

KOSOVO REGIONAL AND LOCAL ROADS ENVIRONMENTAL AND SOCIAL ASSESSMENT

Non-Technical Summary



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Project:	Kosovo Regional and Local Roads – Environmental and Social Assessment
Report:	Non-technical Summary
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1 INTRODUCTION

The European Bank for Reconstruction and Development (EBRD) is providing financing to the Government of Kosovo in support of national road improvement works within the “Kosovo – Regional and Local Roads Project” (the Project). Specifically, the proposed Project involves **the widening to four lanes** the entry/exit roads in the municipalities of Gjilan, Ferizaj, and Prizren and **reconstruction** of base and sub-base layers within the existing road alignment of the National Road M 25-3 section Klllokot - Gjilan.

The Project is categorised “B” in accordance with the EBRD Environmental and Social Policy (ESP) (2014) and required an Environmental and Social (E&S) Assessment of the Project to be carried out against EBRD Performance Requirements¹.

This Non-Technical Summary (NTS) provides a summary of the Project settings in terms of environmental and social baseline conditions, environmental and social impacts and recommended mitigation and enhancement measures in order to meet the EBRD Environmental and Social Policy and associated Performance Requirements (PRs) (2014). An Environmental and Social Action Plan (ESAP) has been developed to structure the Project in line with EBRD PRs. The ESAP includes key actions which the Ministry of Infrastructure (the Ministry) as the Project implementation agency, and Contractors employed on its behalf should undertake during all phases of the Project implementation to ensure that the EBRD PRs, national and EU legislation are met.

2 PROJECT DESCRIPTION

The proposed Project involves **the widening to four lanes** the entry/exit roads in the municipalities of Gjilan, , Ferizaj, and Prizren and the **reconstruction** of National Road M 25-3 section Klllokot - Gjilan. Table 1 provides an overview of the envisaged works for each road section considered under this Project, as shown in Figure 1

¹ Available in English, Albanian and Serbian at: <http://www.ebrd.com/news/publications/policies/environmental-and-social-policy-esp.html>

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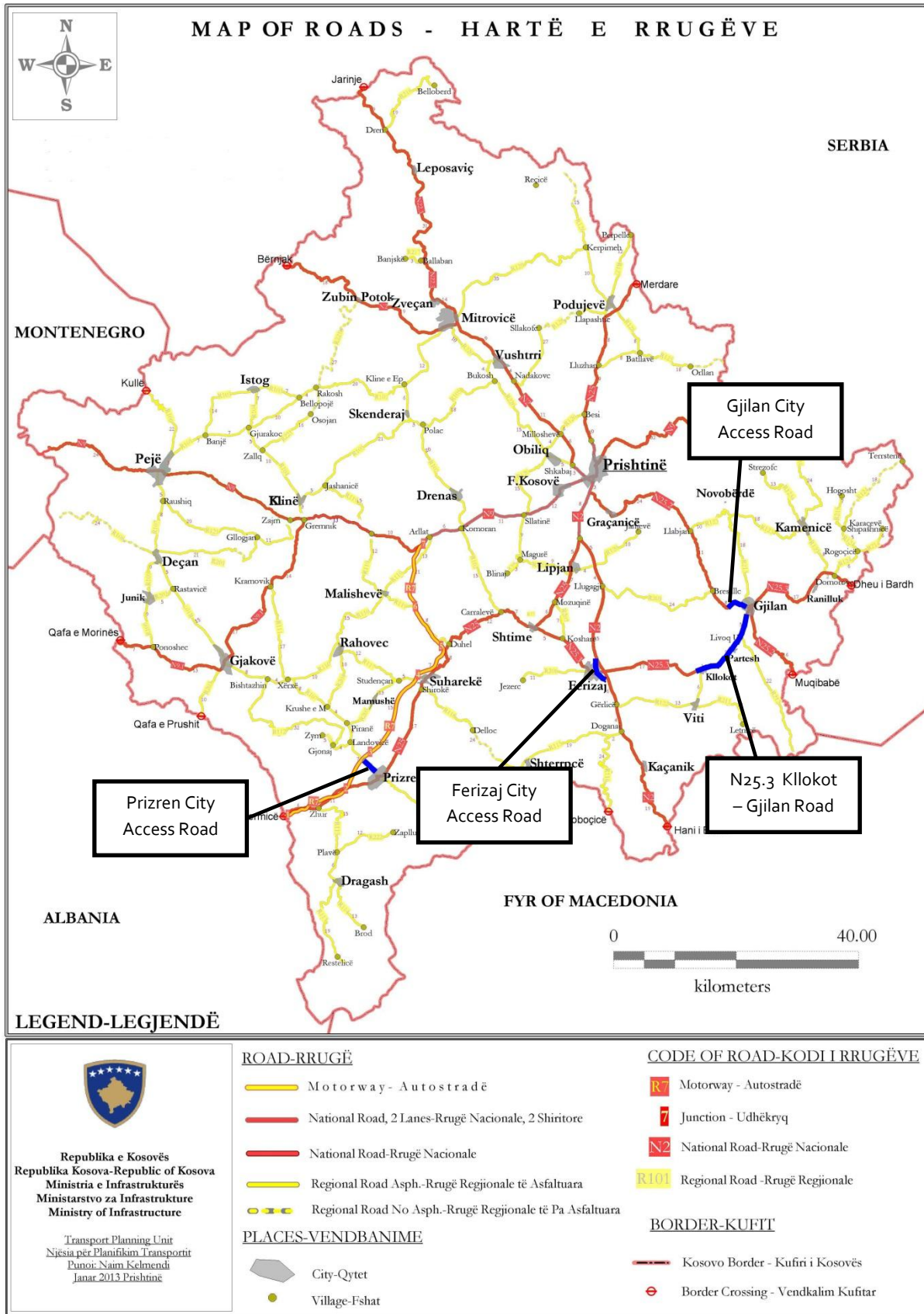





Figure 1: Project Sections (Source: Ministry of Infrastructure)

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Table 1: Description of Proposed Widening Projects for Access Roads

Road section	Rationale of the Project
M25-2 section Gjilan access road	<p>Summary of route: Length of the access road will be 2,800 m and will include two roundabouts and the following infrastructure: electricity, sewer system, runoff drainage system, traffic signs.</p> <p>Carriageway and pavement design: Double carriageway double lane road. The road width is 24.5 m (2 lanes for each direction - total 4 lanes x 3.75 m, divided by a 1.5 m wide island). Both sides have planned emergency lanes each 2.5 m wide (2 x 2.5 m) and pedestrian sidewalks (2 x 1.5 m).</p>
	 <p><i>M25-2 section Gjilan access road widening</i></p> <p>Figure 2: 3.2 km Access Road, Municipality of Gjilan, Segment of the National Road M 25-2 (Source: Google Maps)</p>
M2 section Ferizaj access road	<p>Summary of route: Length: 5,600 m, four lanes, 2 roundabouts, 1 bridge – length 10m, including the following infrastructure: electricity, sewer system, runoff drainage system, traffic signs.</p> <p>Carriageway and pavement design: Double carriageway double lane road with 2 lanes 3.5m wide and 2 road lanes are one directional and 3m wide. These lanes are divided by a green belt. Pedestrian paths are planned on both sides of the road with a width of 2m with green belts in between (In total 5x1.2m green belts). Four underpasses for pedestrians at four crossroads are also planned.</p>
	 <p><i>M2 section Ferizaj access road widening</i></p> <p>Figure 3: 5.6 km Access Road, Municipality of Ferizaj, Segment of the National Road M2 (Source: Google Maps)</p>
R107 section Prizren access road	<p>Summary of route:</p> <p>LOT 1: Length of the road 1,190 m including complete infrastructure: system for water drainage, traffic signing, water supply system, sewer system, telephone and energy network and public lightning.</p> <p>LOT 2: Length of the road 1,502 m with one roundabout, including the following infrastructure: system for water drainage, water supply, telephone and energy network and public lightning.</p> <p>Carriageway and pavement design:</p> <p>LOT 1: Double carriageway double lane road. The road width</p>
	 <p><i>R107 section Prizren access road widening</i></p> <p>Figure 4: 3.8 km Access Road, Municipality of Prizren, Segment of the Regional Road R 107 (Source: Google Maps)</p>

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Road section	Rationale of the Project	
	is 3 m per lane LOT 2: Double carriageway double lane road. The road width is 3.5 m per lane	
National Road M 25-3 section Klllokot - Gjilan	<p>Summary of route: Length of road is 12 km between Klllokot and Gjilan.</p> <p>Carriageway and pavement design: Reconstruction of single carriageway dual lane road base and sub-base layers within the existing alignment 7 m wide, with 1 m wide shoulders and 1.5 m wide open drains</p>	

Figure 5: 12 km National Road M 25-3 section Klllokot- Gjilan, (Source: Google Maps)

3 BACKGROUND

3.1 Rationale of the Project

The Project sections are considered priority projects under the *Multimodal Transport Strategy* (2012-2021) and *Action Plan* (2012-2016) of Kosovo. National Road M2 and National Road M25 correspond to Route 6 of South-east Europe Transport Observatory (SEETO) Core Road Network², and roads M25-2 and M 25-3 are a branch of these main links.

Table 2: Rationale of the Project for Road Sections which Will Undergo to the Construction Works

Road section	Rationale of the Project
M25-2 section Giljan access road	This section is the main entrance road to the Municipality of Gjilan from the direction of the country capital, Pristina and the fastest connection to the A1 motorway in Republic of Serbia.
M2 section Ferizaj access road	This section is to be a transit road for the future Pristina – Skopje motorway R6, currently under construction. It is the fastest connection from the direction of Pristina to Skopje in Macedonia.

² According to the *Memorandum of Understanding for the Development of the South East Europe Core Regional Transport Network* signed in June 2004 by the Participants: Albania, Bosnia and Herzegovina, Croatia, FYR of Macedonia, Montenegro, Serbia and Kosovo (under UNSCR 1244/99), the Core Network is a multimodal network which includes road, rail and inland waterway links in the seven Participants, together with a number of designated seaport, river port and airport nodes.

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Road section	Rationale of the Project
R107 section Prizren access road	This section is a significant access road to Prizren Municipality from the direction of Gjakove. According to, the <i>Multimodal Transport Strategy (2012-2021)</i> and <i>Action Plan (2012-2016)</i> of Kosovo, this regional road acts as an important link between the main cities in Kosovo.
National Road M 25-3 section Klokot - Gjilan	This section is a significant transit road between the settlement of Klokot and Livoçi i Poshtëm just outside the urban area of Gjilan Municipality, with commercial activities along the route including water bottling factories and spa centres. It is also a transit road between the municipalities of Ferizaj and Gjilan.

3.2 Legal aspects and compliance with relevant environmental and social laws

Implementation of this Project requires compliance with relevant national environmental and social laws applicable in Republic of Kosovo. EIA Directive³ is implemented into national legislation by the *Law No. 03/L-214 on Environmental Impact Assessment*, according to which an Environmental Consent is required for every public or private project listed in Annex I or Annex II of this Law, which is likely to have significant effects on the environment by virtue, *inter alia*, of its nature, size or location. All projects listed in Annex I are required to undergo an EIA, whereas Projects listed in Annex II are examined on a case by case and in accordance with the criteria set out in Annex III, in order to determine whether they are required to undergo EIA. Projects listed in Annex I and Annex II of the Law cannot obtain a Construction Permit or any other permit until they have been issued an Environmental Consent by the Ministry of Environment and Spatial Planning.

According to the *Law No. 04/L-110 on Construction* which regulates the issuance of construction permits, construction works such as repair – renovation, reparation, and rehabilitation-improvement do not require obtainment of Construction Permit. All construction works that require a Construction Permit also need an Occupancy Certificate before use.

Land acquisition will be carried out in accordance with the *Law on Expropriation of Immovable Property No. 03/L-139*⁴ which sets out rules and conditions under which the Government or a Municipality may expropriate a person's ownership or other rights in or to immovable property, the amount and payment of compensation and other provisions governing ancillary matters related to such an expropriation or seizure.

Table 3 lists the legislative requirements for environmental permitting under the *Law No. 03/L-214 on Environmental Impact Assessment* for each Project section. The Ministry of Infrastructure is the implementing agency responsible for ensuring the EIA process is carried out for all the Project sections in line with the legal requirements, and the Ministry of Spatial Planning and Environmental Protection is the screening authority for road sections that fall under Annex II of this Law. Environmental Consents have not been issued yet for the road sections under this Project at the time of publishing of this report.

Table 3: Environmental Impact Assessment Requirements for the Project According to National Legislation

Road section	Mandatory EIA required (projects under Annex I)	Screening to determine whether EIA is necessary (projects under Annex II)	Permitting authority	Comment
M25-2 section Giljan access road 3.1km length		X	To be determined upon screening process.	If the EIA is not required, Municipality of Gjilan

³Directive 2011/92/EU of the European Parliament and the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (as amended by Directive 2014/52/EU)

⁴ Adopted in 2009, and amended by the *Law on Expropriation of Immovable Property No. 03/L-205*

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Road section	Mandatory EIA required (projects under Annex I)	Screening to determine whether EIA is necessary (projects under Annex II)	Permitting authority	Comment
construction				has to initiate the procedure for issuing an Environmental Municipal Consent
M2 section Ferizaj access road 5.6 km length construction	X		Ministry of Spatial Planning	
R107 section Prizren access road 2.5 km length construction		X	To be determined upon screening process.	If the EIA is not required, Municipality of Prizren has to initiate the procedure for issuing an Environmental Municipal Consent
National Road M 25-3 section Kllokot – Gjilan 12 km length reconstruction	-	-	-	No permit required

According to national physical planning and construction legislation the Urban Permit, Construction Permit and Occupancy Certificate are necessary and have to be issued by the Ministry of Environment and Spatial Planning for the construction works under this Project, upon the issuance of Environmental Consents.

Design documentation for construction works under this Project is required as a prerequisite for the obtainment of Construction Permits. Design documentation has already been developed for all sections by authorised companies upon public procurements of each of the Municipalities. The Ministry of Infrastructure will carry out an internal revision of the design documentation received by the Municipalities and will prepare public procurement tender for construction works which will contain the Environment and Social Action Plan (ESAP) developed under this Project.

For the reconstruction of the National Road M 25-3 section Kllokot – Gjilan, no design documentation is foreseen by the Ministry. Instead, a Bill of Quantities is to be developed by the Ministry's engineers, outlining the necessary works and associated costs.

During the preparatory phase for the Project, the Kosovo Ministry of Infrastructure initiated consultations with the Municipalities involved in the Project (the Municipalities of Ferizaj, Gjilan, Prizren and Suhareka) to determine the priority actions for the widening/construction of the access roads. During the last ten years, the involved Municipalities have undertaken actions to identify the relevant stakeholder groups and provide information within the Project area on a continuous basis, through various forms of formal and informal meetings between Municipal Mayors and local communities, as well as public meetings for the purpose of discussing various issues of significance to local communities, as it was recognized that the Project will contribute to enabling better living conditions for local communities.

Public hearings with local communities were held during the process of adoption of the Municipal Development Plans, Urban Development Plans and Urban Regulatory Plans in the Municipalities of Ferizaj,

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Gjilan and Prizren, in line with the requirements of spatial planning legislation in Kosovo⁵. A Stakeholder Engagement Plan (SEP) has been developed in the framework of the Project in accordance with EBRD PR10 requirements.

Table 4 provides an overview of the planning documents developed in each of the municipalities that include Project areas:

Table 4: Planning Documentation developed for the Project Areas

Road section	Planning documentation developed for Project area
M25-2 section Giljan access road	<ul style="list-style-type: none"> • Municipal Development Plan of Gjilan (2008) • Urban Development Plan of Gjilan
M2 section Ferizaj access road	<ul style="list-style-type: none"> • Municipal Development Plan of Ferizaj (2011) • Urban Development Plan of Ferizaj • Urban Regulatory Plans for the M2 road • Strategic Environmental Assessment for the area of Ferizaj
R107 section Prizren access road	<ul style="list-style-type: none"> • Municipal Development Plan Prizren (2011) • Urban Development Plan Prizren (2011) • Urban Regulatory Plans for the Business Park Zone (2011) • Draft Social Environmental Assessment for the Business Park Zone (2011) • Prizren Municipal Development Plan 2025: Strategic Environmental Assessment (SEA) Report (draft) (2015)
National Road M 25-3 section Kllokot - Gjilan	<ul style="list-style-type: none"> • Draft Report on Environmental Assessment Impact for widening the road M25-3, Gjilan – Prishtina (2015) • Municipal Development Plan of Gjilan (2008) • Urban Development Plan of Gjilan

The majority of land acquisition for the access roads was completed during the Yugoslav era, and a wide road belt was created to enable the widening of roads from 2 to 4 lanes. The road belt thus created minimizes the need for land acquisition under this Project. For the construction of the M25-2 section Giljan access road, 11 privately owned land plots will be affected by land acquisition. Land acquisition will mostly affect a portion of these land plots⁶, as the existing national road belt provides sufficient area for widening. No physical displacement is expected and there are no structures on the land to be acquired. The available information has been presented in more detail in the Land Acquisition Framework (LAF) prepared for this Project in line with EBRD PR5 requirements.

3.3 Current environmental and social situation and considerations

M25-2 Section Giljan Access Road

The road section area is located at the foot of the Zhegoci Mountains, characterised by a changing relief (hills and valleys). Livoqi artificial lake is located 500 m on the north-western edge of the section, outside the area of possible impacts, and there are no watercourses near this section. This area is characterized by a moderate continental climate, without any specific type of plant or animal protected by law and protected areas according to the Map of Protected Areas of Kosovo. The data from air quality monitoring during the first half-year 2015 in Gjilan show that particulate matter (PM) are among the main air pollutants. There are no data on noise measurement.

⁵ Law on Spatial Planning No. 04/L-174, Official Gazette of the Republic of Kosovo, No. 30/23, August 2013

⁶ Out of 11 land plots, only 3 will be expropriated as a whole, whereas the remaining 8 will be partially expropriated.

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This section extends through the suburban-rural area of the Municipality of Giljan. Along the edges of the road individual houses, commercial buildings and six petrol stations are located. The land in the vicinity of the road, foreseen for the widening, is used partly for business purposes. This space is reserved by the municipality for the purpose of road widening. No particular vulnerable groups were recorded during the field visits. The road does not connect any public institution or organization with great movement of pedestrians. During the field visit in the Project area, no cultural heritage structures of any type were recorded.

M2 Section Ferizaj Access Road

Ferizaj is located in the southern part of the basin of Kosovo. It is an almost flat area. The upmost northern part the road section crosses a branch of the Nerodimka River. This section is characterized by temperate continental climate with no evidence of any protected species or any particular ecological value. No protected areas have been identified in the Project area according to the Map of Protected Areas of Kosovo. According to the Municipal Development Plan of Ferizaj the air quality is degraded due to a large number of old vehicles, burning of biomass in agriculture, illegal waste disposal. There are no available data on noise measurement.

The land area intended for widening is municipal property and planned for the widening of the road. There are a small number of residential properties scattered randomly along this segment. Along this road section there are a large number of manufacturing facilities and business with a large flow of vehicles and pedestrians. Besides the high traffic the road passes through urban area of Ferizaj and divides neighbourhoods Bibaj and Talinoc. In generally the road is characterized by many secondary roads connections which join in. No particular vulnerable groups neither cultural heritage structures of any type were recorded during the field visits.

R107 Section Prizren Access Road

This road section is located in a flat area does not run in the vicinity of any watercourse. The climate of Prizren is continental with a mild influence of Mediterranean climate at lower altitudes, while a harsh alpine climate dominates in the mountains. According to the air quality monitoring data of the first half-year 2015 main air pollutant is dust (the average concentration of PM₁₀ in January was 79.77 µg/m³). There are no available data on noise measurement. Flora and fauna diversity is very poor without evidence of protected species or any particular ecological value. No protected areas have been identified on this location according to the Map of Protected Areas of Kosovo.

The road passes through the suburban area of Prizren, which mostly consists of industrial construction without settlements or public institutions in its vicinity. This affects to have less movement of pedestrians along the way. In most part along the road there are various manufacturing, commercial and business facilities. The land intended for widening of the road is municipal property and planned for widening. There are a large number of agricultural land plots with a small number of residential properties scattered randomly. During the field visit in the Project area, no cultural heritage structures of any type neither particular vulnerable groups were recorded.

National Road M 25-3 section Kllokot – Gjilan

This road section is located between settlements of Kllokot and urban area of Gjilan Municipality, on the Anamorava Plain, with flat relief and some low hills and valleys. This section does not cross any underground aquifers, but passes over two creeks, Cernicë and Livoq. No data are available on noise monitoring or air quality along this road section. The area along the road section Kllokot-Gjilan is used mainly as farmland, with soil falling in classes II and II, suitable for agricultural and vegetable production. No protected areas have been identified along this road section nor were any cultural heritage structures of any type recorded. No particular

vulnerable groups were recorded along the road section and the majority of the population living on both sides of the road represent the Serb community.

4 EXPECTED ENVIRONMENTAL AND SOCIAL BENEFITS RELATED TO THE IMPLEMENTATION OF THE PROJECT

The implementation of the Project will contribute to both environmental and socio-economic improvements, and will have positive impacts on the life quality of local communities. There are several environmental and social opportunities identified within the Project:

- Developed road infrastructure with improved access to and within settlements in the Project areas; in Municipalities Ferizaj, Gjilan and Prizren,
- Widening of national roads/regional road will improve connections of Municipalities Ferizaj, Gjilan, and Prizren at national and regional level (this will stimulate socio-economic development of the areas), especially the M2 National Road leading to Skopje in Macedonia
- Reconstruction of M 25 – section Kllokot – Gjilan will lead to decreased congestion along this section, noted for presence of business activity;
- More efficient and safe road transport system: through reduced travel times, reduced number of road accidents, reduced vehicle operating and maintenance costs and reduced transportation costs for goods, as new design includes appropriate pedestrian areas and improved road signage;
- Enhancement of quality of life of the community in general (better access to key facilities: healthcare, education, employment, etc.)
- Benefits to vehicle travellers and users of public transportation means due to widening of existing national roads/regional road from 2 lanes to 4 lanes, improved traffic connections and capacity delivered by the road ,
- Benefits for industrial sector and development of industrial activity due to widening of existing national roads/regional road improved connections with other roads, and the cost savings and reliability associated with a decrease in congestion, in particular National Road M25-2 section Gjilan access road, noted for presence of significant commercial activity along its length.
- The Project is expected to have a benefit on the local labour market. During the construction and maintenance phase, labourers will need to be hired and are expected to be present in the local communities near the construction sites, thus resulting in direct support to the existing businesses by increasing their sales and indirectly leading to new business opportunities for other local businesses such as transporters, suppliers and other service providers;
- The Project will benefit overall road safety, due to provision of designated pedestrian areas, traffic dividing islands and the fact that design is carried out to road safety standards which are being verified by Road safety Audit in line with EU Directive 2008/906/EC for the access roads to Prizren, Ferizaj and Gjilan.

5 SUMMARY OF ENVIRONMENTAL AND SOCIAL POTENTIAL ADVERSE IMPACTS

5.1 Environmental and Social Impacts

The construction phase includes construction activities (widening of existing national roads/regional road from 2 lanes to 4 lanes) and the reconstruction of road within existing alignment, while the operation phase includes daily use of national road, and maintenance involves activities of snow cleaning during the winter,

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smaller repairs on the road (cracks, holes), installation of traffic signs etc. During construction and operation phases, a number of both long-term and short-term impacts are anticipated that are usually associated with infrastructural projects, affecting, directly and indirectly, the quality of life of the local communities. The environmental and social impacts that are likely to occur during construction and operation phase of the Project are elaborated in Table 5. These impacts are mostly of a temporary character.

Table 5: Identified Environmental and Social Impacts of Project Implementation

Impacts Associated with Reconstruction/Construction	Impacts Associated with Operation and Maintenance
Air Quality	
<ul style="list-style-type: none"> • Emissions of exhaust gasses-from the machinery involved during the construction phase. This will lead to emission of gases such as SO₂, CO₂, CO, NO_x and VOC. In cases when the motors are not functioning properly (due to poor maintenance or age of machinery and vehicles), potential harmful emissions may be released; • Dust generation of which the most important pollutants are particulate matters (PM₁₀ and PM_{2.5}). During the construction phase, dust will appear as a result of site preparation activities (clearance and excavation of old asphalt on existing 2 lane roads) and construction activities (widening of the existing national roads/regional road from 2 lanes to 4 lanes). Another major source of dust is the movement of vehicles transporting the equipment on unpaved surfaces on the construction sites. • Inadequate Materials Supply and Transport - Impacts related to inadequate materials supply and transport are caused by materials transport in uncovered vehicles which may cause dust generation and spillage of construction materials. Storage of earth materials during dry conditions will likely cause dust generation. 	<ul style="list-style-type: none"> • Exhaust gasses - The regular daily traffic during operation phase will lead to emission of exhaust gases (SO₂, CO, CO₂, and NO_x, VOC). During road maintenance, emission of exhaust gasses will be caused by machinery engaged in maintenance activities, i.e. winter maintenance of roads or regular periodic roads maintenance together with exhaust gases arising from daily traffic; • Dust generation will also arise during operation and maintenance phase, of which the most important pollutants are particulate matters (PM₁₀ and PM_{2.5}). Sources of dust include: materials used in winter road maintenance and handling of building materials used in regular periodic road maintenance (i.e. sand, asphalt) carried out by the Contractor.
Low impact⁷	Moderate impact
Noise Levels and Vibration	
<ul style="list-style-type: none"> • Noise emission and noise disturbance are likely to appear during site preparation activities and construction activities. Possible sources of noise are: ground preparation activities (i.e. excavation of old asphalt, widening of existing, levelling of new asphalt, use of tools and equipment, offloading of building materials such as gravel, sand, asphalt etc). Noise generated during construction activities may also result in disturbances to both the population living in the vicinity of the construction sites and the employees on sites (in Gjilan, particularly Miresh village, and individual houses in Partesh and Livoqi i Poshtem and Ferizaj Municipality); • Vibrations caused during the construction phase may occur in soil due to different forces between vehicle tires and road surfaces, resulting in the appearance of irregularities in road surfaces and are associated with the use of heavy machinery vehicles. Vibrations may directly affect the surrounding objects through the foundations of 	<ul style="list-style-type: none"> • Noise emission and noise disturbances will occur due to regular daily traffic on regional road during operational phase (in Gjilan, Ferizaj Municipality to residential areas). Road traffic represents a source of noise of variable intensity and frequency; • Vibrations may occur due to machinery, i.e. vehicles for winter road maintenance that are used in the maintenance phase and that may affect the surrounding objects through the foundations or impact terrestrial invertebrate species.

⁷ Low impact – short term and minimal impact causing minimal damage to a small localised area and/ or no direct impact on human health

Moderate impact – Short to medium term impact with moderate environmental damage to defined localised or wider area and/ or possible harm to human health

High impact – Medium to long term impact with major environmental damage over a wide area and/ or causing serious injury to human health

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Impacts Associated with Reconstruction/Construction	Impacts Associated with Operation and Maintenance
surrounding objects.	
Moderate impact	Low impact
Surface and Ground Water Quality	
<ul style="list-style-type: none"> • Creation of additional water demand - employed workers and workers engaged in construction works may create an increased demand for water. Water will be mostly used in the creation of aggregates for construction works and for wetting of the surfaces, as well for daily water demand of workers; • Possible contamination of surface water (Lake Livoqi, Nerodimka River, Sitnica River) - may occur due to general construction activities and malpractice including inadequate handling of hazardous substances (i.e. chemicals and paint), inadequate waste handling, equipment damage which may lead to leakage of lubricants and fuel and possible contamination of surface water; • Possible contamination of groundwater - may occur due to general construction activities and malpractice including inadequate handling of hazardous substances (i.e. chemicals and paint), inadequate waste handling, equipment damage which may lead to leakage of lubricants and fuel (increased input of fats and oils into soil and consequently into groundwater). • Accidental Situations i.e. Spills, Leakage - May occur due to general construction activities and malpractice including inadequate handling of hazardous substances (i.e. chemicals and paint), inadequate waste handling, equipment damage which may lead to leakage of lubricants and fuel (increased input of fats and oils into soil and consequently into groundwater) 	<ul style="list-style-type: none"> • Possible contamination of surface water (Lake Livoqi, Nerodimka River, Sitnica River) or groundwater may occur due to harmful substances from vehicles traffic on national roads/regional road in Municipalities Ferizaj, Gjilan and Prizren (operation phase) or machinery that will be used for road maintenance or leakage of polluting material during accidents; • In the operation phase, impacts on the quality of surface water or groundwater are likely to occur in raining conditions. Harmful substances in runoff waters from roads induced by traffic originate from the combustion of motor fuel (particles and gases), abrasion i.e. of tires, brakes and vehicle leakages (fuel, oil etc.). One of the most dangerous impacts on the environment is the leakage of polluting material during accidents; • Winter road maintenance includes the use of traction material and salting which may lead to salinity increase in surface water or groundwater.
Moderate impact	Low impact
Geomorphology and Soil Quality	
<ul style="list-style-type: none"> • Removal of soil – will arise due to widening of existing national roads in Ferizaj, Gjilan /regional road in Prizren from 2 lanes to 4 lanes; • Possible contamination of soil - may occur due to general construction activities and bad construction practices (see Impacts on Surface Water/Ground Water Quality above); • Erosion – may occur due to deficiency of proper drainage system; • Soil compaction in surrounding area – construction machinery moving around the area of national roads/regional road may lead to soil compaction, harm the soil's productivity and impair drainage. 	<ul style="list-style-type: none"> • Possible contamination of soil may occur due to harmful substances from vehicles traffic (operation phase) or machinery that will be used for road maintenance or leakage of polluting material during accidents (see Impacts on Ground Water Quality above).
Moderate impact	Low impact
Land Use	
<ul style="list-style-type: none"> • Changes in land use (i.e.) from present agricultural land to construction land/area; • Interrupted land use by inadequate waste management in terms of uncontrolled and untreated wastes (i.e. accidental spills from construction machinery, solid waste generated by workers at the construction site) that might be harmful to local communities. 	During operation and maintenance phase, no significant impacts on land use are expected.
Moderate impact	/
Biological and Ecological Resources	
<ul style="list-style-type: none"> • Disturbing of animal species due to dust generation caused by work of machinery, as well as vibration may affect terrestrial invertebrate species; • Degradation of biological resources - possible 	/

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Impacts Associated with Reconstruction/Construction	Impacts Associated with Operation and Maintenance
contamination of water and soil with hazardous substances may harm terrestrial vertebrate and invertebrate species. However, all Project sections are located in highly urbanized areas with little ecological and biological value.	
Low impact	/
Waste Management	
The Project will include removal of existing asphalt and removal of earth material during construction activities. Waste oils and lubricants will also be generated as a consequence of machinery operation.	
Low impact	
Landscape and Visual Aspects	
<ul style="list-style-type: none"> • Partial alternation of landscape and visual aspects – may be expected due to organization of construction sites, delivering and temporary storing of building materials, traffic increase and presence of personnel and machinery on construction site. Expected visual and landscape changes will be slightly perceptible for local population. 	During the operation and maintenance phase, no significant impacts on landscape and visual aspects are expected, unless the maintenance requires additional works on improvement of road sections which may vary according to the type and volume of works.
Low impact	Low impact
Traffic	
<ul style="list-style-type: none"> • Traffic congestion and obstructions on road – increased traffic flow, leading to congestion and obstruction is likely to be experienced on local roads during construction activities (widening of the proposed national roads in Municipalities of Ferizaj, Gjilan, as well the proposed regional road in Municipality of Prizren) and the reconstruction of M 25-3 section Kllokot – Gjilan as one lane will be closed during reconstruction. This is particularly expected during the delivery of construction material to site and collection of waste from construction activities; • Occurrence of trenches and slopes – likely to be experienced during construction activities such as temporary storage of construction material. • Impacts related to access are associated with limited access due to construction works, and are expected to be temporary. Even though the roads will remain open for traffic during the construction phase, local businesses located in the vicinity of the planned construction works may experience restricted access during the period of construction works and consequently a decrease in benefits from the travellers due to less traffic. 	<ul style="list-style-type: none"> • Traffic congestions – certain maintenance activities, i.e. winter road maintenance, are likely to lead to slowing down of the traffic and may lead to possible occurrence of traffic congestions as these vehicles move more slowly compared to other vehicles operating on national roads/regional road as part of the regular daily road traffic.
Moderate impact	Low impact
Workers Safety	
<ul style="list-style-type: none"> • During construction activities, workers will be exposed to higher risks of occupational diseases and injuries, caused by vibrations and noise, manual handling of loads, inadequate skills in operating construction machinery and excessive working hours. 	/
Low impact	/
Land acquisition	
<ul style="list-style-type: none"> • The Project is expected to require land acquisition to a smaller extent. Land acquisition will be necessary only for the purpose of widening of the access road to Gjilan in the Municipality of Gjilan. 11 land plots (classified as construction land according to the new Urban Regulatory Plan for the area which also covers the Gjilan access road) will be affected, mainly for the purpose of construction of the roundabouts during the widening of the road. No physical resettlement is expected. The exact scope of the land acquisition activities will be known after the project designs for all the sections have been reviewed and 	/

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Impacts Associated with Reconstruction/Construction	Impacts Associated with Operation and Maintenance
<p>finalised, which will include expropriation studies to be prepared in accordance with the <i>Kosovo Law on Expropriation of Immovable Property</i>.</p> <ul style="list-style-type: none"> Land acquisition will be permanent (“complete expropriation”), allowing the expropriation beneficiary to obtain legal title over the expropriated property, while the rights of the previous owner over the real property cease to exist. 	
High impact	/
Restrictions on land use and damage to private property	
<ul style="list-style-type: none"> It is expected that it may be necessary to temporarily occupy several privately owned land plots for the purpose of placement of staff, machines and material. Construction activities may potentially cause damage to land plots, fences and railings. 	/
High impact	/
Living conditions of local communities	
<ul style="list-style-type: none"> Negative impacts refer to disturbances to surrounding communities related to: <ul style="list-style-type: none"> increased noise disposal of construction waste potential disruptions to water and electricity supply, telephone and Internet connections, waste collection and regular public transport 	/
Moderate impact	/

5.2 Residual Environmental and Social Impacts

Residual environmental impacts refer to those impacts that are likely to remain after the application of mitigation measures. Residual impacts are not expected to be significant if mitigation measures, proper environmental management and best construction and operation practices are implemented. These impacts may include: air emissions (exhaust gasses and generation of dust), soil and water contamination (accidental traffic spills and leakages).

5.3 Cumulative Impacts

Cumulative impacts are likely to occur as a result of traffic in the operation phase, due to:

- Emissions of noise and vibrations, which may result in disturbance of the surrounding area,
- Emissions of polluting matters in the air through the combustion of fuel in vehicles and machinery (which will lead to sedimentation of the polluting material on the road surface and the surrounding land with a width of 8-10 m along the road. These polluting matters are likely to have a negative impact on the quality of soil, surface waters and groundwater, particularly when it comes to heavy metals.

6 SUMMARY OF ENVIRONMENTAL AND SOCIAL MITIGATION AND MANAGEMENT MEASURES

6.1 Environmental and Social Mitigation Measures

During the **pre-construction phase** Contractors are required to develop management plans as follows:

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- Construction Environmental and Social Mitigation and Monitoring Plan (CESMMP) and Operational Environmental and Social Mitigation and Monitoring Plan (OEMMP) that should cover, but not be limited to, the following issues: dust/air pollution, soil erosion/water pollution, construction site organization, noise management, conservation of eco-resources, accidental risks (spill response plan and emergency response), cultural heritage management, traffic management which defines traffic flow during construction works with an emphasis on traffic safety⁸)
- Health and Safety Plan (H&S Plan) which shall contain the identification of project hazards and site related risks that need to be taken into consideration and construction site management organization.
- Waste Management Plan (WMP) with special emphasis on management of hazardous waste and waste from construction and demolition.
- Study on Security from Natural and Other Disasters for Projects for widening from 2 lanes to 4 lanes of road sections under this Project, according to the Article 58. Law No. 04/L-027 for Protection against Natural and Other Disasters.

Environmental and social mitigation measures during the **pre-construction, construction phase** and **operation phase** are presented below (Table 6).

⁸In accordance with EBRD's ESP 2014 and consistent with the objectives of the Directive 2008/96/EC of 19 November 2008 on Road Infrastructure Safety Management

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Table 6: Environmental and Social Mitigation Measures

Potential impact	Proposed mitigation measures
Pre -Construction Phase	
Land acquisition	<ul style="list-style-type: none"> • Consideration of micro realignments in design documents wherever possible • Implementation of LAF (and development of LAP for sections requiring land acquisition – currently, land acquisition is expected only for the access road to Gjilan)
Living conditions of local communities	<ul style="list-style-type: none"> • Implementation of SEP, particularly its provisions on informing the local communities in advance on the extent of works and duration • Development of CESMMP covering measures on dust/noise management and community health and safety measures
Traffic	<ul style="list-style-type: none"> • Development of Road Safety Audit (RSA) in line with EU Directive 2008/906/EC by the Bank appointed independent consultant on the detailed design for the access roads to Prizren, Ferizaj and Gjilan • Implementation of SEP, particularly its provisions on informing the local communities in advance on the extent, duration and timing of works • Development of CESMMP covering measures on traffic management
Construction Phase	
Air quality	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on dust/air pollution • Machines and vehicles to be used in construction activities must have use/operation permits • Machines and vehicles must have installed filters to reduce soot emission • Vehicles need to be regularly maintained • The equipment and machinery need to be shut down when not in use • High quality fossil fuels (with low percentage of sulphur and lead) need to be used as motor fuel for machinery and equipment • On unpaved roads, maximum speed of vehicles should be restricted to 20 km/h • To prevent dust occurrence, moistening/ wetting the sites need to be performed • Sand and gravel materials need to be transported in covered trucks • Implementation of CESMMP and H&S Plan to ensure materials are transported in covered vehicles to reduce impacts on environment and to ensure materials are used in accordance with Bill of Quantities
Noise levels and vibration	<ul style="list-style-type: none"> • Assessment of noise levels for Ferizaj access road for settlements located less than 20 m from the road section • Implementation of CESMMP covering measures on noise management • Restriction of works to day-time only (period of day: 07:00 to 19:00)⁹ • Machines and vehicles to be used in construction activities must have use/operation permits • The equipment and machinery need to be shut down when not in use • On unpaved roads, maximum speed of vehicles should be restricted to 20 km/h • In case of noise complaints by local residents, simultaneous use of machines that generate noise over 70 dB needs to be limited

⁹ According to Article 6 of the *Law No. 02/L-102 on Noise Protection*, day-time consists of 12 hours and lasts from 07:00 to 19:00, the evening consists of 3 hours and lasts from 19:00 until 22:00, whereas night-time consists of 9 hours and lasts from 22:00 until 07:00 in the morning

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Potential impact	Proposed mitigation measures
Surface and ground water quality	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on water pollution • Monitoring of water consumption • The engagement of authorized companies for final waste disposal is required, with special attention to separation of hazardous waste and proper hazardous waste management • Oil and fuel collection systems to be fitted to prevent leakage • Vehicles and machines need to be regularly maintained to prevent leakage • Installation of oil separators during construction of national roads M25-2, M25, M2 / regional road R107 in accordance with EN 858-1 and 858-2 standard • Implementation of CESMMP covering measures on accidental risks (spill response plan and emergency response) to ensure appropriate storage and handling of dangerous substances including hydrocarbons • H&S Plan
Geomorphology and soil quality	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on soil erosion • Topsoil from borrow pit areas should be saved and reused in re-vegetating the pits • Excavation and restoration of the borrow areas and their surroundings should be performed in an environmentally sound manner • The engagement of authorized companies for final waste disposal is required, with special attention to separation of hazardous waste and proper hazardous waste management • Oil and fuel collection systems to be fitted to prevent leakage • Installation of drainage structures for proper drainage of water is required • Control during earthworks to prevent degradation of terrain stability is required • Movement of machinery and equipment on area surrounding the regional road should be performed in an environmentally sound manner and without unnecessary movement on the natural areas
Land use	<ul style="list-style-type: none"> • The land determined for use by the Project may only be used for the construction activities and no other land is available for i.e. storage of building material, parking of the heavy machinery etc. in terms of preventing land disturbance • The engagement of authorized companies for final waste disposal is required, with special attention to separation of hazardous waste and proper hazardous waste management • Oil and fuel collection systems to be fitted to prevent leakage • Disposal of waste on temporary landfill for construction waste designated by the competent Municipality
Biological and ecological resources	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on conservation of ecological and biological resources • The land determined for use by the Project may only be used for the construction activities and no other land is available for i.e. storage of building material, parking of the heavy machinery etc. in terms of protection of whereabouts of animals • Fencing of the sites to prevent fall of small animals into trenches • Implementation Waste Management Plan • Prevent and control oil, fuel, and chemical spillages
Landscape and visual aspects	<ul style="list-style-type: none"> • Implementation of CESMMP • Implementation Waste Management Plan

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Potential impact	Proposed mitigation measures
	<ul style="list-style-type: none"> • Construction activities should be restricted to designated construction sites
Traffic	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on traffic management • In regard with traffic management, installation of proper traffic signs is required • For prevention of the occurrence of trenches and slopes, levelling of ground should be done • Implementation of SEP, in particular the provisions on providing timely information to citizens through the media about upcoming construction works, expected duration of the works, alternative routes, etc.
Waste Management	<ul style="list-style-type: none"> • Implementation of Waste Management Plan to ensure appropriate waste segregation and storage • Reuse of existing asphalt in lower layers of new pavement • Reuse of earth material as cover material in nearby landfills
Workers safety	<ul style="list-style-type: none"> • H&S Plan
Restrictions on land use and damage to private property	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on construction site organization • Avoiding or bypassing properties and economic assets within construction routes where possible • Temporary occupation of privately owned land to be compensated in cash, as defined by the Kosovo Law on Expropriation of Immovable Property • Compensation to be provided for any damages to property in line with local legislation on indemnification
Living conditions of local communities	<ul style="list-style-type: none"> • Implementation of CESMMP covering measures on traffic management, dust/noise management and community health and safety measures • Providing timely information to citizens on any expected disruptions and inconveniences in line with SEP
Operation Phase	
Air quality	<ul style="list-style-type: none"> • Implementation of OESMMP covering measures on vehicle management • The potential safety measure is the creation of a protective green belt which will partially absorb pollutants (CO₂), since the influence on air quality is dependent on the vehicle traffic and cannot be controlled
Noise levels and vibration	<ul style="list-style-type: none"> • Implementation of OESMMP covering measures on noise management • In case of noise complaints by local residents, the permissible vehicle speed limits should be reduced • New state of widened national roads/regional road will help to reduce vibration because of the improvement of the road sections in comparison to the present state and therefore no mitigation measures are required
Surface and ground water quality	<ul style="list-style-type: none"> • Implementation of OESMMP covering measures on accident spillage of hazardous materials and maintenance of drainage system • In case of accidental spills during traffic, the use of adsorbing materials is needed • Regular maintenance of oil separators (waste oils from the separator shall be handed over to authorized companies) • Implementation of OESMMP covering measures on accident spillage of hazardous materials • Procurement and use of adsorbing materials in case of accidental spills during everyday traffic
Geomorphology and soil quality	<ul style="list-style-type: none"> • Implementation of OESMMP covering measures on accident spillage of hazardous materials • In case of accidental spills during traffic, the use of adsorbing materials is needed
Traffic	<ul style="list-style-type: none"> • Implementation of OESMMP covering measures on traffic management • Providing timely information to citizens through the media about upcoming maintenance works, expected duration of the works, alternative routes, etc. in line with SEP

7 MONITORING

In order to ensure Project activities are adequately monitored and reported, the following monitoring measures are proposed to ensure effectiveness of mitigation measures defined for environmental and social impacts and their implementation by Contractors:

During construction, through regular inspections by Contractors and Supervision Engineer the following aspects will be monitored: air quality, noise emissions, disposal of waste waters, water consumption, waste management and storage at site compounds and construction site, waste disposal records, protection of biological and ecological resources via appropriate site fencing, management and storage of hazardous substances, spill response equipment, procedures and personnel training, implementation of H&S plan, implementation of Land Acquisition Framework, location of work camps and heavy machinery parks, Implementation of SEP, in particular its provisions on timely information to citizens through the media about upcoming construction works, expected duration of the works, alternative routes, and traffic management.

During Operation, the Ministry of Infrastructure will be responsible for regular monitoring of:

- Implementation of CESMMP covering measures on dust/air pollution, noise management, water pollution, soil erosion, conservation of eco-resources, traffic management, construction site organization; accidental risks (spill response plan and emergency response), community health and safety measures;
- Implementation of Waste Management Plan;
- Implementation of H&S Plan;
- Implementation of LAF on compensation procedures;
- Implementation of SEP;
- Implementation of OESMMP covering measures on vehicle management, noise management, accident spillage of hazardous materials and maintenance of drainage system, traffic management.

Ministry of Infrastructure under the Loan Agreement with EBRD is obliged to annually report on the Project environmental and social performance to EBRD.

Environmental and Social Assessment Report contains a table with the Monitoring Plan related to the implementation of aforementioned mitigation measures.

8 SUMMARY OF PR COMPLIANCE

PR1: Partially Compliant. Lack of Environmental and Social Management System (ESMS) and human resources for efficient implementation of ESMS has been identified. Environmental and social assessment of the Project, Stakeholder Engagement Plan (SEP) and grievance mechanism have been developed. According to ESAP, establishment of Project Implementation Unit (PIU) is foreseen within the Ministry for environmental and social issues related to the Project as well as the development of Construction Environmental & Social Management & Monitoring Plan (CESMMP) and Operational Environmental & Social Management & Monitoring Plan (OESMMP) to ensure systematic approach to management of environmental and social issues.

PR 2: Partially Compliant. The Ministry and the Project are compliant with the PR 2 requirements to a great extent, with the exception of requirements concerning non-employee workers. According to ESAP, tender Documents will include requirements regarding PR2 for third parties.

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PR 3: Partially Compliant. Some provisions regarding pollution prevention and control identified in Ministry's existing environmental management and monitoring plans. Activities have been included in ESAP to mitigate risks of pollution. They include ensuring assessment of noise impacts are carried out on residential buildings within 20m from the road, requiring from third parties to apply procedures in line with CESMMP and OESMMP.

PR 4: Partially Compliant. Lack of written policies and institutional capacity for occupational health and safety (OHS) identified. Activities have been included in ESAP that include development of Health & Safety Plan. A Road Safety Audit (RSA) in line with EU Directive 2008/906/EC is being carried out for the access roads to Prizren, Ferizaj and Gjilan.

PR 5: Partially Compliant. According to ESAP, implementation of Land Acquisition Framework (LAF) is foreseen for Project sections requiring land acquisition.

PR 6: Compliant. The Project is not located in protected areas, nor is any protected animal or plant species located within the Project area. ESAP includes the requirement that third parties to apply biodiversity and conservation protective measures during construction activities under CESMMP.

PR 8: Compliant. ESAP includes requirement for development of Chance Find Procedure for the Project area.

PR 10: Partially Compliant. The Project is partially compliant with regards to the operational grievance mechanism requirement Stakeholder Engagement Plan (SEP) has been developed for the Project. ESAP includes requirement to implement and monitor implementation of the SEP and to establish a Project-specific grievance mechanism.

9 COMMUNICATIONS

Contact information for enquiries and grievances related to the Project:

Head of PIU Ministry of Infrastructure Address: Ish Ndertesa e Germise 10000, Prishtinë T: +383 38 200-28-507, E-mail: mi.info@rks-gov.net
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The following documentation and information regarding the Project will be disclosed on the official website of the Ministry (<http://mi-ks.net/>):

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| <ul style="list-style-type: none">• This Non-technical Summary (NTS) of the Project;• The Stakeholder Engagement Plan (SEP);• Project description and updates regarding the implementation progress of the Project;• Information on community health and safety risks and impacts (including any expected road access restrictions and construction works) and proposed mitigation measures;• Land Acquisition Framework (LAF) and Land Acquisition Plans (LAPs);• Summary of conclusions from the consultative meetings and public discussions held;• Summary of Project Implementation Monitoring Reports;• Grievance form and information request form. |
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