MoTE	Ministry of Tourism and Environment
NAPA	National Agency of Protected Areas (AKMZ)
NCCC	National Communication on Climate Change
NEA	National Environmental Agency
NIPAC	National IPA Coordinator
NMVOC	Non-methane volatile organic compound
NATD	National Agency of Territory Development
NTC	National Territorial Council
PA	Protected Area
PD	Preliminary Design
PFS	Pre-feasibility study
R/E	Roma and Egyptian Community
REA	Regional Environmental Agency
SEE	South East Europe
SEETO	South East Europe Transport Observatory
SEP	Stakeholder’s Engagement Plan
SoER	State of Environment Report
TA	Technical Assistance
ToR	Terms of Reference
UIC	International Union of Railways
UNECE	United Nations Economic Commission for Europe
UNEP	United Nations Environmental Programme
WB	World Bank
WBIF	Western Balkans Investment Framework
WFD	Water Framework Directive



# 1 Introduction

The “Detailed Design (DD) and the Environmental Impact Assessment study for the Rehabilitation of the railway line Vorë - Hani i Hotit, Albania” (called hereinafter “the Project”), is under preparation by the consortium SUEZ - IPF6 (called hereinafter “the Consultant”).

The Project is part of the indicative extension of the TEN-T Core Network in the Western Balkans. This is Albania’s international rail link to the regional and European railway networks through the pan European Corridor X.

The promoter is the Ministry of Infrastructure, Energy (MIE), the implementation agency is the Albanian Railways (HSH), and the lead IFI is the European Bank for Reconstruction and Development (EBRD).

According to national, EU and EBRD requirements, the Project should be submitted to a comprehensive ESIA process.

The Environmental and Social Management Plan – ESMP (**this document**), is part of the ESIA study package on the Project.

## 1.1 Background

The railway line Vorë - Hani i Hotit, which is approximately 120 km long, was built in two stages: from Vorë to Laç in the early 1960’s, while from Laç to the state border Al/Mne in 1985.

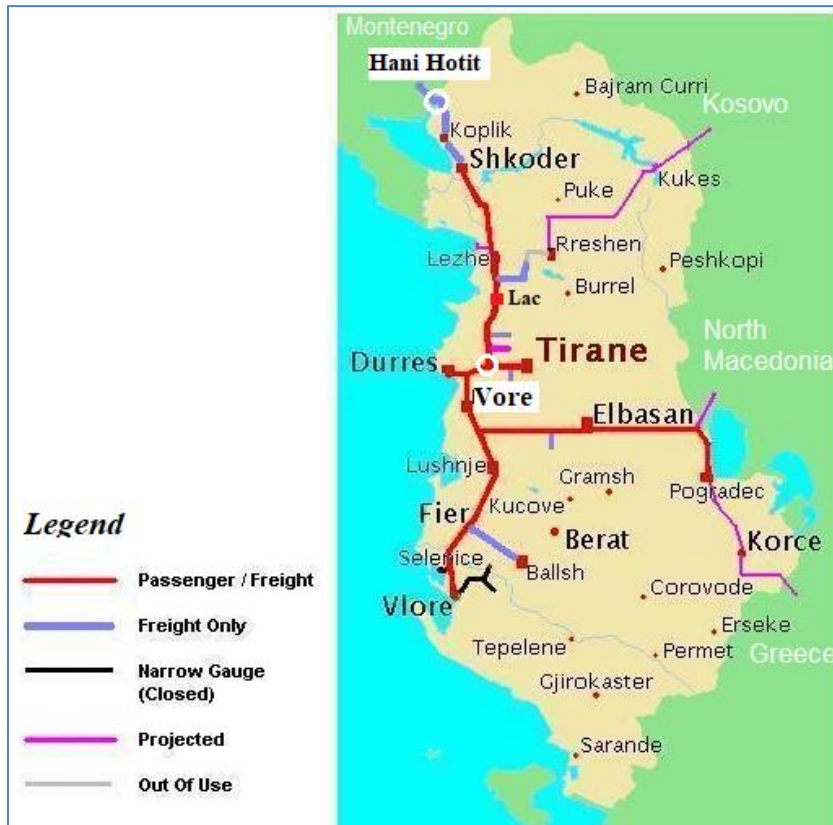


Figure 1.1\_Scheme of the Albanian railway line network

The track infrastructure is in poor conditions due to the lack of maintenance. The maximum operating trains' speed is 40 km/h. In some railway sections, it is lower than 20 km/h. In addition to the track conditions, the trains' speed restrictions stem also from the frequent unauthorized level crossings. Signalling system, damaged during the unrest periods in 1991 and 1997, is almost inexistent. Freight services are poor with long journey times and low demand.

The communication between stations is effectuated via radio. There is no controlled safety system for the trains' movement along the line that increases the risk of accidents. While the alignment geometry is rather good.

Lastly, the Earthquake of November 26.2019 has interrupted the functioning of this railway line because of the heavy damages caused to the Ishmi River Bridge, at km 35 +100 of the line.

## 1.2 The ESIA study and the present document

### 1.2.1 The ESIA process and the ESMP

The proposed project is already submitted to an ESIA process (category A of EBRD; full EIA according to Albanian regulations; comprehensive EIA according to EIA Directive). The ESIA describes the project's components and activities, the environmental and social receptors likely to be affected by the Project, as well as the potential impacts on those receptors. The ESIA proposes a series of actions to avoid/cancel/mitigate/offset the potential negative effects and, wherever possible, to enhance the existing environment. The Environmental and Social Management Plan summarizes the best practical options to address the identified environmental and social issues.

The ESIA process involves the following steps<sup>1</sup> and key tasks.

Table 1.1\_ESIA process stages and their related key tasks

No	ESIA process stage and key tasks	
1	Screening (as appropriate)	The Competent Authority (NEA) decides whether an EIA is required and if it does, then which level of assessment is required
2	Scoping (as appropriate)	<ul style="list-style-type: none"> <li>Identifies the key issues and impacts, the content and extent of the assessment, and specifies the information to be included in the EIA Report,</li> <li>Preparation of ToR for EIA</li> </ul>
3	EIA report preparation	EIA report includes <sup>2</sup> : <ul style="list-style-type: none"> <li>Information on the project,</li> <li>Baseline information;</li> <li>Likely significant effects;</li> <li>Proposed Alternatives;</li> <li>Mitigation measures; and a</li> <li>Non-Technical Summary</li> </ul>
4	Information and consultation	-EIA Report is consulted with public and stakeholders; -EIA improved where necessary subject to consultations information

<sup>1</sup> [http://ec.europa.eu/environment/eia/pdf/EIA\\_guidance\\_EIA\\_report\\_final.pdf](http://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf)

<sup>2</sup> Annex IV of the EIA Directive 2011/92/EU as amended

5	Decision Making and Development Consent	Based on the EIA report and the consultation results, the Competent Authority (Ministry of Tourism and Environment – MoTE) decides whether the project causes significant environmental effects. MoTE includes its opinion in the final Development Consent decision.
6	Information on Development Consent	Informing the public on the Development Consent decision.
7	Monitoring (as appropriate)	During construction and operation, the developer must monitor the identified significant adverse effects as well as the proposed mitigation measures

The Environmental and Social Management Plan is included in item three of the table above. It should comply with the environmental and social policy of the lender (EBRD), the Albanian regulations and the Good International Practice (GIP).

### 1.2.2 The required ESIA study package on the Project

The Consultant is preparing the following documents as part of the ESIA study disclosure package to satisfy the ToR provisions, the PRs of the EBRD Environmental and Social Policy (2019) and the EU and national EIA regulations:

- ESIA Scoping report;
- ESIA report;
- Non-Technical Summary (NTS);
- Environmental and Social Action Plan (ESAP);
- Stakeholder Engagement Plan (SEP);
- Land Acquisition and Livelihood Restoration Framework (LARF);
- **Environmental and Social Management Plan (ESMP) – this document;** and a
- Project Compliance Summary Table (against EBRD PRs).

### 1.3 Purpose of this document

An Environmental and Social Management Plan consist of a set of management criteria and mitigation measures aiming at the successful implementation of a project development. The implementation by third parties requires the ESMP to be sufficiently clear on those criteria.

## 2 Environmental and Social Management Plan

### 2.1 Purpose and objectives

Based on the findings of the ESIA study, the Consultant, in coordination with the beneficiaries, will review the best practical strategies/options to address the identified environmental and social issues. This will result in the development of a clear and easily monitored Environmental and Social Management System (ESMS) that will serve as a framework document for preparing

a detailed Environmental and Social Management Plan (ESMP) and an Environmental and Social Action Plan (ESAP) for each development phase of the project activities. Similar to ESMP, the ESAP is prepared as a separate document. The ESMP includes also the monitoring of the environmental and social issues. The ESMP must be developed in compliance with the EBRD PR1.

An ESMP aims at the following:

specify the anticipated environmental and social effects and the respective strategies/mitigation measures at each stage of the project activities;

ensures the mitigation measures are correctly applied, by monitoring them; and

identify the responsible bodies for the monitoring activities.

The ESMP is composed of an Environmental and Social Management Plan and of an Environmental and Social Monitoring Plan.

## **2.2 Roles and responsibilities**

This section provides for the roles and responsibilities from the pre-construction to the decommissioning phases.

### **2.2.1 Project developer and other responsible bodies**

MIE is responsible for the implementation of the ESMP, which preparation aims at ensuring effective implementation of the mitigation strategies and measures, stakeholder engagement, and other environmental and social requirements. This implementation must comply with the relevant national, EU, EBRD and other international standards. The contractors' activities will be monitored and audited in accordance with the Monitoring Program, which includes all phases of the Project's development. The monitoring results will be available for inspection by the representatives of the Contractors and Albanian Authorities.

HSH and PIU should engage a specialized staff to undertake the necessary steps to control the implementation of the appropriate mitigation measures, strategies, and decisions, as defined in the construction works contract and related permits. This control also includes the coordination with other state institutions, such as the Regional Directorate for Environment Protection, the NEA, RAPAs and the NAPA and the MoTE, the ASA within the Ministry of Culture, REAs and local governments of the municipalities affected by the project activities, etc.

HSH and PIU must develop the necessary mechanism for dealing with all the possible environmental and social issues during all phases of the project development. As a project developer, MIE also should serve as point contact for consultation and feedback with the all the affected actors, including the landowners and the public.

### **2.2.2 The contractor**

The contractor represents the construction/operation/decommissioning company. It will prepare a detailed plan regarding the mitigation strategies and measures associated to all the detailed project's activities, from preconstruction to construction to operation and further on to the decommissioning and rehabilitation works, including the land ownership aspects, the temporary damages to the private, municipal or state propriety, as well as the public information and consultation issues. The contractor will provide the due plans and procedures to MIE for approval prior to the construction stage.

These plans and procedures must be developed in compliance with the following key aspects:

- Relevant legislation, procedures, and standards;
- Environmental and socioeconomic controls and mitigation strategies and measures outlined in the ESMP; and
- The codes of conduct required by the project developer (MIE).

The Contractor must fulfil a set of duties, including:

- Undertaking regular environmental and socioeconomic inspections and reporting directly to the Project developer (HSH);
- Demonstrating how ESMP requirements will be ensured during Project development;
- Demonstrating commitment to ESMP at all levels in the Contractors' management structure including subcontractors; and
- Preparation of a Contractor's ESMP on the duties and procedures to be followed.

The ESMP on the contractor's duties and procedures should mainly include:

- Environmental procedures;
- Organization and responsible person for each environmental and management issue, including EHS manager, EHS supervisor(s), CHS and OHS officer, etc., as well as their related tasks and responsibilities;
- Site Inspection and Health & Safety issues;
- Workers' Rights and work conditions;
- Audit procedures; and
- Reporting procedures.

The responsibilities related to the decommissioning stage are similar to the preconstruction and construction ones.

HSH and the construction company/ies will be responsible for the ESMP during the pre-construction and construction stages.

The operation and maintenance of the railway will be under the responsibility of the Albanian Railways – owner and operator. The proposed Law dated 09.12.2019 plans to reorganize the Albanian Railways, into four state owned companies that will have the following responsibilities:

- Infrastructure;
- Passengers' transport;
- Freight's transport; and
- Maintenance of rolling stock

The company charged to the infrastructure will be responsible for the maintenance of the railway line, including the track (ballast, rails, slippers, fastenings, drainage system, bridges, signalling and telecommunications, fencing, etc.). While the company responsible for the rolling stock will deal with the maintenance of locomotives and wagons.

### **2.2.3 Review and amendments**

MIE will regularly review the ESMP to reflect any changes in the project implementation and organisation. Upon any amendment, the amended plan will be communicated to all relevant parties and stakeholders

## **2.3 Environmental and social management plan**

### **2.3.1 Outline of the environmental and social management plan**

The Environmental and Social Management Plan consists of a set of management criteria and mitigation measures that should assure the successful implementation of the project development. They also include the institutional measures to be taken during project implementation, in order to eliminate adverse environmental and social impacts, offset them, or reduce them to acceptable levels.

The ESMP should ensure the implementation of all relevant project stages in compliance with the applicable Albanian environmental and social regulations, and EBRDs and/or other IFI's Environmental and Social requirements, as well as in accordance with the findings of the stakeholder consultations.

The Mitigation and Management of Impacts and Issues, includes mainly the following:

- Predicting the sources of the likely environmental and social impacts;
- Description of the likely impacts associated to each of the project's stages (design, preconstruction and construction, operation, and decommissioning, closure and reinstatement);
- Evaluation of the probability, significance, and extent of the likely impacts;
- Suggestion of the related mitigation strategies and measures;
- Define the Responsibilities during all the stages of the project's development;
- Institutional arrangement; and
- Taking in consideration the possibility to enhance the environmental and social aspects within the project area.

The proposed mitigation measures must be incorporated in the environmental and social action plan (ESAP), which is part of the ESIA study package.

The mitigation strategies and measures consist mainly on the following:

- Applying firstly the principle of avoidance;
- Reduce the likely unavoidable adverse impacts in maximum during the routing selection process, and then later during design stage; and
- Define the mitigation strategies and actions in compliance with the national and international legislation and standards;

Where impacts cannot be avoided, they should be reduced to the minimum necessary for safe implementation of the project. Where significant effects cannot be avoided, consideration has been given to mitigation measures that seek to offset impacts through compensation. Any opportunities to enhance the positive effects will also be considered and identified.

### 2.3.2 Suggested mitigation strategies and measures

Table 2.2 and Table 2.3 at the end of this document hereinafter show the suggested mitigation measures to be applied during the project’s development stages.

### 2.3.3 Topic - specific management plans

The preparation of an Environmental and Social Management Plan is based on a number of topic-specific management plans. Each of them is developed to address in detail key issues of potential environmental and socioeconomic impacts and risks.

These plans are considered as “live” documents, because they must be regularly updated as the quality and quantity of the information on the project area increases, and the assessment and the project’s development progress.

Additional plans or sub-plans may be introduced to deal with the assessment of any newly receptor or identified effect during the project’s activities.

Hereinafter follows a list of specific management plans foreseen for the proposed project, as well as an outline of each of them. The list is based on the findings of the ESIA Report and the EBRD Environmental and Social Policy<sup>3</sup>.

Table 2.1\_List of topic-specific sub-plans proposed by the Consultant

No	Topic-specific sub-plan	Comment
1	Stakeholders Engagement Plan	
2	Land Acquisition and Livelihood Restoration Framework	
3	Resettlement Plan	
4	Social and Environmental Investment Plan	Already taken into consideration in the Project’s design. Therefore there is no need for this Plan.
5	Erosion and Sedimentation Control Plan	
6	Topsoil Management Plan	
7	Water Management Plan	
8	Watercourse Crossing Plan	
9	Biodiversity Action Plan	
10	Infrastructure and Utilities Management Plan	
11	Traffic Management Plan	
12	Landscape Management Plan	
13	Cultural Heritage Management Plan	This is mentioned as being part of the process but has not been produced along with a chance find

<sup>3</sup> <https://www.ebrd.com/news/publications/policies/environmental-and-social-policy-esp.html>

No	Topic-specific sub-plan	Comment
		find procedure – Should be produced, reviewed and implemented prior to any construction activities taking place.
14	Construction Material Management Plan	
15	Waste Management Plan	
16	Pollution Prevention and Response Plan	
17	Community Health and Safety Management Plan	
18	Occupational Health and Safety Management Plan	
19	Labour and Working Conditions Management Plan	
20	Emergency Response Plan	
21	Supply Chain Management Plan	
22	Security Management Plan	

The Project Design (see section 2.3.3.4 below) has already taken the Social and Environmental Investment Plan (see item no 4 in the table above) into consideration.

Below follows an indicative description of each of the sub-plans included in the table above.

### 2.3.3.1 Stakeholders Engagement Plan

ToR endorsed by EBRD requires the preparation of Stakeholders Engagement Plan, as a stand-alone document. SEP reflects the communication and consultation approach with the identified stakeholders throughout the whole project development stages. Albanian regulations requires the public consultation to be documented, but these requirements are less stringent than the EBRD ones. Thus, the SEP is prepared in accordance with the EBRD requirements.

EBRD PR 10 “Information disclosure and Stakeholders Engagement” provides for the characteristics and objectives of an appropriate SEP. According to this PR, the Stakeholder engagement involves the following elements:

- stakeholder identification and analysis;
- stakeholder engagement planning;
- disclosure of information;
- meaningful consultation, implementation of a grievance mechanism; and
- on-going reporting to relevant stakeholders.

The grievance mechanism is based on the EBRD Guidance note on “Grievance Management<sup>4</sup>”.

<sup>4</sup> <https://www.ebrd.com/downloads/about/sustainability/grievance-mechanism.pdf>



The Stakeholders Engagement Plan is developed as a separate report that is part of the ESIA report package. The SEP will be improved during the ESIA disclosure and information, once the ESIA report will be sent to the Ministry of Environment for obtaining the environmental permit.

### **2.3.3.2 Land Acquisition and Livelihood Restoration Framework**

ToR, the national and EU regulations, and EBRD standards require the preparation of a LARF to address the land acquisition and resettlement issues. LARF is prepared as stand-alone documents. LARF is prepared during the scoping stage and is part of the ESIA scoping report package. LARF is updated during the Preliminary Design and Detailed Design. The update includes the land surface required for service roads and Lezhe 2 new station, and any other land surface requirements for the fulfilling the Project’s objectives.

LARF outlines the general principles, procedures and entitlement framework with regard to the potential impacts of land acquisition, required for the Project, in compliance with the national laws and EBRD requirements.

LARF serves as an additional guidance to bridge any gaps between the national legislation and the EBRD requirements related to land acquisition and livelihood restoration.

LARF preparation is based on both the Albanian Expropriation Law and EBRD PR 5 (Land Acquisition, Restrictions on Land Use and Involuntary Resettlement)<sup>5</sup>.

The key law regulating expropriation and governing the land acquisition process for the Project is Law 8561/1999 on “Expropriation and Temporary Takings of Private Property for a Public Interest” (Expropriation Law) that is complemented by several DCMs, guidelines and regulations.

EBRD’s PR 5 address the land acquisition, land use restriction and resettlement issues.

### **2.3.3.3 Resettlement Plan**

LARF serves as a basis for the development of a detailed RP, which is developed once the exact nature and magnitude of the land acquisition or restrictions on land use related to the Project is known. The RP provides more details on the Project Affected People (PAP), the eligibility criteria and the procedures to be applied for the Project in line with the LARF and in compliance with the national laws (wherever applicable) and EBRD PR5.

The purpose of the RP is to address the potential economic displacement (loss of assets or access to assets, leading to loss of income or means of livelihood) and physical displacement (relocation or loss of shelter) of stakeholders from Project land and easement acquisition. It establishes the entitlements of affected persons or communities and ensures that compensation is provided in a transparent, consistent, and equitable manner in line with the EBRD requirements.

The key objectives of the RP include:

- Provide compensation for loss of assets at replacement cost;
- Ensure that resettlement activities are implemented with appropriate disclosure of information, consultation, and the informed participation of the affected communities;
- Improve or, at a minimum, restore the livelihoods and standards of living of displaced persons to pre-project levels, to facilitate sustainable improvements to socioeconomic status; and

---

<sup>5</sup> EBRD Environmental and Social Policy, 2019

- Pay particular attention to the needs of vulnerable groups.

An approach to RP, include:

- Comprehensive description of the project including the land/easement to be acquired;
- Legal framework and legal procedures of private land/easement acquisitions;
- Measures to avoid and minimize physical and economic displacements;
- Comprehensive assessment of the impacts of the economic displacement;
- Entitlement matrix that identifies the type of impact from land and easement acquisition and provides detailed guidance on stakeholder's compensation;
- Detailed cost estimate for identified items based on the principle of replacement cost;
- Organizational responsibilities for the expropriation process;
- Stakeholder Engagement Plan, which outlines the principle of consultations during the expropriation process.
- RP Disclosure, which outlines procedures and timeline to disclose draft and final plan as well as monitoring reports at local level;
- Grievance Mechanism for addressing complaints, including the judicial recourse;
- Evaluation of the quality, outcomes and stakeholders' satisfaction;
- Monitoring the participatory performance to ensure on the objective information

#### **2.3.3.4 Social and Environmental Investment Plan**

The Social and Environmental Investment Plan (SEIP) aims to enhance the life conditions of the communities affected directly or indirectly by the project development.

SEIP includes the following aspects:

- *Local Context:* Key findings from ESIA process, including the assessment of local communication and decision-making processes, key challenges and opportunities posed by the local context.
- *Engagement and Planning:* The stakeholder engagement process should develop a preliminary ranking of local priorities regarding investment needs and requests. These investments also serve as a compensation for local impacts.
- *SEI Project Implementation:* Once the SEI opportunities are selected, a specific SEI implementation plan should be developed. This plan should include the rationale for selection, potential partners, roles and responsibilities, and implementation schedule.

#### **The railway Vore-Hani Hotit Project's design and the local communities' concerns**

The Consultant stresses that the key findings of the ESIA study process related to social and environmental investment plan are already integrated into the Project's design, through the following:

- Additional new underpasses to satisfy the needs of the local communities (e.g. new underpass at Spathari Village – Vau Dejes Municipality);
- Additional new culverts to avoid the agricultural land inundation (e.g. three new culverts at the section km 32 to km 35);

- Increase the diameter size of the new culverts in order them to serve also as agricultural underpasses (e.g. 3x2 m instead of 2x2m);
- Improving the existing drainage channels both sides of the railway line to avoid the inundation (or at least reducing the duration) of the low agricultural land during intense rainfalls (e.g. km 32 to km 35; km 70 to km 74; km 101 to 102);
- Additional new culverts to serve as wild fauna passage within the territory of Malesia Madhe Municipality where the railway line cross the Nature Managed Reserve of Shkoder Lake;
- Rehabilitation of the protection works against rivers and stream erosion. E.g. rehabilitation of the protection works on the right side of Kiri Riverbed, from km 103 to km 107;
- Construction of walls in between the railway line and the private houses/buildings located very close to the rail track. These infrastructure objects are built without respecting neither the local urban plans, nor the Railway Code. The designed walls will protect the affected population from the railway accidents and from the trains' noise and vibrations;
- Construction of noise barriers in 14 short sections of the railway line;
- Locating the secured level crossings in function of the local communities' needs;
- Designing the service roads in function of the latest urban development changes and of the suggestions of the affected municipalities;
- Adapt the design of the stations and level crossings to the needs of the disabled persons, children and old persons; etc.

Based on the above, it results that is no needed any additional Social and Environmental Investment Plan.

### **2.3.3.5 Erosion and Sedimentation Control Plan**

The Erosion and Sedimentation Control Plan (ESCP) is a guidance manual for minimizing the erosion of soils and transportation of sediments during the project's activities. It aims to apply standards for the protection of environmentally sensitive areas.

The Plan provides for general information on construction processes and describes specific measures to be taken during and following construction to minimize impacts to the environment on the project sites.

The Plan intends to preserve the integrity of the environmental sensitive areas by implementing the following objectives:

- Minimize the extent and duration of disturbance;
- Protect exposed soil by diverting runoff to stabilized areas;
- Properly address the sediments management;
- Install temporary and permanent erosion control measures; and
- Establish an effective inspection and maintenance program.

With regard to erosion, the most sensitive sections are the crossings of the watercourses and the segment from km 139 to km 140 where the railway line runs (50 to 70m) close to Shkoder

Lake. Although a motorway lies between the rail track and the Lake, the Project's design includes improved drainage channels both sides of the railway line to avoid the sediments' transport towards the Lake.

#### **2.3.3.6 Topsoil Management Plan**

The Topsoil Management Plan (TMP) is a guidance manual for minimizing the loss of productive soil, damages to the soil structure, or pollution of the productive soil.

The Plan provides for general information on construction processes and a map of the soil quality within the Project's fingerprint. It will provide specific measures to be taken before the construction process to minimize impacts to the top soil.

The Plan should include:

- maps showing topsoil and subsoil types and areas to be stripped;
- maps of areas of soil that need to be protected from construction activities;
- access roads;
- methods for stripping, stockpiling and improving the soils;
- location and content and volume of each soil stockpile;
- Consultation with the local governments and other related institutions on the reuse of the soil stockpiles;
- the responsible persons/institutions for supervising soil management;

With regard to the proposed project, the top soil to be permanently removed includes:

- Roughly 1.4 ha of agricultural land for the planned new Lezhe 2 freight station;
- Roughly, 4.0 ha of private land for the new service roads and 2.1 ha for the new connectivity roads.

The reuse of the top soil removed permanently will be decided from the consultation between the Contractor and the local governments.

The topsoil, which structure can be damaged from Project's activities is located mainly within the working strip of the railway line.

#### **2.3.3.7 Water Management Plan**

The preparation of the Water Management Plan (Water MP) aims at the following:

- Identify activities, which require water consumption and evaluate the amount of water used by the project activities;
- Reporting procedure for registering volumes of water used;
- Provide appropriate measures to be considered for minimizing the use of water;
- Identification of the national and local authorities and other relevant stakeholders and of the appropriate procedures to communicate with them. Water sources to be used will be agreed previously with the relevant local authorities.
- Record all communications with Water Authorities;
- Management of the interruptions of irrigation systems;

- Provide for the procedures regarding internal and external communications during an Emergency Response; and
- Provide for the training of employee, in order to minimize the use of water and to respond in the case of accidental water pollution.

With respect to the proposed project, the biggest need for water use will be during the construction of the new bridges across Ishmi and Droja Rivers and Perroi Thate Stream.

### 2.3.3.8 Watercourses Crossing Plan

With respect to the railway line, from Vore to Hani Hotit, the watercourses crossing include:

- The construction and/or rehabilitation of bridges and culverts;
- The construction and/or rehabilitation of protection works against rivers and streams erosion; and
- The section from km 139 to km 140 where the railway line runs close to the Shkoder Lake

The Watercourse Crossing Plan (WCP) will describe the approaches and techniques planned to execute the watercourse crossings, predict environmental impacts, and outline the monitoring issues.

A Typical Watercourse Crossing Plan includes the following components:

- **Objectives and Approach:**
  - Identification of the key environmental and ecological receptors affected by the watercourse's crossings;
  - Provide a brief overview of the crossing approach and techniques; and
  - Analyse the potential impact on these key receptors, and describe the proposed mitigation and reinstatement measures.

The crossing approach and techniques and the impacts and mitigation should be based on site-specific data and information for each crossing. The monitoring approach will be based on the site-specific features, too.

- **Works' description and schedule of project's activities**

Outline the watercourse crossing activities, and the foreseen schedule. That is also necessary to avoid the rainy periods and therefore the rivers and streams overflow.

- **Construction techniques and work camps for the main bridges**

This section will describe the specification of the technical and logistic aspects, workforce, and equipment and construction materials to be used.

- **Potential impacts**

- Description of the sensitivity criteria for the local environmental receptors;
- Description of the likely effects on biophysical and socioeconomic receptors, including the hydro morphological characteristics.

- **Suggested mitigation strategy and measures**

Providing all the cross references to the relevant parts of the ESIA and to the ESMP, which include the international standards and best practice guidelines for the mitigation measures during such crossings.

- **Reinstatement**
  - Specification of reinstatement requirements, including the equipment and materials to be used; and
  - Specification of the technical and logistic aspects.
- **Monitoring**
  - Description of the monitoring objectives, scope and methods/reporting; and
  - Specification of monitoring requirements. Monitoring will be prepared and performed according to the local biophysical features and the reinstatement objectives.
- **Responsibilities, legal requirements**
  - Legislative requirements on the national and local approval; and
  - Overview of Contractor/Sub-contractor set-up.
- **Involved stakeholders**
  - Outline the required ways and points of contact with the related authorities; and
  - Enable interested stakeholders to monitor the watercourses crossing activities.

#### **2.3.3.9 Biodiversity Action Plan**

The only protected area near or crossed by the railway line is the Shkoder Lake NMR – Nature Park (Category IV of IUCN).

From km 113+700 to km 135+700, the railway crosses the sustainable use zone (category VI of IUCN protection status) of the Shkoder Lake NMR - Nature Park. It should be stressed that the core zone and the habitat/species management zone that belong to IUCN categories II and III, respectively, are located far away from the railway line. The characteristics of the sustainable use zone crossed by the railway line are as follows:

- Km 113+700 to km 119+300: the railway runs through arable land and rural settlements near the motorway, which serves as a NMR terrestrial border;
- Km 119+300 to km 132+600: the railway runs through arable land and rural settlements; and
- Km 132+600 to km 135+700: the railway runs through a shrubby area that is already defragmented from the following:
  - The railway line, which runs in a northward direction;
  - Three local roads that runs generally perpendicularly to the railway line. Each of them crosses an authorized level crossing;
  - Some plots of arable land and pastures
- The railway crosses three streams (Rrjollit, Banushi and Perroi Thate), which beds have water only during rainfalls, covered of gravel and therefore without vegetation.

Based on the above, the topic-specific Biodiversity Action Plan will pay special attention to the crossing of the shrubby area from km 132+600 to km 135+700.

The Biodiversity Action Plan (BAP) aims the integration of biodiversity conservation within the environmental management system. It provides for the needed measures to ensure the biodiversity conservation and the maintenance of the affected ecosystems' functions.

BAP aims to protect the existing biological environment and restore the affected local biodiversity once the construction activities are performed. It identifies and describes the ways, actions and means needed for its implementation. In addition, BAP defines the time, resources and responsibility to accomplish these needs.

The main elements of a Biodiversity Action Plan include:

- Audit, to review the condition of the local biodiversity;
- Objectives, to focus actions on precise targets;
- Priorities, to optimize the available resources;
- Action plans for species and habitats, to list and describe all actions to be implemented on natural components;
- Monitoring and review arrangements, to keep track of how the targets are progressively met and to adapt the actions to changing conditions.

As part of this exercise, a consultation process will be undertaken with key stakeholders, including the Ministry of Tourism and Environment (MoTE), REAs, NAPA, RAPAs Lezhe and Shkoder, and local community representatives. The participation of the local people is a key source for the evaluation of indirect impacts from logging, hunting and fishing.

With respect to the proposed project, the BAP should be focused on the crossing of the degraded forest and shrubs (km 132+600 to km 135+700; and km 135+700 to km 137+700).

Coordinated with the Watercourses Crossing Plan, Erosion and Sedimentation Control Plan, Aggregated Management Plan, Waste Water Management Plan and Spill Prevention Management Plan.

### **2.3.3.10 Infrastructure and Utilities Management Plan**

The Infrastructure and Utilities Plan (IUP) aims to minimize disturbance to infrastructure's utilities and enhance the existing situation.

The objectives of the Infrastructure and Utilities Plan include:

- Minimize the damage to infrastructure utilities from construction activities;
- Ensure that losses of infrastructure or services are temporary and insignificant;
- Ensure the availability of the infrastructure's services to the local communities through alternative temporary ways; and
- Ensure that the new infrastructures will enhance the life conditions in the study area.

The Infrastructure and Utilities Plan includes:

- Stakeholder notification and engagement: Approach and activities to notify and consult with stakeholders on infrastructure development;
- Public Utilities Assessment: Detail the scope and findings of the public utilities' assessment;

- Road Closure and Construction: Requirements for road closure for construction/upgrade activity and measures to minimize traffic interruption;
- Infrastructure Improvement Plan: Approach to selecting infrastructure improvement activities; and
- Monitoring: Approach to monitoring infrastructure improvements and any utility disruptions including community grievance trends and response performance.

With respect to the Railway Vore-Hani Hotit Rehabilitation Project, the infrastructure utilities that can be affected from construction activities are power and telecommunication overhead and underground lines, water supply pipelines, as well as the planned Ionian-Adriatic Gas Pipeline. Whereas, the likely Project's effects on the road infrastructure are mentioned in the Traffic Management Plan (see below).

### **2.3.3.11 Traffic Management Plan**

The Traffic Management Plan (TMP) aims to avoid/minimize the traffic interruption and disturbance, including the roads' users delay, as well as to ensure the safety of the local communities, the workforce and the drivers of the working and transport machinery.

The Traffic Management Plan objectives include:

- Access to project's sites;
- Routing of construction traffic;
- Prevention of road user delay;
- Temporary traffic control and management;
- Reducing the probability of traffic incidents and accidents and improving the safety of local communities, workforce and road users;
- Preventing and remedying roads and railways degradation.

The TMP is regularly updated when the construction methods are developed and vehicle movement requirements are identified in detail.

The specific objectives of the TMP include:

- Site access arrangements to the working strip;
- Identification of key sensitivities along the proposed access and service roads;
- Identification, demarcation and construction of all access and service roads;
- Mitigation measures to minimize traffic disturbance;
- Mitigation measures to ensure safety local communities, road users and workforce;
- Workers training requirements with respect to road safety;
- Driver competency, vehicle maintenance and refuelling locations;
- Schedule construction activities;
- Defining the roles and responsibilities for implementation of the TMP;
- Measures to prohibit "off-route" driving;
- Speed limits and methods of enforcement;



- Ways and means to inform the community of traffic risks;
- Inspection, auditing and reporting.

The TMP includes provisions for the procedures related to communication to stakeholders and affected communities. The consultations with the relevant government agencies and local authorities should identify the planned infrastructure projects. The Contractor should also consult the principal representative of the adversely affected communities, in order to develop appropriate mitigation measures.

The Project's Design has already defined the location and other characteristics of all the necessary level crossings, service roads and underpasses. The construction of the new planned service roads and underpasses should precede the construction of the other railway elements in order to not interrupt or disturb the traffic. The rehabilitation of the bridges that serves for both road and rail (Mati, Drini and Kiri Rivers Bridges) should be scheduled in coordination with the road authorities and the local governments. The duration of the rehabilitation of these bridges should last as less as practicable.

### **2.3.3.12 Landscape Management Plan**

The Landscape Management Plan (LMP) aims at the landscape's reinstatement once the construction works are finished.

The Landscape Management Plan should be executed in close coordination with the Erosion and Sedimentation Control Plan and the Biodiversity Action Plan.

LMP includes the procedures to follow during restoration works, including mitigation measures and monitoring procedures. It addresses separately the rehabilitation procedures related to the Preconstruction, Construction, Operation and Reinstatement stages.

The Landscape Management Plan includes also the visual amenity aspects of the railway line components.

The already designed new railway stations are integrated to the General Local Development Plans and consulted with the municipalities in the territory of which they are located.

The railway stations, noise barriers, the walls and the railway line fencing will take into account also their visual amenity.

### **2.3.3.13 Cultural Heritage Management and Monitoring Plan**

The Cultural Heritage Management Plan (CHMP) aims to avoid any potential damages to cultural heritage resources. The Plan takes into account the relevant national legislation on cultural heritage (Law 17/2018 "On Cultural Heritage and Museums", EBRD PR 8 (Cultural Heritage), as well as the Good International Practice (GIP).

The Cultural Heritage Management Plan includes:

- Formal relevant Albanian, EBRD and international requirements and standards, and the ESIA Commitments and actions;
- Information on research material archiving procedures, and recordkeeping;
- Details of preconstruction surveys, identification, impacts and mitigations for any new TCH and ICH sites;
- Identification and mitigations of all known Cultural Heritage sources TCH and ICH ;

- A detailed chance find procedure, which includes a section of ICH chance finds;
- Verification and Monitoring, including procedures for the identification of unknown cultural heritage not initially identified including ICH; and
- Roles and responsibilities, including details on the communication lines between the onsite Cultural Heritage Managers, the construction team and municipal and national conservation bodies;
- Licensing procedures needed for any archaeological work and on how the licensing will be achieved;
- Suggested protection measures regarding the known Cultural Heritage resources, with main principle of avoidance and protection; but also, for dust, noise and vibration with consideration for ICH

The management strategy of the cultural heritage resources includes the following steps:

- Institutional engagement strategy to involve the related Albanian authorities with in-depth evaluation of sites and the use of intrusive and non-intrusive methods; development of a chance finds procedure; developing site-specific mitigation approaches for archaeological sites; and application of appropriate archaeological rescue and recording methods (if applicable).
- Community consultation strategy to: inform local stakeholders of project activities; define site boundaries, user access, timing of use, and schedule of special events; and provide feedback to Project about community concerns with reference to ICH.
- Chance Finds Procedures to be developed and implemented in collaboration with the related state institutions (Archaeological Survey Agency). This includes: involvement of licensed archaeologists prior to contract to handle an archaeological rescue if required at a chance find; monitoring of construction activities by a professional archaeologist; cessation of work and consultation with relevant authorities and community stakeholders in case of any new archaeological discovery.
- Recording and monitoring program, including: pre-construction survey and recording; follow-up protection from pollution and vibration of the recorded sites; Use of low impact construction techniques near sites at risk from project's activities; pre-construction preparation of conservators in the case of accidental damage to cultural resources; and periodic monitoring of site conditions during the Project activities.

The plan will include provisions for the training of all workers and will include procedures related to communication to stakeholders and community improvement opportunities.

#### **2.3.3.14 Construction Material Management Plan**

The Construction Material Management Plan (CMMP) identifies the estimated amount and type of construction material and the potential impacts that may rise from its management. The Plan will recommend good practice procedures to ensure appropriate management of the construction material.

The CMMP includes the procedures for the management and mitigation of the potential impacts that may rise from the extraction, transportation and management of the construction material. These impacts may include:

- Air pollution;

- Noise and vibrations;
- Impacts to biodiversity and sensitive habitats;
- Visual Impacts;
- Water pollution;
- Waste management;
- Temporary traffic control and management;
- Erosion and sediment control; etc.

### **2.3.3.15 Waste Management Plan**

The Waste Management Plan aims at reducing, reusing and recycling wherever possible the waste generated during the Project's implementation stages. The Plan deals with the management of the solid and liquid wastes, including hazardous waste, to avoid any discharges into the soil or water. It establishes procedures for the storage, collection and disposal of waste.

The Waste Management Plan should be developed prior to commencement of any activities. It should comply with EU Directives, Albanian legislation, EBRD PR3<sup>6</sup> requirements and other international best practices.

The objective of the Waste Management Plan is to avoid/reduce impact of waste generated during the construction activities via the following strategy:

- Minimize the amount of generated waste;
- Maximize the amount of waste that is recovered for recycling-including segregation of recyclable wastes at source;
- Waste disposal in accordance with the waste management hierarchy; and
- Storage and transfer of the hazardous waste to appropriate facilities, in coordination with the responsible local/national institutions, and in compliance with the EU, national, EBRD, and best practice regulations.

As the waste management is a continuous process, the Plan is updated during all the preconstruction and construction phase. This plan also includes provisions for the training of the workforce and technical staff, as well as for the procedures related to communication to stakeholders and affected community.

The Project's design has already taken into account the minimizing of waste generation and, overall, the reuse of the railway body filling material and the concrete material that will derive from the demolition of some of the existing bridges.

### **2.3.3.16 Pollution Prevention and Response Plan**

The Pollution Prevention Plan (PPP) will take into account all the relevant national regulations and EBRD requirements related to the pollution prevention. It includes the following issues:

- Hazardous materials: fuels, oils, greases:
  - *General measures* that concern good material handling practices during the construction phase;

---

<sup>6</sup> EBRD PR 3 Resource Efficiency and Pollution Prevention and Control

- *Product Substitution*: Whether possible, using environmentally friendly construction materials; and
- *Prohibited Materials*: Do not use prohibited construction materials or chemicals that have hazardous or toxic nature.
- Air pollution from dust and gaseous emissions; and
- Noise and Vibrations from Project's activities

With regard to the hazardous substances, the following will be taken into consideration:

- **Adoption of Product Specific Practices regarding the following aspects:**
  - Fuels, oils and greases: monitoring of vehicles and construction equipment for leaks;
  - Regular maintenance of working machinery and transport trucks to reduce the potential for leakage;
  - Storage of fuels, oils and greases in appropriate containers;
  - Fertilizers: Using as less as possible fertilizers for the re-vegetation works. Storage fertilizers in appropriate bins;
  - Paints: Appropriate storage of paints and disposal in accordance to manufacturer's instructions;
- **Isolation of Potentially Hazardous Materials** in appropriate sealed containers. In case of a large amount of such substance, prepare a beamed area that isolates possible leaks.
- **Prevention of Accidental Spills.** The Plan should define the following issues:
  - Responsibilities: Define the responsibility of all employees and contractors to take appropriate measures to prevent spills in their work and to immediately report any detected spills to their supervisor;
  - Spill Prevention Measures: Describes the requirements for secure storage of hazardous liquids, including physical measures, procedures, auditing, inspections and risk assessment;
  - Reporting: Records, reporting and notification procedures to be maintained by the HSE team on site;
  - Actions and measures to prevent leakages and spills and to enable effective response to unplanned releases of liquids, such as fuels, oils, greases and chemicals.

AS per the air quality and noise, the Plan should include:

- As part of the Pollution Prevention and Response Plan, prepare a section for the management of ambient air quality detailing the concept for managing emission control from construction and transport machinery.
- As part of the Pollution Prevention and Response Plan, prepare a section for the management of management of noise emissions and vibrations detailing the concept for managing noise and vibrations generated from construction and transport machinery.

The Pollution Prevention Plan will include provisions for the workers training and procedures to communication with stakeholders and community improvement opportunities regarding the pollution prevention and the environmental protection.

The Pollution Prevention Plan is of relevant importance for the proposed project. The strict implementation of this Plan will avoid any eventual pollution to soil and ground and surface waters, including the Shkoder Lake water and the aquifers serving for supplying in drinking water the population of inhabited centres crossed by the railway line and further on.

### **2.3.3.17 Community Health and Safety Management Plan**

The Community Health and Safety Management Plan (CHSMP) aims to avoid or minimize the potential risks and effects on the health and safety of the local community during the project activities. In addition, it aims to ensure that the safeguarding of project, related personnel and property respect the regulations regarding the local communities' safety and security.

The Community Health Management Plan includes:

- Legal framework, EBRD PR4 and national Policies and Strategies related to community Health and Safety (H & S) and the related rights;
- Whether necessary, agree with health facilities to provide health care in emergency situations;
- Stakeholder H&S Awareness and Engagement – provide approach, activities and description of materials for stakeholder engagement and consultation;
- *Project Security Measures and Conduct* to prevent trespassing onto working areas and equipment and manage security personnel conduct;
- *Community and Worker Grievance Mechanisms* to outline the workers and community grievance mechanism for evaluating potential risks and impacts to community health, safety and security;
- Monitoring the performance of worker H&S and rights, as well as worker and community grievance trends and response.

### **2.3.3.18 Occupational Health and Safety Management Plan**

Occupational Health and Safety Management Plan (OHSMP) aims to ensure safe project's activities that protect the human health, the environment, and the assets. It provides for the following aspects:

- Planning for Health and Safety;
- Accident and Incident Investigation; and
- Health and Safety Auditing.

The Plan includes the following issues:

- Identify the potential hazards and assess the risks associated to the project's activities;
- Describe the response's strategies and the management's organization;
- Define the communication strategies to manage the impacts of any eventual incidents;
- Define the roles and responsibilities of the involved key staff;
- Provisions for the workforce and staff training;

- Define the internal and external notification procedures, community resources, response organization charts, resources and personnel;
- Procedures of communication with stakeholders and affected communities

### **2.3.3.19 Labour and Working Conditions Management Plan**

Labour and Working Conditions Management Plan (LWCMP) addresses potential risks to workers' rights, labour standards, and health and safety by summarizing expectations and procedures to maintain the quality of the working conditions, activities and code of conduct.

The Labour and Working Conditions Management Plan includes:

- The legal framework and Policies and Strategies related to workers' Health and Safety and Rights, based on EBRD PR2, relevant Albanian law and other international standards (ILO labour standards, etc.);
- The Health and Safety performance of the Contractors on the working conditions that should be in line with Albanian law and international standards;
- The approach and procedures for a workers' grievance mechanism that should be accessible to all workers;
- Approach to monitor and improve the performance of the workers' Health and Safety and rights; and
- Approach to monitor and improve the performance of the workers' grievance trends and response.

### **2.3.3.20 Supply Chain Management Plan**

The Supply chain Management Plan aims to increase local procurement and to support the creation of a local supply chain that can provide products and services needed. The EPC/Primary Contractor will be required to develop an ESMS, or equivalent, for the construction of the Project based on the requirements of the ESMP.

The SCMP includes:

- E&S requirements within the criteria for the short-listing and selection of sub-contractors.
- Assess the risk of child labour and forced labour being used in the operations of the primary suppliers;
- Ensure clauses on minimum age, forced labour, and health and safety are included in procurement documents in the primary supply chain as part of the Project ESMS.
- Review / audit of all sub-contractors and third-party suppliers to verify their eligibility to meet the E&S obligations prior to contracting.
- Implement activities to increase local procurement and to support the creation of a local supply chain;
- Identify local companies able to provide goods, materials and services;
- Put in place a mechanism for checking the presence/absence of child labour, forced labour and high risks of significant safety issues, in the production of core materials and equipment.

### **2.3.3.20 Emergency Response Plan**

The *Emergency Response Plan* (ERP) provides for the site-specific actions and procedures to be taken in Emergencies occurring during construction and operation activities. It aims to prevent the potential negative effects in case of accidental and emergency situations. This prevention is based on the EBRD Policy requirements, the national regulations, as well as on the best international practice. The Plan should identify and prevent the major-accident hazards, and avoid/reduce their negative effects on the biophysical and socioeconomic environment.

The ERP will address incidents and respective response scenarios, based on the following:

- The identification of the relevant hazards, during project activities, and of their potential effects to the environment and human health;
- Identification of the national and local authorities and other relevant stakeholders and of the appropriate procedures to communicate with them;
- Identification of the necessary measures to reduce human and environmental effects associated with the project activities, as provided in the Albanian law 45/2019 “On civil Protection<sup>7</sup>”, as well as in the EU legislation;
- Description of the technical measures to protect the human and natural environment from potential hazards;
- Lessons learned approaches to railways incidents and accidents;
- Description of the organization structure, and explain interactions with project and operational procedures;
- Identification of the system and procedures for providing personnel refuge, evacuation, rescue, and medical treatment;
- Description of training activities and the arrangement for training response teams and for testing emergency systems and procedures; and
- Provisions for the training of all workers on the Emergency Response procedures, and for the information regarding internal and external communications during an Emergency Response.

### **2.3.3.21 Security Management Plan**

The Security Management Plan (SMP) intends to provide and promote the safest possible physical environment during the project implementation. The main purpose of this plan is to describe how the EPC Contractor will provide and maintain a safe physical environment, set out appropriate security arrangements for the project, ensure personnel, equipment and other tools are on-site, as well as manage staff activities to reduce the risks of personal injury, property loss and any adverse impacts on local communities.

Plan shall include:

- Security arrangements roles and responsibilities

---

<sup>7</sup> <https://www.parlament.al/Files/Akte/20190724173027ligj%20nr.%2045,%20dt.%2018.7.2019.pdf>

- Security procedures (contractor and company personnel identification, visitors' identification, vehicles identification etc.)
- Security-related communication arrangements;
- Interface with government agencies and public security forces;
- Provisions to ensure compliance with regulations and good industry practice regarding:
  - Security personnel selection and employment
  - Security personnel rules of conduct;
  - Security personnel training and equipment;
  - Monitoring of compliance and investigation process of non-compliance acts
- Security training program including:
  - Code of Conduct modules specific to security personnel;
  - Voluntary Principles on Security and Human Rights
- Grievance mechanism.

## **2.4 Mitigation Measures and Environmental and Social Monitoring Plan**

### **2.4.1 *Outline of the environmental and social monitoring plan***

The preparation of the Environmental and Social Monitoring Plan for the design, construction and operation phases of a project is an integral part of the environmental permit. Selected techniques, standards and methods of monitoring should comply with international, European and/or Albanian standards. CMD 912/2015, "On the EIA methodology" requires the preparation of a monitoring programme, while the Law 10431/2011, "On Environmental Protection", provides for the topics/environmental receptors to be monitored during a project development stages. Article 41 of this law<sup>8</sup>, the list of these receptors includes:

- the quality of surface water;
- the quality of groundwater;
- air quality;
- waste;
- noise;
- radiation;
- the quality of the land;
- flora, fauna, biodiversity, forests;
- the impact of economic sectors on the environment components;
- monitoring of natural phenomena and their potential impact on the environment; and

---

<sup>8</sup> Law 10431/2011 "On environmental protection", as amended, Article 41



- monitoring the impacts of environmental pollution on human health.

This list does not include any social and cultural receptors, which are subject to other regulations, like the Law “On Cultural Heritage”, Law 8561/1999 “On Expropriations and Temporary Takings of the Private Property for Public Interest”, EBRD PRS, etc.

#### **2.4.2 Main monitoring activities**

The main monitoring activities to be followed during project’s development are outlined in the Table 2.4 and Table 2.5 at the end of this document.

Table 2.2\_Summary of mitigation measures during preconstruction, and construction activities

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Assessment and Management of Environmental and Social Risks and Impacts	PR1: Assessment and Management of Environmental and Social Risks and Impacts	Implementation of ESMP measures	<p>-The contractor shall produce and implement an Environmental and Social Management Plan, and an Environmental and Social Monitoring Plan.</p> <p>The Contractor establishes and implement corporate policy and procedures for oversight of contractor environmental, social, stakeholder engagement, health and safety (EHS) performance during construction, including:</p> <ul style="list-style-type: none"> <li>• Environmental and Social Management System (ESMS), which meets the requirements of ISO 14001 for the preconstruction and construction period.</li> <li>• Contractor's Environmental and Social Management Plan (CESMP), which shall contain the following topic-specific sub-plans and topics: <ol style="list-style-type: none"> <li>1. Stakeholders Engagement Plan;</li> <li>2. Land Acquisition and Livelihood Restoration Plan;</li> <li>3. Erosion and Sedimentation Control Plan;</li> <li>4. Topsoil Management Plan;</li> <li>5. Water Management Plan;</li> <li>6. Watercourse Crossing Plan;</li> <li>7. Biodiversity Action Plan;</li> <li>8. Biodiversity Offset Strategy</li> <li>9. Infrastructure and Utilities Management Plan;</li> <li>10. Design change management plan</li> <li>11. Traffic Management Plan;</li> <li>12. Landscape Management Plan;</li> <li>13. Cultural Heritage Management Plan;</li> <li>14. Construction Material Management Plan;</li> <li>15. Waste Management Plan;</li> <li>16. Pollution Prevention and Response Plan;</li> <li>17. Community Health and Safety Management Plan;</li> <li>18. Occupational Health and Safety Management Plan;</li> <li>19. Labour &amp; Working Conditions Management Plan;</li> <li>20. Supply Chain Management Plan,</li> <li>21. Emergency Response Plan</li> <li>22. Security Management Plan.</li> <li>23. Organisational structure, roles and responsibilities for environmental, social and stakeholder management</li> <li>24. ESIA commitments and how these will be delivered.</li> <li>25. Scope and training objectives with specific focus on code of conduct and care for the wildlife and cultural heritage, HSE requirements and procedures.</li> </ol> </li> </ul>	All phases of the project's development	-EBRD PR1; -Albanian environmental and social legislation	<ul style="list-style-type: none"> <li>- Appointed contractors to have in place and implement an ESMS aligned to ISO 14001.</li> <li>- Environmental and social monitoring in compliance with ESP and EBRD PRs.</li> <li>- Approved Construction Environmental and Social Management Plan (CESMP) and E&amp;S subplans are aligned to ESIA commitments, ESMP, national and Lender requirements, and strictly implemented SE to opine on adequacy.</li> </ul>	<ul style="list-style-type: none"> <li>- Contractors</li> <li>- HSH/PIU</li> <li>- Supervising Engineer</li> </ul>
Community Liaison	-PR10: Information Disclosure and Stakeholder Engagement; -PR5: Land Acquisition, Restrictions on Land	-Expected positive effects; -Problems within communities; -Participation and Access to Information and grievance mechanism	<ul style="list-style-type: none"> <li>-Publicly disclose Land acquisition and Livelihood Restoration Framework (LALRF) and Resettlement Plan (RP);</li> <li>-</li> <li>-Disclose Grievance mechanism;</li> <li>-Organize separate meetings with affected (if any) vulnerable people;</li> <li>-Monitoring to ensure awareness of grievance submittal process, monitoring grievance trends;</li> <li>-Implement a communication strategy, as laid out in the SEP</li> </ul>	-Prior to preconstruction;  -During construction	-EBRD PR2, PR4, PR5, PR 6, PR8, PR10 ; -Albanian regulations; -- -IFC PS and IFC General EHS Guidelines.	<ul style="list-style-type: none"> <li>-Monitoring and audits reports;</li> <li>-Financial report to evaluate outcomes of investment;</li> <li>-MoMs from engagement and consultations;</li> <li>- Number of grievances and resolutions.</li> </ul>	-Contractor; -HSH -PIU

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
	Use and Involuntary Resettlement; -PR2: Labour and Working Conditions; -PR4: Health, Safety and Security -PR8 for any ICH issues		Maintain close liaison with local community representatives, landowners and competent authorities throughout the construction period. Community engagement for any impacts on cultural heritage ICH, environmental, social aspects, health and safety etc.			-Updated leaflets on progress of investment plan and on livelihood restoration	
Air Quality	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR4: Health, Safety and Security	Temporary reversible impacts on local air quality due to atmospheric emissions from construction activities	-Implementation of a Construction Material Management Plan; -As part of the Pollution Prevention and Response Plan, prepare a section for the management of ambient air quality detailing the concept for managing emission control from construction and transport machinery. -Pre-notification to stakeholders of critical dust and gaseous emissions from Project's activities; -Community Liaison and Public Grievance Procedures; Good construction practice to prevent dust and particulate emissions by effective control of the potential sources, including: <ul style="list-style-type: none"> <li>• Design earthworks to allow future successful re-vegetation;</li> <li>• Applying water sprinkling measures in case of visible dust;</li> <li>• Proper maintenance of construction machinery / equipment; Respect the deadlines for technical control of the vehicles;</li> <li>• Appropriate restriction of vehicle speeds on dust roads /tracks;</li> <li>• Cover trucks and stockpiles as needed to prevent dust release;</li> <li>• Compliance with construction procedures and schedule;</li> <li>• Perform earthwork close to Shkoder Lake (especially from km 139 to km 140) out of the period when the migratory birds stay within the Lake. This period extends approximately from April to the end of July;</li> <li>• Use fuels, which comply with official standards (as per Ordinance No. 6, of 09.10.2007; the content of the sulphur in diesel fuel, starting from 01.01.2011 must be 10mg/kg);</li> <li>• Monitor the air quality based on the provisions of the relevant regulations, including the DCM 352/2015 "On the assessment of environmental air quality and the requirements related to some pollutants", etc.</li> </ul>	-Prior to preconstruction; -Preconstruction; -Construction	-EBRD PR3, PR4; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Directive 2008/50/EC; -Albanian regulations	-Best practice HSE clauses in construction contract to include provision of dust suppression measures; Air quality complaints at sensitive receptors per year -Monitoring and audits reports; -Records of grievance mechanism.	-Contractor; - Supervising Engineer  -HSH/PIUNEA Municipalities
Noise and vibrations	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR4: Health, Safety and Security	-Potential annoyance of local residents in the vicinity of working sites; -Potential disturbance and/or displacement of fauna	-Pre-notification to stakeholders of critical noise and vibration generation activities; -Implementation of a Construction Material Management Plan; -As part of the Pollution Prevention and Response Plan, prepare a section for the management of noise emissions and vibrations detailing the concept for managing noise and vibrations generated from construction and transport machinery; -Community Liaison and Public Grievance Procedures; -Specification during design phase should ensure that noise level generated at source is below 60 dB(A); -Installation of appropriate elements to reduce noise emission; -Good construction practice to prevent noise and vibration generation that would cause nuisance, including: <ul style="list-style-type: none"> <li>• Any compressors brought on to construction sites would be sound reduced models fitted with acoustic enclosure;</li> <li>• Care would be taken when lying rails and slippers to avoid impact noise from banging steel;</li> <li>• Care would be taken when unloading vehicles to minimize noise;</li> <li>• Delivery vehicles would be routed so as to minimize disturbance to local residents;</li> </ul>	-Design; -Preconstruction; -Construction	-EBRD PR3, PR4; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Albanian regulations	-Best practice HSE clauses in construction contract to include provision of noise and vibration reduction measures; -Monitoring and audits reports; -Records of grievance mechanism. Potential Impacts on CH	-Contractor; HSH -MoTE NEA Municipalities

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<ul style="list-style-type: none"> <li>• Delivery vehicles would be prohibited from waiting within or close to the site with their engines running;</li> <li>• All machinery items will be properly maintained and operated in order to avoid causing excessive noise;</li> <li>• Fencing stations to reduce noise generated from stations' construction;</li> <li>• Restrictions on periods of operation and locations of specific construction activities will be agreed by the contractor with the relevant local authority;</li> <li>• Night-time construction operations only when necessary and after consultation with local residents;</li> <li>• Concerned residents will be notified and informed prior to construction phase when construction works are planned.</li> </ul>				
Geology & Soils	-PR3: Resource Efficiency and Pollution Prevention and Control; PR1: Assessment and Management of Environmental and Social Risks and Impacts	-Erosion on the riverbeds and streambeds; -Modification of rivers and streams morphology; -Accidental pollution of soil by solid and liquid wastes; -Temporary land take and surface sealing; -Soil compaction; -Re-mobilization of contaminants within the soil profile.	<p>-Erosion and Sediments Control Plan; -Watercourses Crossing Plan for each main river and stream crossing; -Construction Material Management Plan; -Top soil Management Plan; -Waste Management Plan and monitoring its application; -Hazardous Materials Management Procedure; -Pollution Prevention Plan, and monitoring its application; -Community Liaison and Public Grievance Procedures; -Good construction practice to prevent geological risks and soil deterioration and supplemented with commitments to site-specific mitigation through future project development:</p> <ul style="list-style-type: none"> <li>• Take into consideration protection works on the riverbeds and streambeds during design phase.</li> <li>• Take in consideration the geotechnical model and the seismic features, etc., during design;</li> <li>• The removal and off-site disposal of soils will be avoided where soils are considered to have a value with regard to habitat and agricultural productivity, and where soils are to be used for restoration purposes;</li> <li>• Where forest is removed for the working strip, suitable re-vegetation would be undertaken (in accordance with ecological constraints) to reduce the potential for erosion through the loss of the soil binding effect of surface cover;</li> <li>• Temporary storage of excavated soil will be done in secure location with run-off and erosion prevented. Any soil piles left at end of construction will be removed. Excess concrete or stone will be removed;</li> <li>• Specific measures at the river crossings considered as sensitive (Mati and Kiri Rivers and Perroi Thate Stream);</li> <li>• Activities for land restoration and re-vegetation will be overtaken immediately upon completion of works, including re-vegetation / seeding with native species. Monitoring until vegetation cover is self-sustaining will be performed;</li> <li>• Vehicle movements on untracked ground would be limited to reduce the impact of construction on surface cover loss and soil compaction and in particular in areas with softer deposits / soils. The contractor will be responsible for the planning of construction works to avoid access road construction during periods of highest rainfall;</li> <li>• Installation and maintenance of control measures for erosion, run-off and sedimentation on steep terrain (km 139 to km 140) and in erosion prone areas (rivers and streambeds);</li> </ul>	-Design; -Preconstruction; -Construction	-EBRD PR1, PR3; -Albanian Law ; -FAO: Land capability classification; -International best practice.	<ul style="list-style-type: none"> <li>-Report on the initial monitoring of subcontractor procedures;</li> <li>-Report on the initial monitoring of subcontractor list of materials;</li> <li>-Results of audits (application of mitigation measures);</li> <li>-Report on application of Water Management Plan;</li> <li>-Report on application of Waste Management Plan;</li> <li>-Report on application of Hazardous Materials Management Procedure and Pollution Prevention Plan;</li> <li>-Report on methods of construction at each river crossing;</li> <li>-Records verifying the restoration and erosion control measures;</li> <li>-Report on use of removed topsoil of high agricultural quality;</li> <li>-Quantities and composition of drilling mud used;</li> <li>-Comparison of before and after photos at rivers and streams crossings;</li> </ul>	-Contractor; Supervising Engineer HSH

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<ul style="list-style-type: none"> <li>• Provision of equipment for evacuation of leakages;</li> <li>• Drilling mud during design and construction phases will be non-toxic;</li> <li>• Any eventual fuel tanker vehicles for servicing the construction plant and equipment will carry a suitable sized spill kit and the staff would be trained and regularly updated on their use;</li> <li>• Prior to any construction in geological sensitive areas, geotechnical investigations will be completed by the contractor to ensure that there is no likely risk associated with underground workings;</li> <li>• Site-specific mitigation measures will be further developed prior to construction through appropriate technical documents.</li> </ul>				
Water resources	-PR3: Resource Efficiency and Pollution Prevention and Control; PR1: Assessment and Management of Environmental and Social Risks and Impacts	-Impact on surface water by sediment plumes; -Accidental pollution of freshwater resources by solid and liquid wastes; -Modification of river morphology; -Consumption of freshwater resources	-Water Management Plan and monitoring; -Water courses Crossing Plan for each crossing; -Spill Prevention and Response Plan; -Construction Material Management Plan; -Waste Management Plan and monitoring its application; -Hazardous Materials Management Procedure, -Pollution Prevention Plan, and monitoring its application; -Erosion and Sediments Control Plan; -Community Liaison and Public Grievance Procedures; -Specific measures at the watercourse's crossings; -Specific measures over the perched aquifers (Crossing of Mati Riverbed from km 55 to km 56); -Specific measures over the Shkoder Quaternary Aquifer (from km 107 to km 108); -Specific measures over the limestone aquifer (from km 130 to km 140); -Restoration of river banks and river beds and monitoring of restoration works; -Good construction practice to prevent water pollution, including: <ul style="list-style-type: none"> <li>• Work camps would be established at the appropriate distance from surface waters;</li> <li>• Minimise use of groundwater and use low sensitivity ground water;</li> <li>• Adopt measures that avoid or reduce water usage so that the project's water consumption does not have significant adverse impacts on water resources: use of additional technically feasible water conservation measures within the construction activities; the use of alternative water supplies, water consumption offsets to reduce total demand for water resources to within the available supply;</li> <li>• To develop and implement procedures for water usage (monitoring and controlling the quantity and the quality)Work on soft ground in wet weather will be minimized, wherever possible;</li> <li>• No water discharge directly to surface or ground waters;</li> <li>• Measures to prevent the run-off of sediment from areas of the works to watercourses;</li> <li>• Stockpiling out of the construction sites will be prohibited and areas close to watercourses will be avoided;</li> <li>• Provision of equipment for evacuation of leakages;</li> <li>• Fuel tanker vehicles for servicing the construction activities and equipment will carry a suitable sized spill kit and the staff would be trained and regularly updated on their use;</li> <li>• Regular maintenance of all machinery to prevent engine oil and fuel leaks;</li> <li>• No crossing of watercourses by vehicles and machinery;</li> <li>• Drilling mud must not be toxic.</li> </ul>	-Design; -Preconstruction; -Construction	-EBRD PR1, PR3; -Water Framework Directive (WFD); -EU Directive 78/659 on Water Quality to Support Fish Life; -EU Directive 76/160 on Quality of Bathing waters; -UNECE: Guidelines on River Water Categorization Based on their Quality Indicators; -Albanian regulations	-Report on the initial monitoring of subcontractor procedures; -Results of audits (application of mitigation measures); -Report on application of Water Management Plan; -Report on application of Waste Management Plan; -Report on application of Hazardous Materials Management Procedure and Pollution Prevention Plan; -Reports on restoration works at each crossing; -Volumes of water used; -Quantities and composition of drilling mud used; -Turbidity/suspended solids, oils, fuels, and grease concentrations measured at the crossings before and after construction; -Sensitivity of aquifers traversed; -Comparison of before and after photos at the main rivers' crossings. Monitor and keep records on water usage and effectiveness of water efficiency measures;	-Contractor; -HSH -MIE; -MoTE; -NEA -Water agencies Local authorities

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Biological environment	-PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources; -PR3: Resource Efficiency and Pollution Prevention and Control;	-Habitat restoration; -Habitat loss/degradation, fragmentation, direct species loss, disturbance /displacement; -Compensation in the form of biodiversity offsets; -Damage to Protected Area of Shkoder Lake NMR	<u>General commitments – good construction practice:</u> -Develop a Biodiversity Action Plan (BAP) for the shrubby and forested area in the northern part of the railway line (km 132.6 to km 137+750); -A Biodiversity Offset Strategy (BOS) must be prepared by the Contractor. BOS should be part of the bidding process; -BAP and BOS must be approved by EBRD representatives before implementation; - With respect to the proposed project, the BAP should be focused on the crossing of the degraded forest and shrubs (km 132.6 to km 137+750); -The BAP should be coordinated with the Watercourses Crossing Plan, Erosion and Sedimentation Control Plan, Topsoil Management Plan, Construction Material Management Plan, Waste Water Management Plan and Spill Prevention Management Plan; -Schedule construction period to avoid disturbance to nesting birds and breeding animals; -Use, as much as possible, existing access roads and minimize the construction of new access roads; -Prohibit fires for any reason unless with the approval of local fire authorities. -Prohibit and strict control of illegal hunting (poaching) by workers; -Limit workers to construction sites and prohibit their disturbance of local flora and fauna. Specifically, do not allow: <ul style="list-style-type: none"> <li>the collection of medicinal plants;</li> <li>disturbance and hunting of game, birds; etc.,</li> <li>collection of eggs from birds;</li> <li>disturbance of young animals and other;</li> <li>cutting plants or trees of any kind.</li> </ul> -Designate smoking areas for workers when constructing in forests or in dry periods; -As soon as construction is complete, restore all construction sites and temporary tracks used for construction. If required, certain bio-technical activities would be implemented.  <u>Habitats' protection:</u> -Develop a Biodiversity Action Plan for the shrubby and forested area in the northern part of the railway line (km 132. 5 to km 137+750); -In case of sensitive and/or important habitat's presence ensure that qualified biologist or environmental engineer is present at all times to ensure that all plans are followed and there is no unnecessary damage to habitat and other natural resources; -Use, as much as possible, existing access roads and minimize the construction of new access roads through marshy vegetation (reed beds), riparian habitats and meadows. Wherever possible, place new access roads in areas of low ecological sensitivity. As soon as construction is complete, restore all temporary tracks used for construction; -No construction camps or machinery parks would be located within sensitive ecological areas, highly sensitive habitats or on alluvial terrains (in the river and stream valleys) in order to avoid adverse impacts on valuable riparian habitats and surface and ground waters; -Do not store any waste material (concrete, steelworks, soil, etc.) in sensitive areas; -After construction activities re-establish vegetation by planting seeds or young plants of native species, and monitor until full vegetation cover is re-established; -All sites that should serve as temporary deposits for various construction material have to be proposed by the designer and constructor in advance in order to be assessed for possible adverse impacts on the habitats; -Compensate for forests' loss by planting adequate / corresponding area of bare forestland or other land that can serve for this purpose. The afforestation is to be carried out with autochthonous species.  <u>Flora and vegetation:</u> -Minimum clearing of vegetation and re-vegetation works to disturbed areas as soon	-Design; -Preconstruction; -Construction; -After construction	-EBRD Performance Requirements; -Bern Convention; -Convention on the conservation of European wildlife and natural habitats; -IFC PS6; -EU Habitats Directive; -EU Birds Directive; -EU Natura 2000 Legislation; -Albanian regulations	-Records verifying implementation of mitigation measures; -Monitoring of the Restoration within the working strip; -Restoration after construction activities within the forested and shrubby area in the section km 132. 5 to km 137+750 must be acceptable to REA and RAPA Shkoder; -Records verifying implementation of restoration measures; -Monitoring parameters adapted to the specific conditions of each river. Physical, chemical, biological and river morphological elements should be considered and an indication of the monitoring methodology, frequency and site location for each main river crossing. Monitoring will need to audit measures to check implementation of the Biodiversity Action Plan. -Complementary criteria specific to the construction practices employed such as presence of oil/grease or drilling mud should be considered; -Reporting of rehabilitation targets and findings; -Preparation of a site Audit and summary document of all Biodiversity Action Plan targets, activities, and results.	-Contractor; HSH -MIE; -MoTE; NEA -REA; -RAPA



Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<p>as construction is completed;</p> <ul style="list-style-type: none"> <li>-Restore vegetation cover with autochthon species;</li> <li>-Avoid cutting of any rare and endangered species;</li> <li>-Avoid destruction of marshy vegetation. Where this is unavoidable, it should be limited to the minimum.</li> </ul> <p><u>Fauna:</u></p> <p><i>Birds:</i></p> <ul style="list-style-type: none"> <li>-No construction would take place during the breeding bird season apart from where pre-construction survey has indicated that no birds are nesting;</li> <li>-Where possible all access track construction and vegetation clearance for the working strip would not be undertaken during the breeding bird season;</li> <li>-All site staff would be briefed on procedures to be implemented if any nesting birds are found within the construction area. Work would stop in the area until specialist advice is sought and implemented.</li> </ul> <p><i>Mammals, Amphibians, Reptiles:</i></p> <ul style="list-style-type: none"> <li>- If any evidence of bats is identified, consult with competent authority to develop appropriate mitigation measures before cutting down the tree (s). If there is evidence of breeding bats or young bats, postpone construction until bats have left the breeding trees;</li> <li>-Direct destruction of the populations of amphibians and reptiles can be avoided through application of certain restrictions during the construction period (avoiding spawning period - spring) in the areas close to the water habitats.</li> </ul> <p><u>Protected areas and emerald sites:</u></p> <ul style="list-style-type: none"> <li>-Apply the provisions of the formal Managing Plan on the NMR of Shkoder Lake (candidate emerald site);</li> <li>-The NMR of Shkoder Lake has been proclaimed Protected Area because of the Lake's aquatic biodiversity. Therefore, the railway line crosses only the traditional use zone of this PA that is characterized mainly by arable lands and in a lesser scale by degraded deciduous oak forest of limited biodiversity values.</li> </ul> <p>Ecosystem Services</p> <p><u>Extensive field survey to identify and assess the ecosystem services as part of pre-construction survey to complement baseline data with recent site-specific data;</u></p> <p><u>To fully prevent impacts, such as relocating a project or changing its spatial layout to prevent impacts in specific locations;</u></p> <p><u>To establish alternative access to maintain accessibility where alternative grazing areas within the surrounding areas are located;</u></p> <p><u>To maintain accessibility where medicinal plants areas are located and establish alternative access;</u></p> <p><u>To control of railway construction to ensure downstream water supply and quality changes are minimized and do not disrupt grazing quality and disrupt vegetation cover outside of the construction areas;</u></p> <p><u>To reduce the duration, intensity and/or extent of impacts that cannot be completely avoided</u></p> <p><u>Hazardous materials and emergency response management to avoid contamination of surface water and soil; Judicious clearance of vegetation in the working strip area to minimize impacts on habitats and species;</u></p> <p><u>To ban the use of pesticides for vegetation clearance during construction and operation;</u></p> <p><u>To take actions to assist the recovery of any feature that has been degraded, damaged, or destroyed;</u></p> <p><u>A Construction Traffic Management Plan will be implemented to reduce traffic disturbance to ecosystem services and touristic facilities and sites in the area;</u></p>				

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<p><u>Reinstatement of temporary disturbed areas during construction will include reprofiling and re-vegetation;</u>  <u>Good construction industry wildlife management practise, including injured wildlife protocol, workforce awareness sessions, reduced speed limits, wildlife interaction reporting, waste and litter controls.</u></p>				
Landscape and visual Effects	PR1: Assessment and Management of Environmental and Social Risks and Impacts -PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources.	<p>-Impacts from: construction works for the working strip; new service roads; Lezhe 2 new freight station; fencing; walls.                      -Impacts from the biophysical rehabilitation of the working strip</p>	<p>-The Landscape Management Plan should be executed in close coordination with the Erosion and Sedimentation Control Plan and the Biodiversity Action Plan.                      -Include visibility of the working strip during construction activities;</p> <p><i>Working strip:</i>                      -Restore the vegetation within the working strip;                      -Width of working strip and access roads will be kept to the minimum necessary for their use during project's activities.                      -Protective fencing to retain the vegetation within the forested and shrubby area from km 132.5 to km 137.75;</p> <p><i>Lezhe 2 new freight station in agricultural area:</i>                      -Reduce the visual impact by planting trees around the station;                      -Choose appropriate painting colour.</p> <p><i>Fencing and walls:</i>                      -Walls as low as practicable;                      -Avoid use of concrete to reduce the adverse visual effect of walls</p>	-Design; -Preconstruction; -Construction and after construction	-EBRD PR6; -Best practice in Guidelines for Landscape and Visual Impact Assessment.	<p>-Monitoring reports provided by appropriate landscape/ecological site supervisor during reinstatement;                      -Report on vegetation restoration of from km 132.5 to km 137.75;                      -Records verifying implementation of restoration measures;                      -Presence of protective fencing to protect vegetation;                      -Preparation of a summary document on the Biodiversity Action Plan targets, activities, and results after construction and during operation.</p>	-Contractor; HSH -MIE; -MoTE; NEA -REA; -RAPA
Land Acquisition and Land Use	-PR10: Information Disclosure and Stakeholder Engagement; -PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement; -PR8: Cultural Heritage; -PR4: Health, Safety & Security;	<p>-Permanent land acquisition (roughly 7.5 ha) for Lezhe 2 station and service and connectivity roads;                      -Temporary land acquisition for working strip;                      -Temporary loss of livelihood and income because of the working strip;                      -Displacement of physical structures;                      -Disturbance to animal grazing.</p>	<p>-Community consultation on the strategy and disclosure;                      -Resettlement policies and procedures framework;                      -Publicly disclose Land acquisition and Livelihood Restoration Framework                      -Grievance mechanism;                      -Compensation at replacement cost; -                      -Prepare and disclose Plan;                      -Consultations on the existing level crossings and underpasses;                      -Consultation to add new underpasses and agricultural underpasses in suitable sections;                      -Design additional Project's components that improve the existing land use restrictions (new underpasses and agricultural underpasses);                      -Design of additional secured level crossings in function of the current urban situation;                      -HSH should identifying reliable cadastral data, identify landowners and secure land titles.</p> <p>-Assistance to be provided to vulnerable persons who are not able to relocate and resettle on their own.                      -Additional targeted assistance (e.g., training, or job opportunities) to be provided and opportunities to improve or at least restore their income-earning capacity, production levels, and standards of living to Economically Displaced Persons whose livelihoods or income levels are adversely affected;                      -The amount of land occupied during the construction to be minimized.                      -Construction workers to be trained to stay within the border of the construction areas and expropriation corridor and avoid trespass on private lands.                      -If complaints related with unauthorized use of privately-owned lands, damages on adjacent lands, etc. are received through Project's Grievance Mechanism, evaluation/inquiry will be conducted on a case-by-case basis and where necessary, corrective actions/ measures (e.g. repair, maintenance, rebuilding, restoration, etc.) will be planned and carried out.</p>	-Before construction; -During and after construction	-EBRD PR5, PR7, PR10; -IFC PS and IFC General EHS Guidelines; -Albanian regulations; -International best practice	<p>-Additional Project's components that improve the existing land use restrictions (new underpasses and agricultural underpasses);                      -New secured level crossings;                      -Presentations and other information disclosure materials available and accessible;                      -Reviews of planned and ad hoc engagements with local communities;                      -Updated cadastral data, identify former landowners and secure land titles;                      -Meeting minutes from consultations; -                      Signed compensation agreements</p>	- - HSH MIE National Expropriation Agency Affected Municipalities Contractor;



Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Economy and Employment	-PR2: Labour and Working Conditions; -PR10: Information Disclosure and Stakeholder Engagement.	-Temporary employment and economic impact in local level; -Vulnerable groups	-Optimise contract opportunities to local companies; Recruitment procedures will be developed and aim to: -Fair and transparent recruitment process for all openings; -Advertise jobs so they are accessible locally; - To provide opportunities for employment of local workforce to the extent possible considering unskilled, semi-skilled, and skilled workforce;  -To give priority to vulnerable persons (especially those who will be economically disable); Contractors and HSH to outline and require a fair and transparent, gender-neutral recruitment process for all job opening, and seek to employ Project PAPs on each part of the project route. To encourage Subcontractors to employ local personnel; -Capacity enhancement benefits to be increased through training programs for contractors and subcontractors on related policies, as well as potential and specific training programs for national and local suppliers, affected local authorities;  To adopt measures/ criteria that provide opportunity for local scale businesses to tender for procurement of subcontracted good and services (e.g. advertising locally).	-Planning; -Preconstruction; Construction, Operation Post construction	-EBRD PR2, PR10; -IFC PS and IFC General EHS Guidelines; -Albanian regulations; -Best Practice.	-Contracts with local companies; -€ spent on goods and services in Albania; -Percentage of unskilled labour within the country; -Recruiting local people; -Recruiting local people from vulnerable groups; Training programme implemented and trained companies/personnel and other local stakeholders;	-Contractor; -HSH -PIU
Indigenous People	PR 7: Indigenous People	Direct physical and economic damages	From the consultations with the seven affected municipalities, it results that there are no indigenous People within the fingerprint of the Project. Therefore, PR 7 (Indigenous People) is not applied.	n/a	PR 7	n/a	n/a
Cultural heritage	-PR8: Cultural Heritage	-Direct physical damages; -Noise, vibration and pollution; -Blockage of user access; -Visual effects.	-Cultural Heritage Management and Monitoring Plan- CHMP; -Guidelines in Employee Code of Conduct; -Avoidance of known archaeological sites/objects during construction activities; -Consultation with the relevant Albanian Institutions (ASA) and affected municipalities during the ESIA Scoping stage; -Conduct an intensive TCH and ICH archaeological survey prior to construction works; - Implementation of appropriate mitigation for any TCH and ICH. -Obtain permit from ASA, after conducting an archaeological survey carried out by a licensed expert; -A licensed archaeologist must be involved during construction works; -Develop and implement a chance find procedure and ensure all contractors and other relevant parties are trained in its use; -Restrictions on timing and location of project activities with reference to ICH; -Apply mitigation actions and measures related to noise and vibration, and pollution issues. Apply mitigations for any ICH impacts through community stakeholder engagement	-Design; -Preconstruction; -Construction; -Decommissioning and Reinstallation	-EBRD PR8; -IFC PS 8; -Albanian law on Cultural heritage;Best International Practice	Records of meetings and correspondence  Cultural heritage survey during design; -Percentage of avoidance of known cultural heritage resources; -Chance Finds procedure and Record Forms; -Percentage coverage within archaeological site protection checklist. -Percentage of response to relevant Grievances; -Percentage of delivery of Code of Conduct to project management and workforce; -Project activities restriction schedule; -Monitoring pollution, and noise and vibration; Close out of EISA CH Commitments -Noise protection barriers in front of cultural heritage sites	-Contractor; -HSH -MCT National Agency of Cultural Heritage
Infrastructure	-PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement; -PR1: Assessment and Management of Environmental and Social Risks and Impacts; -PR10: Information Disclosure and Stakeholder	-Disruption/Damage to infrastructure and utilities (power and telecommunication lines, gas pipelines, etc.); -Temporary loss of water flow by disruption to flooding channels and irrigation systems; -Temporary interruption of power and telecommunications services; etc.	-Community liaison; -Infrastructure and Utilities Management Plan; -Consultations with the affected service providers; -Documented agreements and collaboration with local authorities and utility companies; -Compensation to affected persons/companies/institutions; -Diversion to put in place; -Grievance mechanism; -Flooding control plan in agreement with local authorities; -Planned infrastructure crossings in cooperation with local communities; -Reinstatement of roads, irrigation and drainage system, power and telecommunication lines, water supply pipelines, etc.	-Design; -Construction; -After construction and following post-construction restoration work.	-EBRD PR1, PR4, PR5, PR10; -IFC PS and IFC General EHS Guidelines; -Albanian regulations; -International best practice.	-Population affected from disruption/damages to infrastructure; -Type of infrastructure that can be affected (electricity, water, etc.); -Duration of the temporary services interruption; -Standards of the infrastructure services after rehabilitation; -Number of accidents and other events. -Percentage of relevant grievances responded; -Meeting minutes, signed compensation agreements;	-Contractor; -HSH -PIU

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
	Engagement; -PR 4: Health, Safety and Security					-Monthly reviews of engagements with local communities; -Percentage of irrigation and drainage channels and local roads affected and rehabilitated.	
Traffic and Transport	-PR4: Health, Safety and Security; -PR10: Information Disclosure and Stakeholder Engagement	-Impacts on Safety of local communities, road users and others; -Road incidents; -Road infrastructure degradation; -Road user delay.	<p>-All construction activities would be assessed for traffic management requirements, in accordance with the national legislation on roads and transport. Only contractors licensed by the Albanian road competent authorities would undertake decommissioning traffic activities; Conduct a detailed traffic survey of the access roads to be used during construction. Specific focus, to assess any social risks along the selected transportation route;</p> <p>Assessment of buildings and houses during preconstruction surveys to present in the proximity of the roads and access roads to be performed before the starting of the works and continuous monitoring of the buildings conditions is required and included in the TMP.</p> <p>-Develop and implement Traffic Management Plan, that would, include:</p> <ul style="list-style-type: none"> <li>• Transport management planning;</li> <li>• Access road maintenance;</li> <li>• Vehicle management and maintenance; and</li> <li>• Community liaison and safety.</li> <li>• Restrictions on timing and location of project activities; and</li> <li>• Guidelines in Employee Code of Conduct.</li> </ul> <p>-The Traffic Management Plan should follow the Construction Material Management Plan.</p> <p>In case of using local roads for transportation, repair works will be made in collaboration with the local authorities; Temporary loss of, or access to, infrastructure or services should be avoided by providing alternative routes and roads, as necessary and to inform local communities of program and sequence of works;</p> <p>Engagement will be made with local authorities on the issue of traffic movement during construction phase. Plan transportation routes in consultation with Municipalities, road department and Police;</p> <p>Traffic control supervisors to be assigned with competence in traffic control principles and who will assume overall responsibility for the safety of the work zone setup.</p> <p>Temporary traffic control devices, such as signage, warning devices, paddles, and concrete barriers will be set up where required in a consistent manner throughout the work zone to provide passing motorists with advanced warning of upcoming work zones;</p> <p>Avoid the routes that crosses sensible receptors like schools or hospitals or limit traffic at these receptors during day hours;</p> <p>Avoid transport activities, particularly those involving heavy goods vehicles during peak hours (7:30-8:30 AM and 12:00-13:00 pm);</p> <p>Plan and implement awareness campaigns on risks related to the traffic increase, especially in the schools present in the area;</p>	-Design; -Preconstruction; -Construction;	-EBRD PR4, PR 10; -IFC PS4 and IFC General EHS Guidelines 3 & 4 requirements to ensure community safety and manage traffic; -Albanian regulations	-Letters, MoMs and register of all Communications; -Records showing application of notification periods for roads/railways damages and closures; -Register of dates and all notifications; -Number of days and kilometres of roads affected; -Record of repaired roads; Training records on traffic management Traffic incident/accident records -Audit compliance with speed limits; -Audit compliance with statutory vehicle limits; -Photos.	-Contractor; -HSH -PIU -Local authorities -Traffic Police

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			Frequent testing of drivers to eliminate drink driving, also check for use of seatbelts and identify speed limits that are monitored during the construction phase.				
Waste management	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR4: Health, Safety & Security	-Pollution from all types of waste	-Develop Waste Management Plan to guide management of all waste types to be generated during preconstruction and construction phase. It would include: Waste selection options; Recycling / reuse options; Waste transport; Disposal options; and Separation of hazardous waste; -The Project's Design has planned to reuse all the filling material of the existing railway body; Existing rail tracks, including wooden slippers to be collected and stored in authorized designated areas and managed based on GIP; Contaminated land identified along the existing railway track to be managed and disposed according to the national law requirements and GIP. Remedial action plan to be proposed and developed accordingly by the concerned parties; -Consultation with the affected municipalities on the reuse of the solid waste that will be not reused for construction purposes; -Consultation with the affected municipalities on the disposal of the solid waste that cannot be reused or recycled; -Pollution Prevention and Response Plan; -Watercourses crossing Plan.	-Design; -Preconstruction; -Construction	-EBRD PR3, PR4; -Albanian regulations GIP	-Number of pollution's accidents, type of polluting substances and sensitivity of the polluted environment; -Response to any eventual pollution and monitoring result; -Letters, MoMs and register of all Communications; -Photos.	-Contractor; -HSH
Health, Safety and Security	-PR2 Labour and Working Conditions; -PR4 Health, Safety & Security; -PR10: Information Disclosure and Stakeholder Engagement	-Site trespass and injuries; -Potential transmission of communicable diseases; -Disturbance from air pollution and noise and vibrations generation; -Pressure on Health Care Facilities; -Environmental changes	-Community Health and Safety Management Plan; -Occupational Health and Safety Management Plan; -Emergency Response Plan including local authorities and hospitals; -Manage air quality and noise as part of the Pollution Prevention and Response Plan; -Training on communicable diseases; -Guidelines and training on worker and community interactions; -Implement IFC/ EBRD guidelines regarding the construction and management of worker accommodation; -Agreements with local health centres/hospitals to provide emergency health care; -Primary health care and first aid at construction camp sites; -Install appropriate signage to alert of trespass risks; -Install temporary noise barriers in the densely inhabited areas Appoint a female CLO who will manage the possible cases related to GBVH; Mandatory and repeated training and awareness-raising for the workforce about refraining from unacceptable conduct toward local community members, specifically women; Provide training to workers on the HSH Code of Conduct and policies related to the GBVH; Provide training and regular communications to human resources and/or other relevant persons (employees, supervisors, managers, and contractors) on understanding sexual harassment in the workplace, and on how to respond to allegations of sexual harassment in the workplace; Provide training to community liaison officers and/or other relevant persons on how to respond to allegations of GBVH perpetrated by employees and contractors in affected communities; Implement a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace;	-Design; -Preconstruction; -Construction	-EBRD PR2, PR4, PR 10; -IFC PS and IFC General EHS Guidelines; -National regulations; -Best practice	-Monitoring and audits reports; -Complaints received from local communities and percentage of the addressed complaints; -Records from health care facilities; -Pre-employment screening records. -Health checks conducted for all workers; -Training records; -Reports on monitoring of medical facilities at worker accommodation and of health care and first aid services at camp sites; -Information disclosure material, meeting minutes from engagement community grievance trend monitoring and response performance.	-Contractor; -HSH
Workforce Social Issues - Workers Management	-PR2: Labour and Working Conditions; -PR10: Information Disclosure and Stakeholder Engagement.	-Workforce health and safety; -Worker rights; -Child labour, forced labour.	-Include requirements related to EBRD PR2 in all tender documents and contractors for technical service providers and contractors; -Evaluate contractor performance regarding respecting workers' rights. -Provide clear written contracts; -Worker Management Plan; -Health and Safety Management Plan; -PPE: regular training and monitoring.	-Before construction; -Construction	-EBRD PR2; -Albania labour law; -IFC PS and IFC General EHS Guidelines.	-H&S performance evaluations for contractors; -Contracts contain references to international guidance on worker accommodation;	-Contractor; -HSH -PIU

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<ul style="list-style-type: none"> <li>-H&amp;S monitoring and audits;</li> <li>-Install barriers to prevent accidents; stop work authority;</li> <li>-Human Resources Policy (include commitments to non-discrimination and forbidding forced and child labour);</li> <li>-Confirm contractor grievance procedure or provide employee grievance mechanism to non-employee workers;</li> <li>-No discrimination policy;</li> <li>-Manage working hours and adopt HR practices;</li> <li>-Worker grievance mechanism.</li> </ul> <p>Code of Conduct to be developed in compliance with the national legislation. Gender equality, positive discrimination and the sexual harassment issues and approach on gender sensitivity should be included.</p> <p>All workers to be trained in their native languages about the Code of Conduct;</p> <p>All workers to receive project orientation and cultural awareness training that covers sensitive social issues on the local communities;</p> <p>Grievance Mechanism to be developed and gender-based complaints and necessary measures to be taken accordingly.</p>			<ul style="list-style-type: none"> <li>-Supplier contracts to include information on possibility of assessments to verify compliance with core ILO standards;</li> <li>-Secured contractor contracts;</li> <li>-Supplier contracts to include explicit language on child and forced labour;</li> <li>-Total recordable incidents, lost time incidents, and other H&amp;S indicators;</li> <li>-Health checks parameters;</li> <li>-PPE: regular training and monitoring;</li> <li>-H&amp;S monitoring and audits;</li> <li>-Risk assessment on security technical service providers completed;</li> <li>-Worker grievance trends, workforce survey results;</li> <li>-Training records (compliance with assigned training);</li> <li>Grievance records- Number of genders-based grievances received quarterly</li> <li>Recruitment of women CLO</li> </ul>	
Accidental situations	-PR3: Resource Efficiency and Pollution Prevention and Control	-Potential risks from no routine events; -Impacts on water resources, soil, etc.	<ul style="list-style-type: none"> <li>-Emergency Response Plan;</li> <li>-General commitments – good construction practice:</li> <li>-Hierarchy of safety measures;</li> <li>-Eliminate: wherever possible, hazards are designed out;</li> <li>-Prevent: measures are taken to ensure that the hazard cannot be realized;</li> <li>-Detect: if a hazardous event occurs, the design ensures that it will rapidly be detected;</li> <li>-Control: measures will be in place to control a hazardous Event; and</li> <li>-Mitigate: suitable measures will be taken.</li> </ul>	-Design; -Preconstruction; -Construction;	-Guidelines on the requirements to ensure safety and manage non-routine events; Best practice; -National regulations.	<ul style="list-style-type: none"> <li>-Inspections to ensure adherence to the Emergency Response Plan;</li> <li>-Training records (compliance with assigned training);</li> <li>-H&amp;S monitoring and audits</li> </ul>	-Contractor; -HSH

Table 2.3\_Summary of mitigation measures during operation and maintenance

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Environmental and Social Appraisal and Management	-PR1: Assessment and Management of Environmental and Social Risks and Impacts	Implementation of the ESMP measures	<ul style="list-style-type: none"> <li>-Produce and implement an Environmental and Social Management Plan for the operational period;</li> <li>-HSH should regularly review the compliance with the requirements of the ESMS;</li> <li>-Appropriate environmental training of the operational staff;</li> <li>-HSH would implement a communication strategy - as laid out within the Stakeholder Engagement Plan (SEP);</li> <li>-HSH should liaise with the relevant local authorities and community to identify major events and to plan mitigation strategy.</li> </ul>	All phases of the project's development	-EBRD PR1; -Albanian regulations	<ul style="list-style-type: none"> <li>-Environmental and Social management organization setup;</li> <li>-Monitoring and audits reports;</li> <li>-Compliance with the requirements of the ESMS;</li> <li>-Meeting minutes from engagement and consultations.</li> </ul>	- -HSH/PIU MIE;

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Community Liaison	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR10: Information Disclosure and Stakeholder Engagement; -PR2: Labour and Working Conditions; -PR4: Health, Safety & Security	-Expectations for benefits; -Community Liaison; -Tensions within and between communities	-HSH would implement a communication strategy - as laid out within the Stakeholder Engagement Plan (SEP); -Grievance mechanism; -Managing community liaison personnel; -Review SEP and communication mechanisms annually.	-SEP before operation; -Annual SEP review during operation.	-EBRD PR1, PR2, PR4, PR10; -Albanian regulations; - IFC PS and IFC General EHS Guidelines.	-Finalization of SEP; -Monitoring and audits reports; -Percentage of response to relevant grievances; -Monitoring of grievance trends and response performance; -Annual Report on community liaison;	- HSH PIU  -
Air quality Climate changes	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR 4: Health, Safety and Security	-Expected positive impacts; -Agricultural land inundated;	-Avoidance of agricultural land inundation because of the: a-Improvement of the drainage system (drainage channels, culverts, conveyance capacity of bridges); - Successful re-vegetation after the construction phase;  -The future electrification of the railway line to avoid CO2 and other gaseous release from fuel combustion from locomotives.	Operation	-EBRD PR3, PR4; - Directive 2008/50/EC; -IFC (Environmental , Health and Safety Guidelines; -Albanian regulations	-Results of audits (application of mitigation measures); -Records of Grievances; -CO <sub>2</sub> eq data and compliance with EU and national limit values.	- -HSH
Noise and vibrations	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR 4: Health, Safety and Security - PR8 Cultural Heritage	-Expected positive impacts; -Potential annoyance of local residents in the vicinity of the railway line -Potential disturbance to fauna	-Community Liaison and Public Grievance Procedures; -Adopt design changes (if necessary) and implement measures to mitigate rolling noise and vibrations during the operational phase; -Noise reduced at source by installing appropriate rails, slippers, etc., and by proper maintenance of the railway superstructure elements; -Noise reduced at source by designing and built appropriate substructure elements (sub-ballast, sub-grade, etc.). -Good construction practice to prevent noise emission level that would cause nuisance, including (at a minimum): <ul style="list-style-type: none"> <li>• Specification during design phase should ensure that noise level generated at source are within the permitted standards;</li> <li>• Installation of noise barriers to reduce noise emission;</li> <li>• Investigate complaints about noise, including cumulative noise levels, and take appropriate action to reduce noise levels as needed.</li> <li>• Impacts of noise and vibration on ICH and TCH sites</li> </ul>	Design, Construction, Operation and maintenance	-EBRD PR3, PR4, PR8 ; -IFC (Environmental, Health and Safety Guidelines; -EU and Albanian noise standards; -Best practice	-Results of audits (application of mitigation measures); -Noise levels; -Compliance with applicable regulatory standards = Stakeholder engagement	- -HSH
Earthquakes	-PR1: Assessment and Management of Environmental and Social Risks and Impacts; -PR4: Health, Safety and Security	-Damages to railway infrastructure (bridges) and interruption of the rail traffic	-Community Health and Safety Management Plan; -Emergency Response Plan; -Community Liaison and Public Grievance Procedures;  The design has already taken into consideration the seismic features of the Project area; The construction of the bridges' foundations will take into consideration the geotechnical model of the soil and other local features.	-Design; -Construction; -Operation and maintenance	-EBRD PR1, PR4; -Eurocode 8	-Records verifying the application of Eurocode 8 provisions in the construction of the Project's components	-Designer; -Construction company; HSH Ministry of Health and Social Protection (MHSP) -MIE
Water resources and erosion and sedimentation	-PR3: Resource Efficiency and Pollution Prevention and Control; -PR1: Assessment and Management of Environmental and Social Risks and Impacts	-Accidental pollution of freshwater resources by railway accidents	-Pollution Prevention Plan, and monitoring its application; -Hazardous Materials Management Procedure; -Waste Management Plan and monitoring its application;  -Good operation practice to prevent water pollution, including (at a minimum): <ul style="list-style-type: none"> <li>• After construction: Restoration of river banks and river beds and monitoring of restoration works;</li> <li>• Regular maintenance of facilities to prevent engine oil and fuel leaks;</li> <li>• Provision of equipment for evacuation of leakages;</li> </ul>	-After construction; -Operation	-EBRD PR1, PR3; -Water Framework Directive (WFD); -EU Directive 78/659 on Water Quality to Support Fish Life; -EU Directive 76/160 on Quality of Bathing waters; -Albanian regulations	-Environmental Management training; -Results of audits (application of mitigation measures): <ul style="list-style-type: none"> <li>• Monitoring of Sub-contractor procedures;</li> <li>• Procedure and Pollution Prevention Plan.</li> </ul> -Records verifying the restoration and erosion control measures;	-HSH



Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			<ul style="list-style-type: none"> <li>Avoid trains' incidents, etc.</li> </ul>			<ul style="list-style-type: none"> <li>Reports on restoration works at each crossing;</li> <li>Comparison of before and after photos at river crossings.</li> </ul>	
Biological environment	-PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources; -PR3: Resource Efficiency and Pollution Prevention and Control	-Forested and shrubby area (km 132.5 to km 137.75): residual impacts on Habitat loss / degradation, direct species loss, disturbance /displacement	-Implementation of Biodiversity Management Plan for the forested and shrubby area (km 132.5 to km 137.75) -Monitoring of the reinstatement of all construction sites and temporary tracks used for construction. Restore vegetation cover with autochthon species	-At least 5 years after construction.	-EBRD PR 6: -Bern Convention; -Convention on the conservation of European wildlife and natural habitats; -IFC PS6; -EU Habitats Directive; -EU Birds Directive; -EU Natura 2000 - Albanian regulations	-Implementation of monitoring parameters similar to the construction phase. -Survey of biodiversity offset forest rehabilitation, key species and habitats, logging activity and protections status. This survey should be provided as part of the annual report of all BAP findings during operation; -Annual reporting of all BAP findings and targets / goals achieved will be made available externally;	HSH/ PIU Consultant -NEA& REA & RAPA
Landscape and visual issues	-PR1: Assessment and Management of Environmental and Social Risks and Impacts	-Impacts from new freight station of Lezhe, walls, railway line fencing and eventual noise barriers.	-Monitoring the implementation of the Landscape Management Plan;  -Good design, construction, and operation practice to reduce effects on landscape and visual issues, including (at a minimum): <ul style="list-style-type: none"> <li>Include visibility of the new freight station of Lezhe, railway line fencing and eventual noise barriers;</li> <li>Monitoring and maintenance of the reinstallation of the vegetation within the working strip across the degraded forest and shrubs from km 132.5 to km 137.75;</li> <li>Monitoring restrictions of working strip;</li> </ul>	-Design; -Preconstruction; -Construction; -Operation; -The post construction rehabilitation period could reach up to 10-15 years for the forests and shrubs.	-Best practice in Guidelines for Landscape and Visual Impact assessment	-Site monitoring reports provided by appropriate landscape/ecological site supervisor during construction period; -Presence of protective fencing to restrict the damage to vegetation within the working strip; -Establishment and growth of planting as part of the mitigation landscape design for the Lezhe 2 station and reinstallation of the vegetation within the working strip across the degraded forest and shrubs from km 132.5 to km 137.75.	-Designer; -Construction company; -MIE; -HSH; - NEA& REA & RAPA
Land Acquisition and Land Use	-PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement; -PR10: Information Disclosure and Stakeholder Engagement	-Permanent loss of land (roughly 7.5 ha) for the new Lezhe 2 station and service and connectivity roads; -Land use restriction	-Resettlement policies and procedures framework before construction works; -Livelihoods Restoration Plan identifying reliable cadastral data, identify landowners and secure land titles; -Compensation at replacement cost; -Grievance mechanism; Expected positive effects on land use restriction from the design of additional underpasses and agricultural underpasses	-Before operation	-EBRD PR5, PR10; -IFC PS and IFC General EHS Guidelines; -Albanian regulations	-Land Acquisition and Livelihoods Restoration Plan; -Meeting minutes from consultations; -Signed compensation agreements monitoring; -Any eventual complaints on the added new underpasses	-MIE; -HSH
Economy and Employment	-PR2: Labour and Working Conditions; -PR10: Information Disclosure and Stakeholder Engagement	-Permanent employment; -Permanent and economic impact in national and local level	-Optimize economic impacts	Before and during operation	-EBRD PR2, PR10; -IFC PS and IFC General EHS Guidelines; -International best practice	-Employment strategy, information materials on job postings; -Statistics on Durres port activity; -Statistics on Trade with neighbouring countries and further on.	-HSH MIE; -Central government
Cultural heritage	-PR 8: Cultural Heritage	-No negative effect is expected	-Cultural Heritage Management and Monitoring Plan – chance find procedure during construction stage; -Guidelines in Employee Code of Conduct; and -Restrictions on timing and location of project activities close to cultural heritage sites/monuments and ICH.	-Design; -Preconstruction; -Construction; -Operation	-EBRD PR 8; -Albanian regulations; -IFC PS 8.	-Project activity restrictions schedule; -Presentations, disclosure documents, MoMs; -Percentage of response to relevant grievances	-Designer; HSH -Construction company; -ASA; -MIE; -Albanian Railways

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
Infrastructure	-PR10: Information Disclosure and Stakeholder Engagement; -PR 4: Health, Safety and Security; -PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Benefits to local settlements due to infrastructure and service improvements	-Infrastructure Management Plan; -Grievance mechanism; -Monitoring of grievance trends and response performance.  Adequate strengthening of the local electrical grid to support the electrification of railway and avoid any reduction in the availability of the communities/businesses to electricity in the area.	-After construction and following post construction restoration work.	-EBRD PR4, PR5, PR10; -IFC PS and IFC General EHS Guidelines; -International best practice	-Infrastructure improvement plan; signed agreements with authorities; -Percentage of relevant grievances responded.	HSH Local authorities MIE
Waste management	-PR3: Resource Efficiency and Pollution Prevention and Control	Impact on health, soils, water resources, and, biodiversity	-Waste generation during operation is limited to leakage of oils, fuels, and greases that can be accidentally released by the locomotives. -Mitigation measures are similar to the construction phase.	-Operation;	-EBRD PR3; -Waste Framework Directive; -Albanian regulations	Similar to the construction phase	; -HSH
Health, Safety and Security	-PR4: Health, Safety and Security; -PR10: Information Disclosure and Stakeholder Engagement	Railway incidents and accidents	-Community Health and Safety Management Plan; -Emergency Response Plan including local authorities and hospitals; -Community grievance mechanism and education program on safety; -Guidelines and training on worker and community interactions; -Primary health care and first aid at railways stations; -Maintenance of the railway line fencing, noise barriers; -Application of relevant standards on the railway line operation.  Adequate electrification of railway to be done in order to avoid lack of electricity in the area.	-Before operation; -Periodically during operation.	-EBRD PR4, PR 10; -IFC PS and IFC General EHS Guidelines; -International best practice; -ILO Conventions; -Albanian regulations	-Statistics on railways incidents and accidents published yearly by MIE; -Monitoring and audits reports; -Monitoring to ensure accessibility / awareness of grievance submittal process, monitoring grievance trends, response performance; -Security arrangement disclosed in ongoing reporting.	HSH- MIE; -
Workforce Social Issues -Workers Management	PR2: Labour and Working Conditions	-Worker health and safety; -Worker rights; -Child labour, Forced labour	- Labour and Working Conditions Management Plan; - Occupational Health and Safety Management Plan; -H&S monitoring and audits; -Include requirements related to EBRD PR2 in all tender documents and contractors for technical service providers and contractors. Include in contracts for worker accommodation the requirement to follow international guidance; -Provide clear written contracts; -Socioeconomic compliance monitoring, including review of compliance with laws against forced and child labour; and -Worker grievance mechanism.	Before and during operation	-Albania labour law; -EBRD PR2; -IFC PS and IFC General EHS Guidelines; -ILO Conventions; -Albanian regulations	Similar to the construction period	- HSH MIE; -
Gender Based Violence	PR1 Assessment and Management of Environmental and Social Risks and Impacts  PR2: Labour and Working Conditions	Potential gender-based violence within workforce	Code of Conduct to be developed in compliance with the national legislation. Gender equality, positive discrimination and the sexual harassment issues and approach on gender sensitivity should be included.  All workers to be trained in their native languages about the Code of Conduct;  All workers to receive project orientation and cultural awareness training that covers sensitive social issues on the local communities;  Grievance Mechanism to be developed and gender-based complaints and necessary measures to be taken accordingly.	Preconstruction; -Construction; Operation	EBRD guidance Best practice; -National regulations	Training Records on Code of Conduct - Employees attended the Code of Conduct Training and the Cultural Awareness Training;  Grievance records- Number of genders-based grievances received quarterly  Recruitment of women CLO	Contractor Supervising Engineer - HSH/PIU
Accidental situations	-PR4: Health, Safety and Security; -PR3: Resource Efficiency and Pollution Prevention and Control	-Potential risks from no routine events; -Impacts on water resources, soil, etc.	-Emergency Response Plan; -General commitments – good construction practice: -Hierarchy of safety measures; -Eliminate: wherever possible, hazards are designed out; -Prevent: measures are taken to ensure that the hazard cannot be realized; -Detect: if a hazardous event occurs, the design ensures that it will rapidly be detected;	-Design; -Preconstruction; -Construction; Operation	-Guidelines on the requirements to ensure safety and manage non-routine events; Best practice; -National regulations.	-Statistics on railways incidents and accidents published yearly by MIE; -Inspections to ensure adherence to the Emergency Response Plan; -Training records (compliance with assigned training);	-Designer; -Contractor; Supervising Engineer - -HSH /PIU

Indicator	EBRD's PR reference	Issue/risk	Mitigation actions/measures	Implementation phase	Requirements	Key performance indicator	Responsibility
			-Control: measures will be in place to control a hazardous Event; and -Mitigate: suitable measures will be undertaken.			-H&S monitoring and audits	MIE;

Table 2.4\_Monitoring activities during pre-construction and construction stages

Indicator	Requirements	Monitoring Task	Monitoring Parameter	Timing
Community Liaison	-EBRD PR10: Information Disclosure and Stakeholder Engagement; -EBRD PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	-Social investment figures; -Maintenance of grievance mechanism	-€ spent on investment; -Percentage achieved of investment plan and on livelihood restoration; -Percentage of relevant Grievances responded and addressed	Monthly
Air Quality	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Air Quality Directive 2008/50/EC; -Law 162/2014 "On environmental air quality protection" -DCM 352/2015 "On assessment of environmental air quality and the requirements related to some pollutants"	-Monitor local air quality; -Maintenance of grievance mechanism	-Monitoring and audits reports; -Records on dust suppression measures; -Records of responded and addressed grievances.	Visual daily monitoring; -Monthly record of grievances
Noise and vibrations	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Environmental Noise Directive 2002/49/EC -Law 9774/2007 "On the assessment and management of environmental noise"; -MoE ordinance 1037/1, date 12.4.2011 " On the assessment and management of environmental noise"; -German Standards on vibrations (there are no national or EU standards on vibrations)	-Potential annoyance of local residents near the railway line; -Potential disturbance of fauna; -Maintenance of noise barriers; -Maintenance of trains' wheels and rails	-Best practice HSE clauses in construction contract to include provision of noise and vibration reduction measures; -Monitoring and audits reports; -Records of grievance mechanism. Impacts and mitigations for TCH and ICH	-Daily monitoring; -Monthly record of grievances
Erosion and sedimentation	-EBRD PR1: Assessment and Management of Environmental and Social Risks and Impacts	-Monitor erosion at the crossing of the rivers and streambeds; -Identification and reporting of erosive events	-Results of audits (application of mitigation measures) effectuated by MIE, MoTE and REAs; -Comparison of before and after photos at rivers crossings; -Number of erosive events caused by the project activities; -Percentage of project related erosive events detected and corrected	-Before and during construction works; and -After restoration works
Soil	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -EBRD PR1: Assessment and Management of Environmental and Social Risks and Impacts; -National regulations; -FAO: Land capability classification; -International best practice.	Monitor the soil handling measures	-Volume of removed topsoil of high agricultural quality; -Verification of replacement procedures and restoration results	Weekly
		Visual inspection of soil disturbance and pollution	Number of times where construction engines have been identified outside of the designated areas (working strip, access roads, etc.); -Number of times where fuels by construction engines have polluted the soil.	Daily
		Sample and analyse specific areas where polluted soil has been identified	TPH in soil	Prior to construction works
Water resources	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; - EBRD PR1: Assessment and Management of Environmental and Social Risks and Impacts;	Monitoring receiving water quality at construction camps (if discharging to surface or groundwater)	Dissolved oxygen pH Turbidity/suspended solids Oil and grease Coliforms	Monthly



Indicator	Requirements	Monitoring Task	Monitoring Parameter	Timing
	<ul style="list-style-type: none"> <li>-Water Framework Directive (WFD);</li> <li>-EU Directive 78/659 on Water Quality to Support Fish Life;</li> <li>-EU Directive 76/160 on Quality of Bathing waters;</li> <li>-Water Framework Directive 2006/118 / EU "On the protection of groundwater against pollution and deterioration";</li> <li>-Water Framework Directive 2006/44 "On the quality of freshwater that need protection for supporting fish life";</li> <li>-Law 111/2012 "On Integrated Water Resources Management";</li> <li>-DCM 379/2016 "On the approval of the regulations on drinking water quality";</li> <li>-DCM 267/2014 "On approval of the list of priority substances in water environment"</li> <li>-DCM 246/2014 "On the definition of environmental quality norms for surface water"</li> </ul>	Water quality at rivers and streams crossings	Turbidity/suspended solids, Oil and grease, pH, Dissolved Oxygen	<ul style="list-style-type: none"> <li>-Prior to construction works</li> <li>-One week after crossing</li> </ul>
		Water consumption	Volumes of water used: construction camps; concrete production; dust suppression; etc.	Continuous
		Riverbeds and riverbanks restoration at crossings	<ul style="list-style-type: none"> <li>-Channel habitat distribution and coverage;</li> <li>-Photographs comparing before and after crossings.</li> </ul>	<ul style="list-style-type: none"> <li>-Before crossing;</li> <li>and -After restoration works</li> </ul>
Terrestrial ecology	<ul style="list-style-type: none"> <li>-EBRD PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources;</li> <li>-EBRD PR3: Resource Efficiency and Pollution Prevention and Control;</li> <li>-Convention on the conservation of European wildlife and natural habitats;</li> <li>-EU Habitats Directive;</li> <li>-Law 9587/2006 "On Biodiversity Protection";</li> <li>-Law 81/2017 "On Protected Areas";</li> <li>-Law 1006/2008: "On the protection of wild fauna";</li> <li>-Law 10120/2009, "On Protection of the Medicinal Plants"</li> </ul>	Site inspection and audit of all Biodiversity Action Plan targets, activities, and results.	<ul style="list-style-type: none"> <li>-Records verifying the implementation of mitigation measures;</li> <li>-Percentage of restoration within the forested and shrubby area in the section from km 132.5 to km 135.75;</li> <li>-Conclusions of the audits effectuated by REA and MoTE</li> </ul>	<ul style="list-style-type: none"> <li>-Weekly and Daily before, during, and after construction</li> </ul>
Landscape and visual Effects	<ul style="list-style-type: none"> <li>-EBRD PR1: Assessment and Management of Environmental and Social Risks and Impacts;</li> <li>-EBRD PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources.</li> <li>-Best practice in Guidelines for Landscape and Visual Impact Assessment.</li> </ul>	Project area monitoring provided by appropriate landscape/ecological site supervisor during reinstatement;	<ul style="list-style-type: none"> <li>-Records verifying implementation of restoration measures;</li> <li>-Presence of protective fencing to protect vegetation</li> </ul>	Weekly
Land acquisition and Land use	<ul style="list-style-type: none"> <li>-EBRD PR10: Information Disclosure and Stakeholder Engagement;</li> <li>-PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement;</li> <li>-Law 8561/1999 "On Expropriations and Temporary Takings of the Private Property for Public Interest", as amended in 2016, and 4 DCMs define the procedures for expropriation of immovable property.</li> </ul>	<ul style="list-style-type: none"> <li>Monitoring signed agreements for compensations;</li> <li>-Maintenance of grievance mechanism</li> </ul>	<ul style="list-style-type: none"> <li>Number of land owners affected with signed compensation agreements;</li> <li>-Percentage of relevant Grievances responded and addressed</li> </ul>	Monthly
Economy and Employment	<ul style="list-style-type: none"> <li>-EBRD PR10: Information Disclosure and Stakeholder Engagement;</li> <li>-IFC PS and IFC General EHS Guidelines;</li> <li>-Albanian Law;</li> <li>-Best Practice.</li> </ul>	<ul style="list-style-type: none"> <li>-Temporary employment and economic impact in local level;</li> <li>-Monitoring employment of the vulnerable groups</li> </ul>	<ul style="list-style-type: none"> <li>-Number of contracts with local companies, and amount (in Euro) of each contract</li> </ul>	<ul style="list-style-type: none"> <li>-Prior to construction; and</li> <li>-Eventually during construction</li> </ul>
			<ul style="list-style-type: none"> <li>-Euro spent on Albanian goods and services</li> <li>Percentage of unskilled labour from within the country</li> <li>Percentage of contractors trained on socioeconomic policies</li> <li>-Euro spent on goods and services in Albania;</li> <li>-Percentage of unskilled labour within the country;</li> <li>-Number of local people recruited;</li> <li>-Number of local people from vulnerable groups recruited</li> </ul>	Monthly
Cultural heritage	<ul style="list-style-type: none"> <li>-EBRD PR8: Cultural Heritage</li> <li>-IFC PS 8;</li> <li>-Albanian law on Cultural heritage</li> </ul>	<ul style="list-style-type: none"> <li>-Implementation of CHMP and Chance find procedure</li> <li>-Monitoring of all ground-breaking construction activities</li> <li>- Implementation of any required protection measures</li> <li>Monitoring of mitigation activities;</li> <li>-Maintenance of grievance mechanism</li> </ul>	<ul style="list-style-type: none"> <li>-Completion of required reporting, including: Daily logs of archaeological monitoring; and Chance Finds Records, compliance with EISA CH Commitments</li> </ul>	<ul style="list-style-type: none"> <li>Daily &amp; Weekly CF reports as per Find</li> </ul>
			<ul style="list-style-type: none"> <li>-Percentage of avoidance of cultural heritage resources, where applicable;</li> <li>-Percentage coverage within archaeological site protection checklist;</li> <li>-Percentage of relevant Grievances responded and addressed;</li> <li>-Percentage of delivery of Code of Conduct to project management and workforce;</li> </ul>	Monthly

Indicator	Requirements	Monitoring Task	Monitoring Parameter	Timing
Infrastructure	-EBRD PR10: Information Disclosure and Stakeholder Engagement; -IFC PS and IFC General EHS Guidelines; -Albanian regulations; -International best practice.	-Signed agreements with authorities and public companies; -Maintenance of grievance mechanism	-Number of entities having a signed agreement; -Percentage of response to relevant Grievances;	Monthly
Traffic and Transport	-EBRD PR10: Information Disclosure and Stakeholder Engagement	-Potential impacts related to traffic; -Traffic related parameters; -Maintenance of grievance mechanism	-Records showing application of notification periods for roads damages and closures; -Register of dates and all notifications; -Number of days and kilometres of roads affected; -Record of repaired roads	Monthly
Waste management	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -Law 10463/2011, "On integrated waste management", as amended; -DCM 687/2015 "On adopting rules for keeping, updating and publishing data on differentiation of waste collection at source	Visual inspection of eventual pollution from all types of waste	-Number of times where waste has polluted the environment; -Conclusions of the audits effectuated by the local government and the related state agencies	Daily
Community Health and Safety and security	-EBRD PR4: Health, Safety and Security; -IFC PS and IFC General EHS Guidelines; -Best practice; -DCM 564/2013: "On the approval of the rules on Minimum Safety and Health Requirements at the Workplace"; -Law 5/2014: "On safety and health in construction"	-Local Communities and Workers health; -Application of training; -Medical facilities and first aid equipment at camp sites	-Reports on monitoring of medical facilities at locals and workers accommodation and of health care and first aid services at camp sites; -Health checks conducted for all workers every 6 months; -Training records on medical facilities and first aid equipment conditions;	Monthly
Working conditions and Workers Management	-EBRD PR2: Labour and Working Conditions; -EBRD PR 4: Health, Safety and Security; -DCM 564/2013: On the approval of the rules "On Minimum Safety and Health Requirements at the Workplace"; -Law 10237/2010: "On occupational safety and health", as amended	-H&S performance evaluations for subcontractors; -PPE monitoring; -H&S monitoring and audits.	-Total recordable incidents; -Lost time incidents and other H&S indicators; -Records on Health checks parameters; -Records on the conditions of PPE. -Number of times when compliance with core ILO standards has been breached.	Weekly H&S audits
		-Workforce surveys; -Maintain grievance mechanism; -Maintain training records.	-Workforce surveys results; -Community and workers grievance trends; -Records on number of times where Code of Conduct has been breached; -Compliance with assigned training	Monthly
Accidental situations	-Guidelines on the requirements to ensure safety and manage non-routine events; -Best practice; -National regulations.	Monitor risks from non-routine events	-Record of number of accidents; -Records on number of times where Adherence to the Emergency Response Plan has been breached;	Daily

Table 2.5\_Monitoring activities during operation and maintenance stages

Indicator	Requirements	Monitoring Task	Monitoring Parameter	Timing
Air Quality Climate change	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Directive 2008/50/EC; -DCM 352/2015; -Law 162/2014	Air emissions monitoring at the stations, mostly at the freight stations Annually, quantify GHG emissions in accordance with EBRD Methodology for Assessment of Greenhouse Gas Emissions;	As required by DCM 352/2015	As appropriate
Noise and vibrations	-EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -IFC Guidelines (Environmental, Health and Safety Guidelines); -Ministry of Environment Ordinance 1037/1, dated 12.4.2011; -Law 9774/2007	Noise monitoring across the cities of Lezhe and Shkoder at the beginning of the operation stage and prior to construction of eventual noise barriers, as well as after the installation of the noise barriers	Day and night time noise levels	As appropriate
Erosion and sedimentation	-EBRD PR1: Assessment and Management of Environmental and Social Risks and Impacts; -National regulations; -Best Practice	-Monitor erosion on the riverbeds and streambeds; -Identification and reporting of erosive events; -Riverbeds and riverbanks restoration at crossings.	-Comparison of before and after photos at rivers and streams crossings; -Number of erosive events caused by the project activities; -Percentage of project related erosive events detected and corrected; -Photographs comparing before and after crossings.	After restoration works
Terrestrial ecology	-EBRD PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources; -EBRD PR3: Resource Efficiency and Pollution Prevention and Control; -Convention on the conservation of European wildlife and natural habitats; EU Habitats Directive; -Law 9587/2006 "On Biodiversity Protection"; -Law 81/2017 "On Protected Areas"	Verification of the results of the Biodiversity Action Plan targets, and results.	-Records verifying the implementation of mitigation measures; -Percentage of restoration within the forested and shrubby area in the section from km 132.5 to km 135.75; -Conclusions of the audits effectuated by REA and MoTE	Every 6 months, for a period of 10 years
Landscape and visual Effects	-EBRD PR1: Assessment and Management of Environmental 18 and Social Risks and Impacts; -EBRD PR6: Biodiversity Conservation and Sustainable Management of Living Natural Resources. -Best practice in Guidelines for Landscape and Visual Impact Assessment.	Project area monitoring provided by appropriate landscape/ecological site supervisor during reinstatement;	-Records verifying implementation of restoration measures; -Presence of protective fencing to protect vegetation	Annual
Workers Health	-EBRD PR4: Health, Safety and Security; -IFC PS and IFC General EHS Guidelines; -National regulations; -Best practice	-Workers health; -Application of training; -First aid equipment at the main stations	-Reports on monitoring of medical facilities at the first aid services at the main stations; -Health checks conducted for all workers every 6 months; -Training records on first aid equipment conditions;	Monthly
Accidental situations	-Guidelines on the requirements to ensure safety and manage non routine events; -Best practice; -National regulations.	Monitor risks from non-routine events (trains incidents and railway line and stations accidents)	-Record of number of accidents; -Records on number of times where Adherence to the Emergency Response Plan has been breached;	Continuous