

Project Fiche – IPA National programmes 2012/ Component I

1 IDENTIFICATION

Project Title	<i>Construction of Rrogozhina bypass</i>
CRIS Decision number	<i>2012/023-036</i>
Project no.	<i>10</i>
MIPD Sector Code	<i>4. Transport</i>
ELARG Statistical code	<i>03.14 - Transport Policy</i>
DAC Sector code	<i>21020 - Road transport</i>
Total cost (VAT excluded)¹	<i>EUR 8.25 million</i>
EU contribution	<i>EUR 7.0million</i>
Management mode	<i>Centralised</i>
EU Delegation in charge	<i>Delegation of the European Union to Albania</i>
Implementation management	<i>Ministry of Public Works and Transport:</i> Mrs. Rovená Muzhaqi, SPO Director of Integration and Co-ordination of IPA projects Sheshi Skenderbej no5, Tirana , Albania Tel:+35543380734 e-mail: Rovena.Muzhaqi@mppt.gov.al <i>Albanian Roads Authority:</i> Mr. Ermal Nuri Project Manager: Ministry of Public Works and Transport, Tel/Fax. 00 355 4 2259897 E-mail: ermalnuri@yahoo.com
Implementing modality	<i>Stand-alone project: one works contract and one service contract</i>
Project implementation type	<i>C01 - Project-type interventions</i>
Zone benefiting from the action(s)	<i>Rrogozhina Town, Albania</i>

2 RATIONALE

2.1 PROJECT CONTEXT: ISSUES TO BE TACKLED AND NEEDS ADDRESSED

¹ The total project cost should be net of VAT and/or of other taxes. Should this not be the case, clearly indicate the amount of VAT and the reasons why it is considered eligible.

The Albanian Government has over the past ten years, with the assistance of IFI's and particularly the EU, carried out a major programme of road construction and reconstruction culminating in the near completion of the whole North-South and East West corridors with the notable exception of a few remaining missing links, including the Rrogozhina bypass. This bypass is a vital link in and between both the North-South and East-West Corridors, linking the ports of Durres and Vlora with their natural hinterlands; also it will divert the flow of heavy and light long-distance traffic from the centre of the town of Rrogozhine.

Construction of Rrogozhina bypass will address the access safety issues for road traffic, will divert a considerable part of the traffic flow from the centre of the town, contribute on reduction of air and noise pollution in Rrogozhina town and will provide an integrated link between the Durres-Rrogozhine - Lushnje (funded under PHARE programme) and Rrogozhine - Elbasan (funded by EBRD and EIB) highways.

2.2 LINK WITH MIPD AND NATIONAL SECTOR STRATEGIES

This project is in line with the **MIPD 2011 – 2013** that under article 3.3.3 "Sector Objectives for EU support over next three years" indicates:

"IPA assistance aims to address the priorities identified in the Albanian transport strategy framework focuses on the alignment of the Albanian transport sector with the EU acquis and facilitates the implementation of SAA obligations. It further assists the implementation of commitments made in the framework of regional transport initiatives for completion of the first and second transitional phase under the ECAA (European Common Aviation Area), SEETO (South East European Transport Observatory) and ISIS initiative (Implementation of the single European sky in South Eastern Europe) and supports the implementation of the national transport strategy.

The **National Strategy for Development and Integration 2007-2013** states that it is Albania's vision to establish transport systems and infrastructure to achieve a single economic space within Albania and beyond, i.e. with the region and Europe. Within the transport sector, Albania has up to now focused largely on improving road infrastructure; substantial work remains to be done to improve air, rail, maritime and combined traffic.

In response to the EP, and the SAA, the Government's **National Plan for the Implementation of the SAA** (NPISAA) 2010-2014, as adopted in 6th October 2010, has foreseen for legal initiatives and implementation activities that will be realised in the forthcoming years. Significant part of this document is comprised by the areas covered by the Ministry of Public Works and Transport, such as road safety, road transport, road infrastructure, as well as rail, maritime and air transport. The legislative initiatives and implementing activities will be carried out by the staff of the MPWT. The main legal initiatives and implementing activities in the field of road transport foresee the drafting and approving of the Draft DCM for the manual for designing and construction of roads, "Albanian Standards for Designing and Construction of Roads" (a study that is financed by the European Delegation (CARDS), aiming at respecting the European Standards of roads, and the EC norms); road construction of main Albanian road corridors; as medium term Legislative Initiatives the document foreseen the drafting and approving of DCM "On Drawing updated Road Maps" (aiming at the reflection of changes of the road network in the road map) and draft-decision of the CM "On assigning traffic security consultants for the transport of dangerous goods by road".

The project is identified as priority project ALBRD004 in the SEETO Project Database - Construction of Rrogozhine Bypass on Corridor VIII.

2.3 LINK WITH ACCESSION PARTNERSHIP (AP) / EUROPEAN PARTNERSHIP (EP) / STABILISATION AND ASSOCIATION AGREEMENT (SAA) / ANNUAL PROGRESS REPORT

Transport policy priorities under the **European Partnership 2007** include²:

- Continue implementation of the Albanian transport master plan.
- Complete the necessary institutional reforms to improve transport asset management, prioritisation of investments, policy-making and involvement of the private sector.
- Continue implementation of the Memorandum of Understanding on the development of the south-east Europe (SEE) core regional transport network, and cooperation with the SEE transport observatory.

The **Stabilisation and Association Agreement (SAA)** between the Government states in Article 106 that the parties should co-operate together in the field of road transport acquis, especially with the aim of modernizing the Albanian transport modes, improving the free movement of passengers and goods, enhancing the access to the transport market and facilities, supporting the development of multi-modal infrastructures in connection with the main Trans-European networks, notably to reinforce regional links, achieving operating standards comparable to those in the Community, developing a transport system in Albania compatible and aligned with the Community system and improving the protection of environment in transport.

The **2011 Progress Report** on Albania states: “*Albania continued to participate actively in the SEETO and to implement the Memorandum of Understanding on development of the South East Europe Core Regional Transport. As regards road network infrastructure, Albania is nearing the completion of its major road corridors, thereby making a major contribution to the development of infrastructure networks in the Balkans with a view to their future integration into the Trans-European Transport networks*”.³

2.4 PROBLEM ANALYSIS

The Rrogozhine by-pass is part of the main West to East road corridor that starts from Durres Port until the border with FYROM. It remains as one of the major uncompleted components of the East-West Corridor (Corridor VIII) and is a missing link with the North-South Corridor. Currently all the traffic on the East-West Corridor utilises as connection from the North South Corridor (Durres-Rrogozhine - Lushnje highway) a link road which was established in 2001 as a temporary solution during highway construction work. This temporary link is an offset from the main Rrogozhine roundabout where difficulties in circulation and safety problems persist. Furthermore traffic has to pass through Rrogozhine main street, causing traffic jams, air and noise pollution, safety problems for town residents, local businesses, and in general for all road users.

2.5 LINKED ACTIVITIES AND DONOR COORDINATION

² European Partnership Document for Albania adopted by Council Decision of 18 February 2008 on the principles, priorities and conditions contained in the European Partnership with Albania and repealing Decision 2006/54/EC. Chapter 3.2, Medium-term priorities, p. 11.

³ Regular Report – Chapter 4.21. – p.49.

The main priority regarding road infrastructure for the country have been, for a number of years now, the completion of the North South and East West Corridors. These two main road axes cross the most important industrialised towns of Albania, connect them with the main seaports and the airport and at the same time these road corridors end up connecting with the main border crossing with the neighbour countries and are part of the regional road network established by SETTO.

Here below there is an overview on the investments made by different donors regarding the completion of the main road network in Albania.

Assistance projects aiming at the development of Albania's road transport network include:

1. Table - Assistance projects in support of the development of Albania's road transport network

Project Name	Financing (EURO million)	Status
EU		
East - West Road Corridor:		
Vore - Sukth	15.0	-completed 2002
Durres - Rrogozhine	20.5	-completed 2001
Korce - Kapshtice	21.3	-completed 2002
North - South Road Corridor		
Rrogozhine - Lushnje	19.4	-completed 2002
Kakavije - Gjirokaster	13.0	-completed 2002
Gjirokaster - Tepelene	5.5	-completed 2008
EIB		
East - West Road Corridor:		
Sukth - Durres	22.0	-completed 2003
Rrogozhine - Elbasan	24.0	-completed 2004
North - South Road Corridor:		
Fier - Levan	25.0	-under preparation
Levan - Tepelene	35.0	-commenced 2008
Gjirokaster -Tepelene	19.0	-completed 2008
Levan - Vlora	23.0	-commenced 2008
EBRD		
East - West Road Corridor:		
Elbasan - Librazhd	17.0	-completed in 2005
North - South Road Corridor		
Fire - Levan	25.0	-under preparation
Levan - Tepelene	35.0	-commenced 2009
Levan - Vlora	22.0	-commenced 2008

Italian Cooperation		
East - West Road Corridor:		
Elbasan - Librazhd	3.8	-completed in 2005
North - South Road Corridor		
Lushnje - Fier	23.5	-completed in 2009
Fushe Kruje-Tapize	25.0	-completed in 2004
Shkoder-Hani i Hotit	26.2	-commenced 2009
Fier - Levan	3.2	-under preparation
Levan - Vlore	3.0	-commenced 2008

The project for construction of Rrogozhine by-pass will make possible the completion of the main West to East road corridor starting from Durres Port until the border with FYROM. Moreover this is a link that will be used from the traffic generating in Vlora port running toward east part of Albania and the other neighbouring countries FYROM and Greece.

Such intervention will be in complementary to all investments made before from the Government of Albania, EU and other Donors for construction of the main road network corridors.

2.6 LESSONS LEARNED

- Land earmarked for EU-funded infrastructure projects has, in cases, not been made available in proper time, as a result of the expropriation law, property disputes and expropriation difficulties. Consequently, land expropriation should be completed prior to the commencement works.
- Similarly, proper feasibility studies, technical designs and construction permits should be available in proper time – ideally, before the start of the project.
- Proper coordination between the various agencies involved, Consultants and Contractors, has to be ensured throughout the project's implementation.

3 DESCRIPTION

3.1 OVERALL OBJECTIVE OF THE PROJECT

The overall objective of this project is to contribute to economic growth in Albania through improvement of Albanian Road System in alignment with European and International standards.

This project will contribute to the establishment of a unique economic area, primarily within the state's territory towards improving the standard of the road system in Albania in compliance with international standards, and also on regional and pan European levels since it is located on the East-West corridor of Albania.

3.2 SPECIFIC OBJECTIVE OF THE PROJECT

The specific objective of this project is improving the road transport in and around Rrogozhina and as an East-West transport Corridor

This investment connects the Adriatic ports of Durres and Vlore to the border with FYROM at Qaf Thane, and is one of the two principal components of the national road network in Albania. (The other one is North-South Corridor from Hani-Hotit on the border with Montenegro to Kakavija on the border with Greece).

3.3 RESULTS

Activity 1

Result 1: Single carriageway bypass around the town of Rrogozhina constructed, cost effectively, in time and good quality.

Activity 2

Result 2: Compliance of works with requested services during construction and Defect Liability Period ensured

3.4 MAIN ACTIVITIES

- **Activity 1: Construction works**

Contract 1.1: Construction works for Rrogozhina Bypass - EU contribution

The EU Delegation to the Republic of Albania will be the Contracting Authority for contract 1.1. The contract will be tendered in accordance with the PRAG requirements

Contract 1.2: Construction works for Rrogozhina Roundabout - National contribution

The Albanian Road Authority will be the Contracting Authority for contracts 1.2. The contract will be tendered in accordance with the Albanian Public Procurement Law and it consists in the construction of the Rrogozhina roundabout that joins the existing road Durres – Rrogozhina with the new Rrogozhina Bypass (contract 1.1)

- **Activity 2: Supervision**

Contract 2.1: Supervision of Works for Rrogozhina Bypass (EU contribution).

A Service contract for supervision of civil works will be signed. The EU Delegation to the Republic of Albania will be the Contracting Authority for the Contract 2.1 on behalf of the Beneficiary.

3.5 ASSESSMENT OF PROJECT IMPACT, CATALYTIC EFFECT AND CROSS BORDER IMPACT

The investment has a significant importance for Albania and Macedonia from a geopolitical and geo-economic point of view.

Corridor VIII is intended to provide a regional platform for investments in roads, railways, ports and logistic infrastructure, thus assisting in the development of business opportunities in short term and structural economic advantages in long term as well as providing an additional bridge between Europe and Asia.

3.6 SUSTAINABILITY

The strong commitment of the Government is reflected in the support to the transport sector in Albania, which has been available, so far, predominantly for roads on the main corridors. This link will add to the effectiveness of the east - west corridor and guarantee a significant level of service.

Maintenance is a key issue related to the sustainability of the investments. In recognition of this problem, the Government in the last two years has significantly increased the maintenance expenditures (only for the last year it has been increased by 16%). Also an output and performance based contracting for national roads in two pilot regions, Tirana and Kukes has started, covering winter and routine maintenance, financed from World Bank and Albanian State Budget. For this project, the maintenance cost will be included in the Medium Term Budget.

3.7 ASSUMPTIONS AND PRE-CONDITIONS⁴

- Timely cooperation of the Employer, Beneficiary and other Local Authorities to complete the required actions, procedures to put in place the required legal and environmental safeguards. Provision by them of the required information in due time in order to allow the preparations of qualitative designs for the construction works.
- The appointment of a competent Contractor and Consultant to carry out the project.
- Availability of the required budget for expropriations (as soon as the final design will be approved), construction works and works supervision.
- All property right issues will be solved before the signing of the works contract.

4 IMPLEMENTATION ISSUES

The contract is centralised and managed by the EU delegation to Albania

4.1 INDICATIVE BUDGET

⁴ Assumptions are external factors that have the potential to influence (or even determine) the success of a project but lie outside the control of the implementation managers. Such factors are sometimes referred to as risks or assumptions but the Commission requires that all risks shall be expressed as assumptions. Pre-conditions are requirements that must be met before the sector support can start.

Indicative Project budget (amounts in EUR) (for centralised management)

PROJECT TITLE			SOURCES OF FUNDING									
			TOTAL EXPENDITURE	IPA CONTRIBUTION		NATIONAL CONTRIBUTION					PRIVATE CONTRIBUTION	
	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	% (2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
Activity 1												
contract 1.1	–	–X	6,250,000 EUR	6,250,000 EUR	75.8%							–
contract 1.2	–	X–	1,250,000 EUR			1,250,000 EUR	15.2%	1,250,000 EUR				–
Activity 2												
contract 2.1	–	X–	750,000 EUR	750,000 EUR	9%							–
.....												
TOTAL IB												
TOTAL INV			8,250,000 EUR	7,000,000 EUR	84.8%	1,250,000 EUR	15.2%	1,250,000 EUR				
TOTAL PROJECT			8,250,000 EUR	7,000,000 EUR	84.8%	1,250,000 EUR	15.2%	1,250,000 EUR				

NOTE: DO NOT MIX IB AND INV IN THE SAME ACTIVITY ROW. USE SEPARATE ROW

Amounts net of VAT

(1) In the Activity row, use "X" to identify whether IB or INV

(2) Expressed in % of the **Total** Expenditure (column (a))

4.2 INDICATIVE IMPLEMENTATION SCHEDULE (PERIODS BROKEN DOWN BY QUARTER)

Contracts	Start of Tendering/ Call for proposals	Signature of contract	Project Completion
Contract 1.1	Q2 2013	Q4 2013	Q4 2017
Contract 1.2	Q2 2013	Q4 2013	Q4 2017
Contract 2.1	Q2 2013	Q4 2013	Q4 2017

An initial framework contract funded by IPA 2010 Project Preparation Facility will be engaged for design review and revision and preparation of the tender documents for the Works Contract 1.1 and the preparation of the Terms of Reference for Service Contract 2.1.

EU Delegation to Tirana and ARA have decided to review the design of Rrogozhine bypass in order to improve any defect of the design and to fit the design of Rrogozhina bypass with the doubling of Plepa – Rrogozhine road section that is under construction.

In the Terms of References of this framework contract will be foreseen also the review of EIA and ESIA and also will be included the revision of the Expropriation plan according the Albanian law for expropriations.

1. The Consultant under a service contract funded by EU is foreseen to start his duties by beginning of July 2012 and will deliver all the reports by end of November 2012.
 - Review of the design – 3 months;
 - Review of the EIA – 3rd month;
 - Review of Expropriation plan – the 4th and 5th month.
2. Environmental Permits 3 months from the delivery of the report.
3. Expropriation Procedure – 5 months
 - Review of the reports by Commission in the MPWT – 1 month;
 - Publication on newspaper - 0.5 months;
 - Complaints by landowner – 0.5 months;
 - Final Review – 0.5 months;
 - Decision of Council of the Minister – 1 month;
 - Landowner's payment – 1.5 month.
4. Construction Permits – 3 months
 - Preparation of the documents according the regulation – 1.5 months from the delivery of the reports;
 - Approval of Construction Permit – 1.5 months.

According the schedule all covenants will be fulfilled by end of March 2013.

4.3 CROSS CUTTING ISSUES

4.3.1 *Equal Opportunities and non discrimination*

The principle of equal opportunities between women and men will not be affected by the construction of this road. There is a huge community that will get benefit from this project.

4.3.2 *Environment and climate change*

In line with Albanian Environmental Procedures and in fully compliance with EU regulations in its entirety, an Environmental Impact Assessment (EIA) will be prepared as part of the detailed design to enable inclusion of Resettlement Plan and Social Impact Assessment.

The EIA shall be scheduled and completed in advance of the Feasibility Study Final Report, so that the findings of the EIA are available as input to a decision matrix for the Bypass.

4.3.3 *Minorities and vulnerable groups*

N/A

4.3.4 *Civil Society/Stakeholders involvement*

Road users in Albania, Local Government Authorities and citizens living or owning properties near the new road, as well as those travelling across the area of intervention are part of the groups targeted by this project.

Road users expected to use the new road are:

- those travelling or transporting goods on Corridor VIII between the Adriatic and Black Seas;
- those travelling or transporting goods between the Italian ports of Bari and Brindisi, the Albanian ports of Durrës and Vlora, as well as Skopje, Sofia, and the Black Sea ports of Burgas and Varna.

Public Consultation will be included as an integral part of the EIA process based on the 'Aarhus' Convention, which adopts a rights-based approach and focuses on interactions between the public and public authorities in a democratic context. The Convention requires parties to guarantee rights of access to information, public participation in decision-making and access to justice in environmental matters. The Convention sets out minimum requirements for public participation in various categories of environmental decision-making.

ANNEXES

- 1 Log frame**
- 2 Description of Institutional Framework**
- 3 Reference list of relevant laws and regulations only where relevant**
- 4 Details per EU funded contract (*) where applicable**
- 5 Project visibility activities**

ANNEX 1: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Project title and number:		Construction of Rrogozhina bypass. 10	
		Contracting period expires: three years following the date of the conclusion of the Financing Agreement		Execution period expires: The contracts must be executed within a maximum of two years from the end date of contracting	
	Total budget	EUR 8.25million			
	IPA budget:	EUR 7.0 million			
Overall objective	Objectively verifiable indicators (OVI)	Sources of Verification			
o Contribute to economic growth in Albania through improvement of Albanian Road System in alignment with European and International standards.	Increased traffic flows Increase of tourism Increase of economic activity	Beneficiary assessment Report INSTAT			
Specific objective	Objectively verifiable indicators (OVI)	Sources of Verification		Assumptions	
Improving of the road transport in and around Rrogozhina and in the East-West corridor.	- Improved traffic safety and reduction of accidents levels. - reduction of travel time after construction of By Pass; - reduction in VOC at the end of completion works;	Beneficiary assessment INSTAT Ministry of Interior Local Authority Data		Commitment and disbursement of funds on time Good co-operation of Contracting Authority, Beneficiary and other interested institutions to finalise the required actions and procedures in order to put in place the required legal and	

	- reduce the urban pollution due to vehicles emissions - reduction of urban maintenance cost - improved traffic safety and reduction of accidents levels. - Reduce the urban noise pollution	Traffic Assessment Feasibility study (baseline)	environmental safeguards.
Results	Objectively verifiable indicators (OVI)	Sources of Verification	Assumptions
1.1 A new constructed single carriageway by pass 1.2 A new constructed roundabout that joins the existing road with the new bypass	- Final acceptance delivered; - 4 km of new road constructed.	Formal statement of acceptance Feasibility study (baseline)	Commitment and disbursement of funds on time Good co-operation of Contracting Authority, Beneficiary and other interested institutions to finalise the required actions and procedures in order to put in place the required legal and environmental safeguards.
2. Compliance of works with requested services during construction and Defect Liability Period ensured.	- Project completed on time, within budget and according to the quality requirements; - Timely checking of quality during supervision of work; - Timely reporting of issues during supervision of work; - Degree of consultation with implementing agency during supervision of work;	Statements from the monitoring authorities that attest the completion of supervisory contract obligations; Monthly Progress reports; Issues/complaints forms.	No defects after liability period occur

Activities to achieve results	Means / contracts	Costs	Assumptions
Activity 1.1: Construction Works for Rogozhina Bypass	Contract 1.1: Works Contract (IPA Contribution).	EUR 6.25million	Timely tender launch and procurement process finished on time
Activity 1.2: Construction Works for Rogozhina Roundabout	Contract 1.2: Works Contract (National Contribution)	EUR 1.25million	Sufficient competition of contractors through qualitative bids
Activity 2: The supervision of construction works for Rogozhina Bypass	Contract 2.1 Service contract	EUR 0.75 million	Technical design delivered on time
			Timely completion of necessary land expropriation procedures
			Selection of the lower and most substantially responsive contractor
			Appointment of a competent and experienced consultant to carry out supervision of works

ANNEX 2: Description of Institutional Framework

The General Roads Directorate recently adapted to Albanian Road Authority (ARA) by law No. 10164, dated 15.10.2009, and has responsibility for the national road network.

1. The Authority has the following functions:
 - a) fulfills the obligations under the Traffic Code;
 - b) establishes centers of electronic traffic management and approves their status;
 - c) guarantees safety for all road users in all its activities;
 - d) develops and maintains management systems for state roads and bridges;
 - e) assists in the annual updates and five year revision of NPT's for the road transport sector, in cooperation with the Institute of Transport;
 - f) maintains and implements The Albanian Manual for Road construction and technical specifications;
 - g) takes the initiative to perform studies, researches and experiments for the efficiency, of traffic, circulation and road safety;
 - h) prepares middle -term development programs and prepares the annual work program for the construction, reconstruction, maintenance, preservation, and development of state roads, in accordance with priorities established in strategic documents.
2. The Authority prepares an annual report to the responsible ministry and the Council of Ministers, which reflects the activities carried out and ongoing plan. The Report is published on the Internet.
3. The Authority maintains accounting books, drafts, publishes financial data, and reports on the activities' status progress, including audit reports by authorized accounting experts, in compliance with the law on accounting and financial statements.
4. The Authority reports to the Minister responsible for the activities conducted in accordance with this law.

ANNEX 3: Reference to laws and regulations:

The following laws and subordinate legal acts govern the activity in the area of road safety:

- Law No. 8378 dated 22.7.1998 “The Road Code of the Republic of Albania”;
- Law No. 8402 dated 10.09.1998 “On the Supervision of and Discipline during Construction Work”, amended;
- Law No. 9511 dated 10.04.2006 “On Adherence of the Republic of Albania to the European Agreement on ‘The main arteries of International Traffic AGR’”;
- Memorandum of Understanding, South-East Europe (11.06.2004)
- DCM No. 270 dated 10.05.06 “On Approval of the National Transport Plan”
- DCM No.405 dated 08.01.1996 “On Administration of the National Road Network and the Rural Network of the Republic of Albania”, amended
- DCM No. 68 dated 15.02.2001 “On Approval of Technical Conditions for the Design and Implementation of Construction Works”, amended (Attachment No. 2 on motorways).

Road Transport Programme Components	Reference	No.	Unit	2010 - 2015	2016 - 2030	Total
Network Development						
Planned & programmed road projects						
1 Arber road corridor	MPWTT + ARA	180	km		312.0	312.0
2 Fier By Pass – Vlore (by 2015)	MPWTT + ARA	44	km	96.3		96.3
3 Millot – Reshen	MPWTT + ARA	26	km	25.7		25.7
4 Sarande – Konsipol	MPWTT + ARA	40	km	26.3		26.3
5 Tirane – Elbasan	MPWTT + ARA	31	km	258.0		258.0
6 U Kardihiq – Delvine	MPWTT + ARA	25	km	69.8		69.8
7 Central Axis Corridor/Elbasan-Berat	MPWTT + ARA	43	km		60.0	60.0
8 Q Thane – Ploce	MPWTT + ARA	50	km	93.7		93.7
9 Lushnje-Berat	MPWTT + ARA	40	km	30.9		30.9
10 Shengjin-Velipoje-Bune	MPWTT + ARA	32	Km		57.3	57.3
11 Kavaje-Rrogozhine	MPWTT + ARA	28	Km	65.4		65.4
12 Ura-Leklit-Permet	MPWTT + ARA	70	Km	32.8		32.8
13 K.Puke-Koman	MPWTT + ARA	35	Km	17.4		17.4
14 Koman-Fierze	MPWTT + ARA	50	Km		264.0	264.0
15 Thumane-Vore - Rrogozhine	ANTP	66	km		629.0	629.0
16 Mngt, design, & construction supervision	ANTP	4%	6%	28.7	79.3	108.0
Subtotal planned & programmed projects		694	km	745.0	1,401.6	2,146.6
HDM - identified projects - primary national network						
1 Strengthening	ANTP	308	km	191.0	67.0	258.0
2 Rehabilitation	ANTP	361	km	13.0	44.0	57.0
3 Dualisation	ANTP	171	km	135.0	190.0	325.0
4 Mngt, design, & construction supervision	ANTP	6%		20.3	18.1	38.4
Subtotal HDM - identified - primary national network				359.3	319.1	678.4
HDM - Secondary and local national network						
1 Strengthening	ANTP	123	km	48	0	48.0
2 Rehabilitation	ANTP	62	km	0	10	10.0
3 Mngt, design, & construction supervision	ANTP	6%		2.88	0.6	3.5
Subtotal HDM - Secondary and local national network				50.9	10.6	61.5
City by-passes						
1 Shkoder	ANTP	TBD			TBD	
2 Vlorë under consideration	Indicative value only			20.0	TBD	20.0
3 Studies -Shkoder	Indicative value only			0.9		0.9
4 Tepelene -By Pass	MPWTT + ARA	3.2	km	24.0		24.0
5 Gjakova By-Pass	MPWTT + ARA	8.3	km	13.0		13.0
6 Tirana-Ring-Road	MPWTT + ARA	12	km	64.3		64.3
7 Durres-By Pass	MPWTT + ARA	5	km	14.6		14.6
Subtotal city by-passes				136.7	-	136.7
Subtotal network development				1,291.9	1,731.3	3,023.2

ANNEX 4: Details per EU funded Contracts:

- The Consultant under the service contract funded by the PPF under IPA 2010 is foreseen to start his duties by early June 2012 and will deliver all the reports by early October 2012.
 - Review of the design – 2 months;
 - Review of the EIA – 3rd month;
 - Review of Expropriation plan – the 3rd and 4th month.
- Environmental Permits 3 months from the delivery of the report.
- Expropriation Procedure – 5 months.
 - Review of the reports by Commission in the MPPT – 1 month;
 - Publication on newspaper - 0.5 months;
 - Complaints by landowner – 0.5 months;

- Final Review – 0.5 months;
 - Decision of Council of the Minister – 1 month;
 - Landowner's payment – 1.5 month.
4. Construction Permits – 3 months
- Preparation of the documents according the regulation – 1.5 months from the delivery of the reports;
 - Approval of Construction Permit – 1.5 months.

Feasibility Studies:

Feasibility study for Rogozhina Bypass was prepared and funded by PHARE 1998.

The road starts at the existing roundabout (R/T) of Rogozhine, crosses a flat alluvial area and, running along the west side of an irrigation canal, crosses the existing railway embankment through an underpass approximately at chainage km 1+900.

After crossing the railway the road alignment intersects the existing Rogozhine – Lushnje road. For the new junction a three-leg R/T has been designed.

After the R/T the road alignment runs in a smooth curve across a flat agricultural area intersecting various irrigation channels, and reaches the last R/T at chainage km 3+900 before the connection with the existing Rogozhine-Elbasan road.

All irrigation canals intersected by the road alignment will be provided with box culverts .of different dimensions, except the crossing of the natural river at chainage km 3+900, where a bridge of 22 m span has been designed.

Total length of the Rogozhina bypass is 4.302 km and the main characteristics of the designed road are as follows:

Road class C1 according to the Italian Ministerial Decree of 5 November 2001

- ♦ Lane width: 3.75 m x 2;
- ♦ Shoulder width: 1.5 m x 2;
- ♦ Number of lanes: 2;
- ♦ Total paved width: 10.50 m;
- ♦ Design speed range from 60 km/h to 100 km/h;
- ♦ Lay-by every 1 km.

The road pavement structure is formed by the following layers:

- ♦ Wearing course 4 cm;
- ♦ Binder course 6 cm;
- ♦ Asphalt concrete base course 10 cm;
- ♦ Crushed aggregate base course 200 cm.

Guardrail were provided along the entire length of the road, due to the embankment height (> 2,5 m) and steep embankment slope 3/2 higher than 3/1 according to AASHTO recommendations (Guide for Selecting and Locating Traffic Barriers).

The existing topsoil to be removed from the embankment foundation will be placed on the

side slopes to allow grassing and to avoid erosion

Two future design horizons, year 2015 and year 2023, were evaluated for the junctions and links of the Rrogozhine by-pass. The configuration of the infrastructure consists of 3 roundabouts (R/Ts), whilst the links were based on the cross-section type C1 as per the Italian standard (ref. to the Annexes).

The existing R/T, named R/T 1, has a 3-leg configuration, and was modified keeping the same layout, but after the meeting held in the European Community Delegation (ECD) office a 3-leg layout was decided and agreed and was accordingly evaluated.

For the R/T at km 2, named R/T 2, a 4-leg configuration was chosen, whilst for the R/T at the end of the by-pass a 3-leg layout was proposed.

The **simulation results** confirm and justify the improvements of the R/T 1 up to year 2021 with an acceptable LOS (equal to E), whilst for the year 2022 it will be congested, and improvements could be required from year 2023, subject to monitoring of the traffic flows starting from year 2020.

For R/T 2 and R/T 3 the simulation confirms the validity of the layout chosen up to year 2023.

The cross section does not need improvements or extension to 4 lanes up to year 2023 due to the acceptable LOS achieved.



Detailed Design

Detail Design for Rrogozhina By pass was revised and funded by CARDS 2004.

A framework contract will be engaged for a final design review and preparation of tender documents for a work and supervision contract under the IPA contribution.

Centralized Management:

The project will be implemented by the European Union Delegation to Albania by centralized management.

Contracts:

Regarding the different service and works contracts, please see above paragraph 4 for more details.

Execution of contracts:

The execution of contracts is in principle after two years following the contracting date. However, the date of execution of works contracts, contracts for the assistance for the supervision of the works may end beyond this period.

Co financing:

The Albanian Government will finance 15.0 % of the total value of the project through contract 2.1.

Out of this contract, additional costs for land expropriation and VAT will be also covered by the Government of Albania.

ANNEX 5: Project visibility activities:

The EC rules for the visibility will be implemented, the billboard will be placed at the construction site, all equipment supplied will have a sticker and report from the contractor and consultant will have the logo with EU visibility requirements