2018

(PHASE PROJECT IDEA)

TECHNICAL REPORT

"YACHTS PORTS- BYPASS ORIKUM - DUKAT (SAN ELYSE'S BRIDGE)"
ROAD

Table of contents of the Technical Report

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1. INTRODUCTION

1.1 Current situation of road infrastructure of the area

The road from Orikumi to Dukat currently has a length of 16 km. Starting from Orikumi it depicts the villages of the Duchy and the New Duchy, and ends at the location of Saint Elis Bridge in Dukat. In recent years, the southern coast area has been part of a general infrastructure renovation plan to promote the development of coastal tourism in these areas. The Albanian Riviera of the Ionian coast represents rare features. The roads that pass through these areas have been the most important arteries for communication since ancient times and continue to be so until today. The Riviera also offers many convenient residential areas for people and is also known as a rich archaeological area. Archaeological research and so far studies have yielded rich archaeological information including many isolated areas or finds. Near the "White Roads", on the edge of the Ionian Sea, are the ruins of the ancient settlement Ilir Paleste (today Palasa), which has been known since the 2nd century BC. Coastal villages are also rich in ancient cultures. A thousand five hundred years is the Catholic Church of Himara. Only Dhërmi is a village with over 30 churches and 3 monasteries. Huge beautiful houses with characteristic architecture have all the villages of this area.

Also gravel beaches are another distinctive feature, which is completely different from the Adriatic sea beaches. The terraces are another feature of the seafront feature, which is a feature of the Coastal Sea, which is perhaps the best symbol of the work undertaken by the shore to capture nature and the smallest particle as well as to preserve it all which has created just as sweaty as possible. Powerful tectonic processes and devastating seabed action have created a curved coastal line. Many small peninsulas, canyons, canyons, caves and coves give the Coastal Sea a rare and unique beauty and great tourist value. Close to this region are places where you can enjoy the scenic and rich nature of this area.

Projects in this area are funded mainly by the Government of Albania with the respective local units. In this segment, the road has an average width of 6.0 m, in the vast majority follows the old track and has an average speed of 30-35 km / h. Immediately after its asphalting, problems began to appear on the road axis. In kilometer 7 of the road from Orikumi (Dukat) there are stability problems and slides of the road axis. There are many problems in this segment such as: speeds not exceeding 40 km / h, there are many danger points that are a source of accidents - especially the area that passes through the villages, which means that during the tourist season holidaymakers are constantly blocked and on peak days for hours. While in the last year is building part of the road from Vlora to Orikum (bypass of Vlora). This project will significantly improve the traffic reduction in the area.

Despite the interventions that have been made in recent years, the state of the Orikum road - Dukat is degraded or inadequate to withstand the economic, social and tourist demands of the area. During the summer season along its length we encounter the formation of car traffic pylons. While during the winter season the technical conditions for passing this segment are aggravated by

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increasing the risk of incidents that may occur in it.

1.2 General presentation of the project

In this proposal is described the construction of a 14.7 km road, which starts on the yacht port road, then passes to the Orikum Bypass and ends at Dukat (Saint Elizabeth Bridge).

The road used to connect the southern coastal areas to the means of transport from Orikumi to Dukat to the location called St. Eliza Bridge today is degraded and 16 km long. During the summer season along its length we encounter the formation of car traffic pylons. Situation created mainly by the great influx of tourists in the area. While during the winter season the technical conditions for passing this segment, closely related to the geographic features of the area, deteriorate, increasing the risk of incidents that may occur in it. The area in question has high economic potential.

The Riviera area is presented as a strategic zone for the development of tourism in this area, conditioned by the rare environmental values it owns.

The project in addition to the direct facilities it will create in the area, making it easier to enter the Albanian Ionian Riviera for visitors, will also favor the following topics:

This project starts on the yacht port road in Baypas of Vlora Orikum Dukat (the bridge of shen Eliza). Upon completion of the Road, the distance from the Yacht Port to Dukat will be 14 + 700 km. Thus, local people's transport conditions will improve significantly.

2 PROJECT

2.1 Goals / Objectives

The goals of this project are to improve the state of traffic and road infrastructure. The proposed route is an integral part and part of the road segment connecting the southern coastal areas to the means of transport from Orikumi to the entire riviera further, which today is about 16 km in total. During the summer season along its length we encounter the formation of car traffic pylons. This situation is mainly due to the large influx of tourists in the area. While during the winter season, technical conditions for crossing this segment, closely related to the geographic features of the area, deteriorate, increasing the risk of incidents that may occur in it. The area in question has high economic potential.

The study of the area as a whole is a project for which the works are mainly financed by the Government of Albania with the respective local units. It has an average width of 6.0 m. Immediately after its construction, problems began to appear on the road axis. In the 7th kilometer of the road from Orikumi (Dukat) there are problems of stability and sliding of the road axis. The construction of this road axis was completed in 2009.

Today's Orikum - Dukat Street, about 16 km long, depicts the villages of the Duchy and the New Duchy, and ends at the location called St. Elisabeth Bridge at the beginning of the climb to the Llogara Park. In recent years, the southern coast area has been part of a general infrastructure renovation plan to promote coastal tourism development in these areas.

The Orikum-Himara Road Segment, "YACHT PORT - BYPASS ORIKUM - DUKAT (St. Elizabeth Bridge) is of great importance since:

(i) Includes some new strategic points like JAHT PORT

(ii) Switches to new track to bypass the Orikumi and EM Bypass connects the end of Vlora

(iii) Let's likely the two subsequent solutions to over Llogarasë tunnel or existing track.

The objectives of this project are:

a) Growth of economic and cultural exchanges in the country.

b) Facilitating traffic to the southern coastal area, which appears to be very problematic especially during the tourist season.

c) Tourism development, as this segment of the resort will make it possible to link new strategic points such as the Yacht Harbor.

d) Construction of the road in the shortest time (3 years forecast)

e) Implementation of international standards in the implementation of this project.

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2.2 Scope of work

This work is going to be done will be divided into several phases:

Phase 1

At this stage, the implementation of the study and the detailed implementation project will be included.

Phase 2

At this stage is included the construction of the road, starting with the mobilization of work sites, personnel, machinery etc. Specify the points of supply of inert, concrete, asphalt etc. The landfill site, waste disposal etc. is done, and then the traffic deviation is where it is needed and the implementation of the works begins. This phase closes with the completion of construction.

Phase 3

This stage includes road maintenance, which includes as main element the cleaning of canals and drainage works, possible repairs of asphalt, protective barriers, signage, etc.

2.3 Strategic and Operational Benefits of the Project

In this project is described the construction of a 14.7 km road, which starts on the yacht port road, then passes to the Orikum Bypass and ends at Dukat (St. Elizabeth Bridge).

The road used to connect the southern coastal areas to the means of transport from Orikumi to Dukat to the location called St. Eliza Bridge today is degraded and 16 km long. During the summer season along its length we encounter the formation of car traffic pylons. Situation created mainly by the great influx of tourists in the area. While during the winter season the technical conditions for passing this segment, closely related to the geographic features of the area, deteriorate, increasing the risk of incidents that may occur in it. The area in question has high economic potential. Based on the data published in the National Tourism Development Strategy, the following economic objectives are foreseen for the entire territory of Albania, either directly or by the secondary effects caused:

• The contribution of the tourism sector to the country's total production should increase from 4.8% (2013) to 8% by 2020

• Increase in national and local revenue and revenue revenues (double income at local and national level from the formal part of the economy, threefold after formalizing the informal part)

• Revenue growth in foreign currency will reach a level of 5% a year in the short run, 7% in the medium term and 10% in the long run, accounting for 1.8 billion euros in 2020

• Increasing the number of new jobs in tourism businesses

i. Direct jobs from 41,000 in 2013 to 70,000 in 2020

ii. Indirect jobs from 147,000 in 2013 to 220,000 in 2020

• Increase investment in the tourism sector by private investors. Objective: minimum 300m euros in the period 2014-2020

• Creation of about 500 new businesses and 1,000 new micro and small micro enterprises in the tourism sector by 2020

The Riviera area appears as a strategic area for tourism development in this area, conditioned by the rare environmental values it owns.

The project in addition to the direct facilities it will create in the area, making it easier to enter the Albanian Ionian Riviera for visitors, will also favor the following topics:

• Urban planning. Enabling the construction of this strategic infrastructure for the development of the surrounding area will make urban planning based on this path. This route is thought to be strategic for the next 50 years of coastline development. Assessing such a long period of life will make it possible to reduce the cost of urban development for the coming years.

• Economic development. Such infrastructure will enable a more favorable linkage to the area, favoring the growth of those visiting the area and lowering transport costs by enabling lower prices of primary products for the primary needs of the community that will live in these areas. Low prices mean more economic power for the local population living in these areas.

• Demographic growth. The presence of a road axis with appropriate technical and security conditions for interconnection with surrounding areas will condition the permanent repopulation of these areas by revitalizing the urban life of the area where the Orikum-Himara road crosses, given that in the present days increased the phenomenon of the massive departure of the local population, especially during the winter season, mostly felt in the Dhërmi area.

• Environmental pollution. The project for the construction of the Orikum-Dukat road axis will have a positive impact on the environment, as the passage of the road axis at the end of the project will halve the time for its congestion, including the elimination of traffic jams. Having a lower congestion time, the time at which internal combustion engines are present in the road axis is reduced and this fact will enable the reduction of polluting gases released from the road throughout the area.

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3 TECHNICAL DESCRIPTION

3.1 Technical Analysis (Technical Project / Technical Solution / Technical Feasibility)

Segment of Orikum-Himarë Corridor, Road "YACHT PORT - BYPASS ORIKUM - DUKAT (St. Elizabeth Bridge)".

The importance of this segment comes from several factors as follows:

(i) Includes some new strategic points like JAHT PORT

(ii) Moves to the new Orikum bypass passage and relates to the completion of Vlora Bypass

(iii) Let's likely the two subsequent solutions to over Llogara tunnel or existing track.

Segment	Length km
(PORTI I JAHTEVE - BYPASS ORIKUM - DUKAT (Ura e Shën Elizës)	14.7

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This study refers to the road segment YACHT PORT - BYPASS ORIKUM - DUKAT (St. Elizabeth Bridge). Note that:

Geometric data of the road belong to category C2 according to RRPRSRSR-2, 2015, broadly described in the technical projects presented are mentioned in summarized form below:

1. The length of the proposed route is 14.7 km
2. The proposed pavement width is 12.5m = 2 * 3.5m (passage) + 2 * 1.25m (asphalted pavement) + 2 * 1m (unpaved jetty)
3. The maximum longtitudal inclination is 7%
4. Transversal slope according to the proposed tip cutting and the technical material
5. The minimum range of the variant is R = 120 m, but in the first field of the project the minimum radius is R = 250 m and the minimum movement velocity Vmin = 80 km / h, which is in accordance with the requirements of the Type Standard of road C2, while the minimum turning radius on the existing road does not match either Type C2 or Road C3. In it there are about 4-5 curves with a minimum radius R = 20 m.
6. Intersecting with the new designed road is foreseen to be in both ways, ie crossroads with the road at the level or in the interchange.
7. Special structures, in the project presented are some major Special structures as there are 3 bridges with the respective specifications and the lengths described in the relevant section

In the proposed New Path "YACHT PORT - BYPASS ORIKUM - DUKAT (Saint Elizabeth Bridge) we have these major artworks of great bridges:

1. Bridge No - 1 L = 50 m
2. Bridge No - 2 L = 35 m
3. Bridge No - 3 L = 60 m

The first is on the prog 1 + 510 - 1 + 570 is the new urea on the river of Dukati.
The second row is in progress 0 + 950 and is located off the roadside. This is the existing bridge that will be built due to the poor condition it is located on.
The third one is in Progress 1 + 100 - 1 + 135 is the new bridge over a deep channel of the source of Izvori.

-We have two 12-meter passes, concretely in progress 8 + 638 and 8 + 950. Since our road is being built with local service, it is imperative to build two overpasses.

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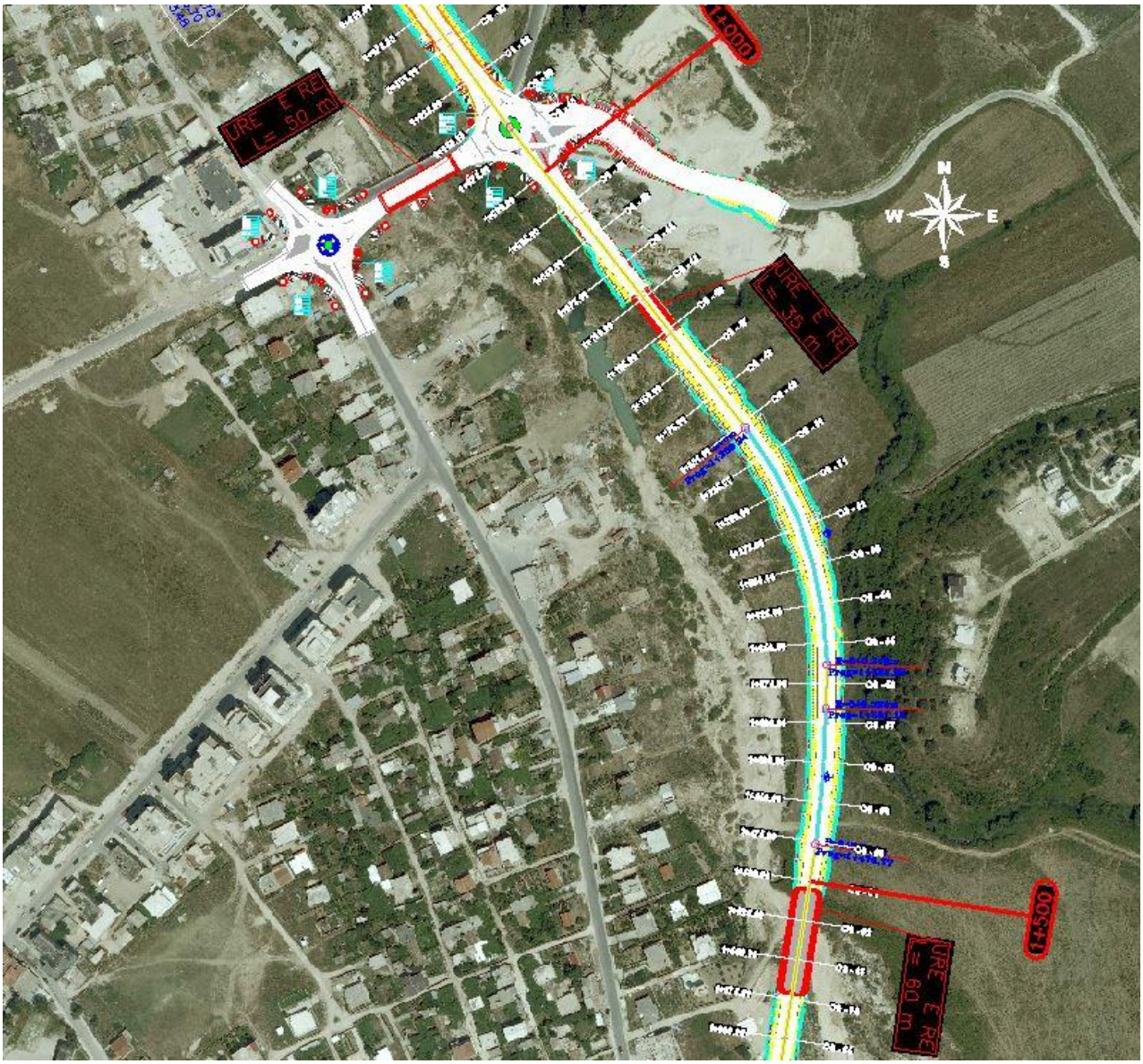
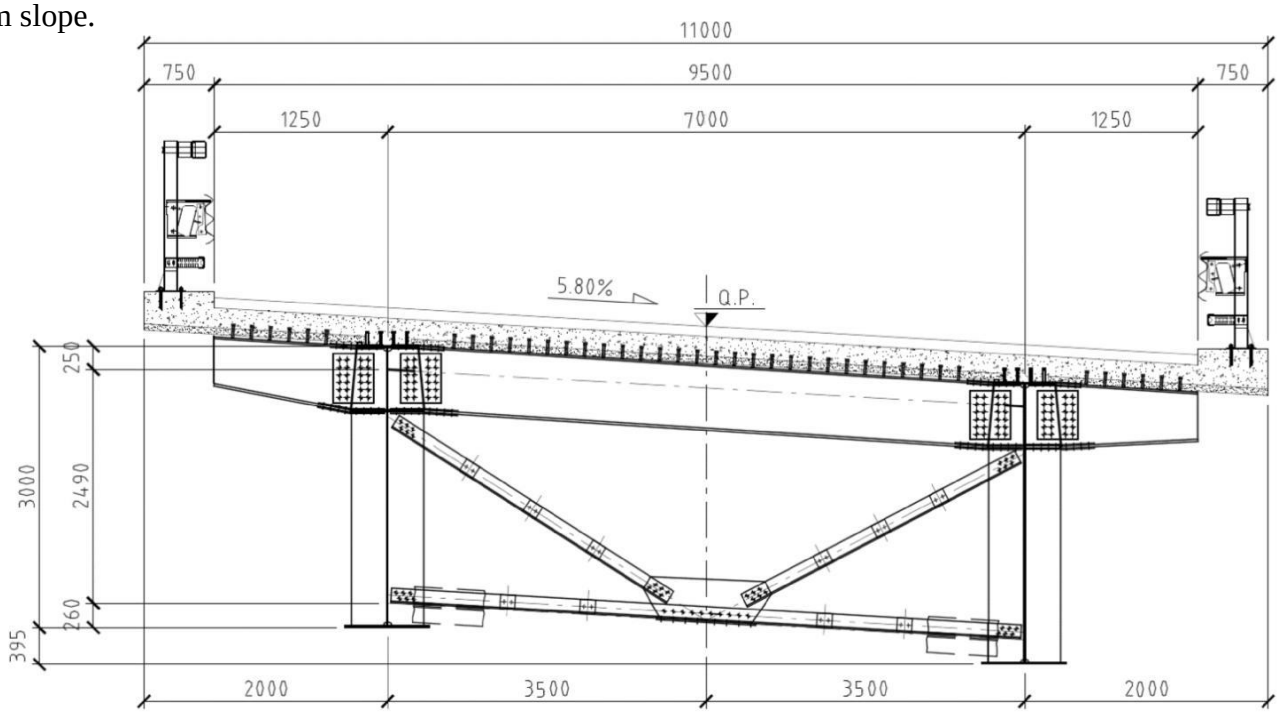


Deviations

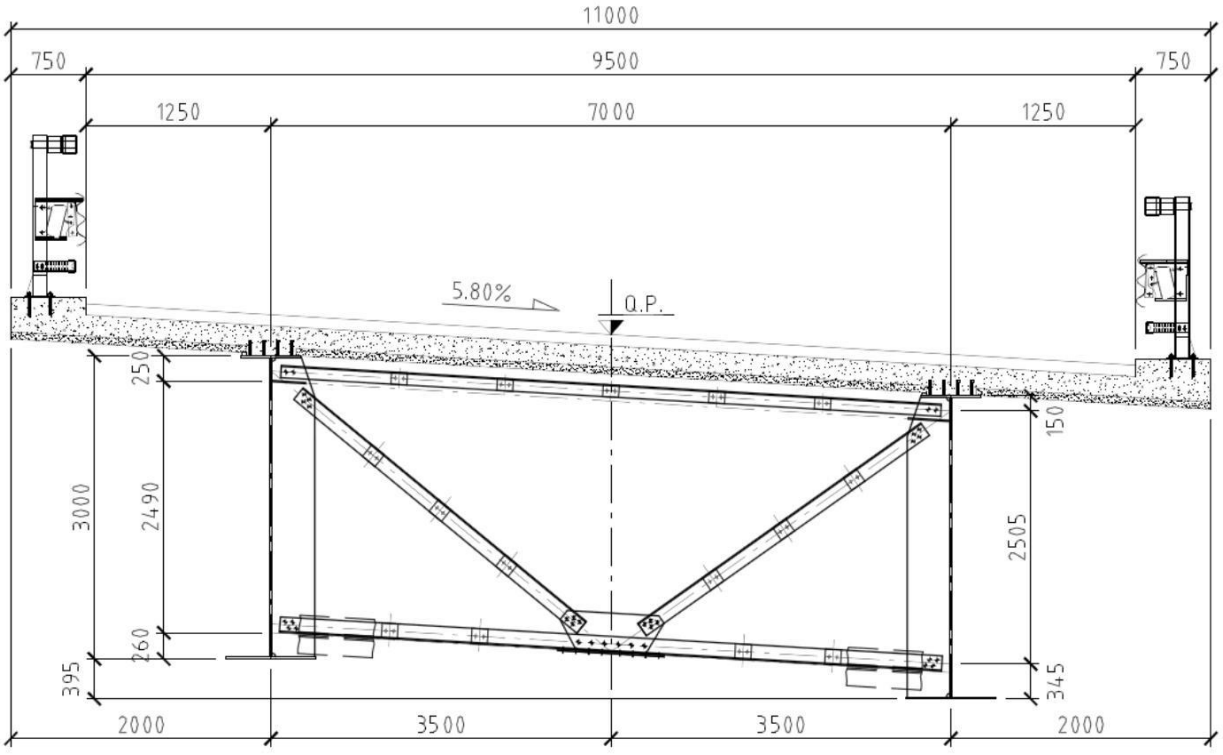
Deviation in segment 2 eliminates many serpentines, adjusts the longitudinal slope, planimetry and shortens this path and avoids difficulties in moving to the area.

Cross-section type of bridges.

The bridges will have a width of 9.5 m with two-sided asphalted rocks with 1.25 m each and a 7.5 m slope.



TYPICAL CROSS SECTION ON ABUTMENT



TYPICAL CROSS SECTION INTERMEDIATE
1:50

8. Small Special structures are foreseen for the construction of retaining walls in each section of the road according to the presented project.
9. Surface or deep drainage works are foreseen for the construction of small-scale works as small openings in each section with the presence of waterfall on the road according to the presented project.

10. Remedial Engineering Measures are envisaged to undertake all relevant engineering measures throughout the project, as provided in the relevant chapter, and in each section of the road according to the submitted project.

11. Road layers: designed in accordance with the internationally recognized design guidelines for the layers. The following layer design methods have been originally obtained by empirical studies conducted in North America and Europe. A 20-year design period is specified in them and this is considered suitable for Designing a Street as it was done and in the design of this road. With the flexibility of the AASHTO design method, the layers are projected economically by minimizing the costs of construction and transportation materials and future maintenance requirements are taken into consideration in choosing the type of layer and the thickness of the layer structure. For Layout New Layers are used: AASHTO Handbook for Layout Design. Layer Layer Design: Asphalt Layers for Roads and City Roads. Laying Projects will be performed on all variable values in order to provide the economically advantageous project of the thickness of the pavement.
12. Signage: The road project provides for all necessary and necessary works according to the proposed standard and the technical rules in force for road design. Vertical signage in the project is foreseen completion of the road with all elements of signage and road safety road signs of the type with aluminum and R1. Horizontal Signalization, in a project compliant with the horizontal road code, width 25cm per side, width 15cm in the middle. Visits will be realized with bikomponente paste, which guarantees their longevity. Road Safety: Measures taken guarantee the coverage of the entire K / Orikum-Dukat Street with Guardrail. The quality of the guardrail will be in accordance with the standards in force by meeting the obligations of 'crash tests' in the laboratories certified for these tests. The project is foreseen to use H1, H2, H3, and H4 guardrails according to the specifications described in each case in the project.

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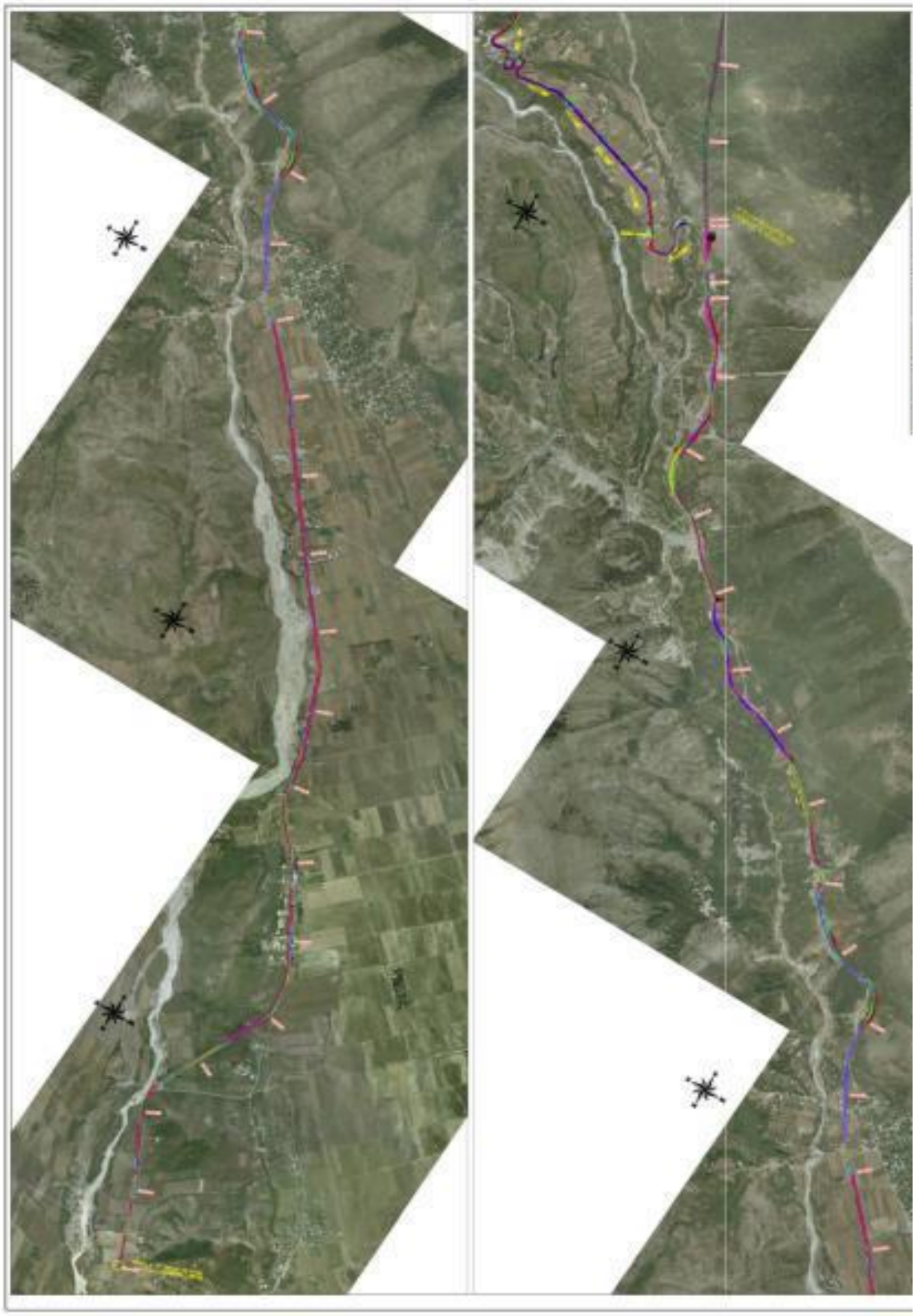
The road "YACHT PORT - BYPASS ORIKUM - DUKAT (St. Elizabeth Bridge)"



3.2 Technical Road Standards

Based on the standards adopted in 2015, the "PORT OF YACHTS - BYPASS ORIKUM - DUKAT (St. Elizabeth Bridge)" road will be built with the construction of a new axis which is completely categorized on C2-type road. The road is designed with a minimum speed of 60 km / h and a maximum of 100 km / h. The width of the road body is 9.5 m; 2 carriageway with a width of 3.5 m each, 2 asphalted pavements with a width of 1.25 m.

Concerning the road sections due to the construction according to C2 standard of the change of the slopes of the project quota and in the plan of improvement according to the new standard, new building of the whole layer of road layers is built. In these parts the levels will change and all layers will be built.

Detailed in tabular form the main parameters of the road:

" YACHT PORT - BYPASS ORIKUM - DUKAT (Saint Elizabeth Bridge)"

Items		Unit	Technical Indicator
Design speed		Km/h	60-100
Width of the body of road		m	9.5
Width passing score		m	2×3.5
Classification according to load			Ordinary heavy load (EUROCODE)
Probability of flooding in design			Large / medium bridges: 1/100; small bridges / culverts: 1/50
The minimum radius circular		m	120
Minimum transition curve radius		m	240
The minimum radius of vertical curves	concave	m	750
	convex	m	2400
The maximum leading longitudinal slope		%	7
Project Life		Years	20

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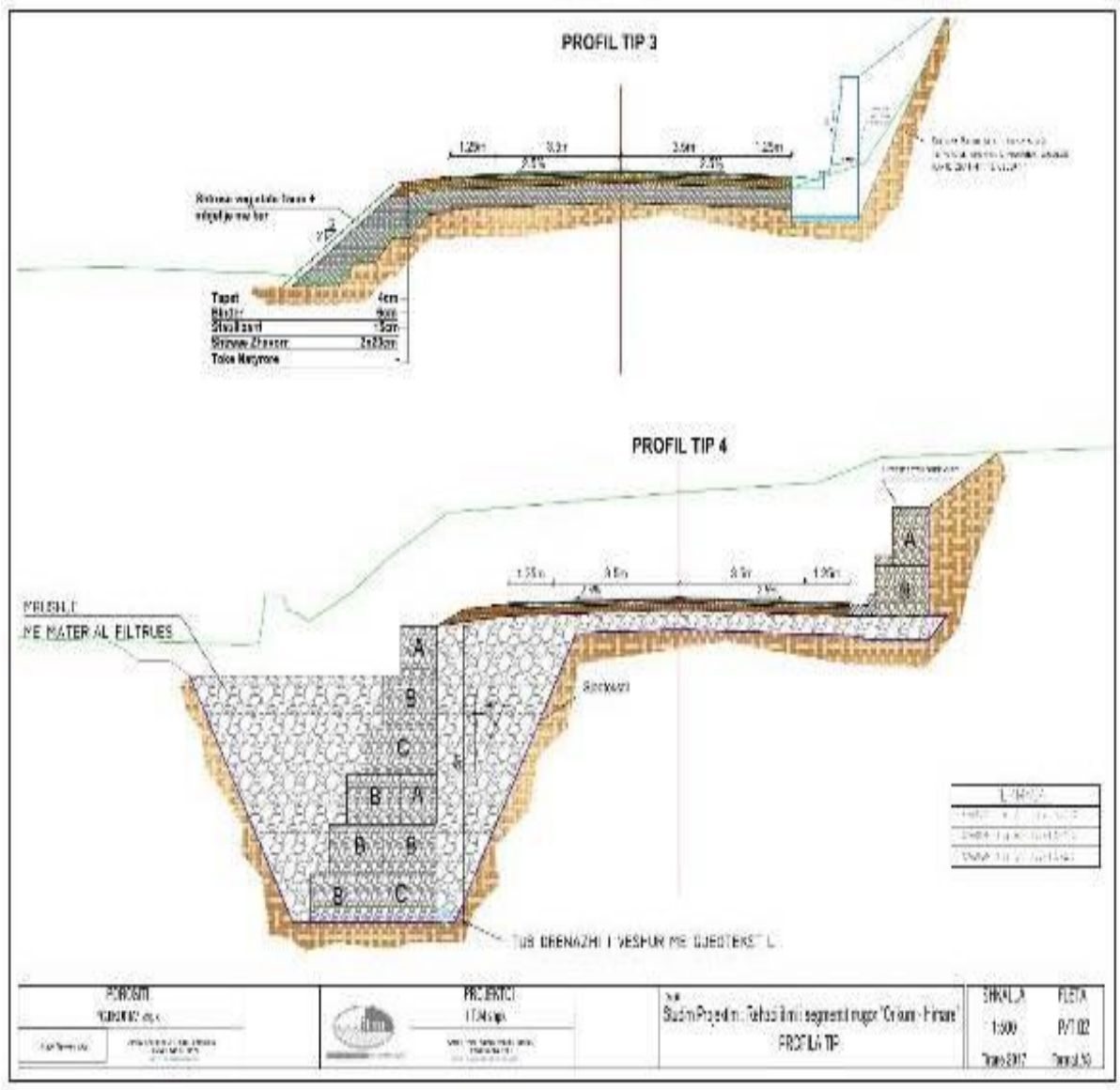
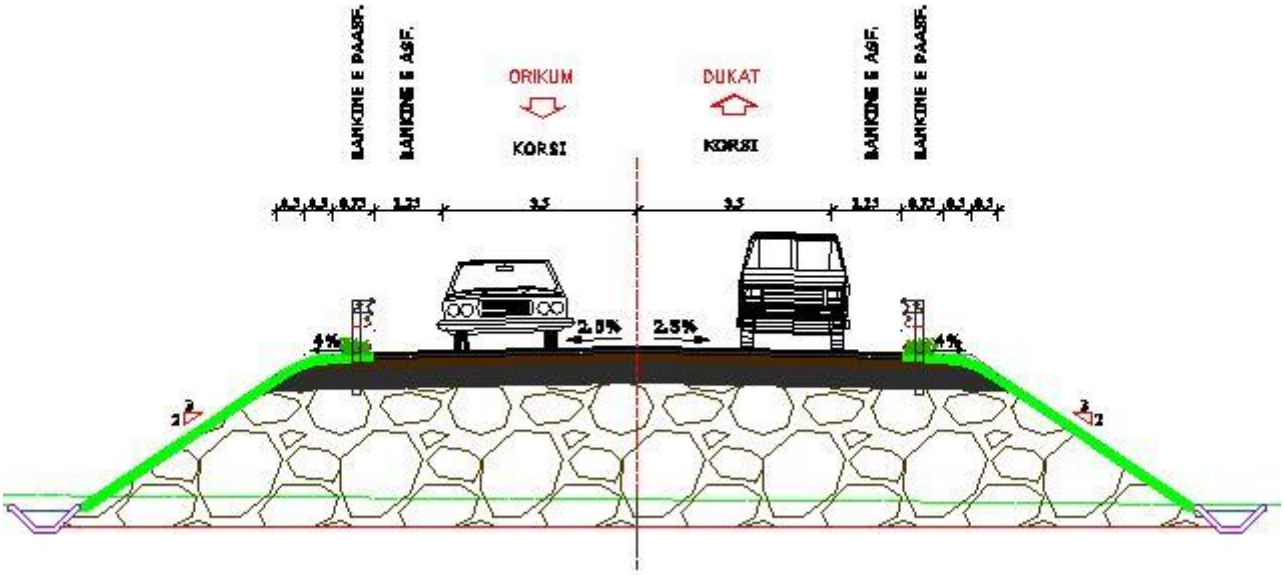
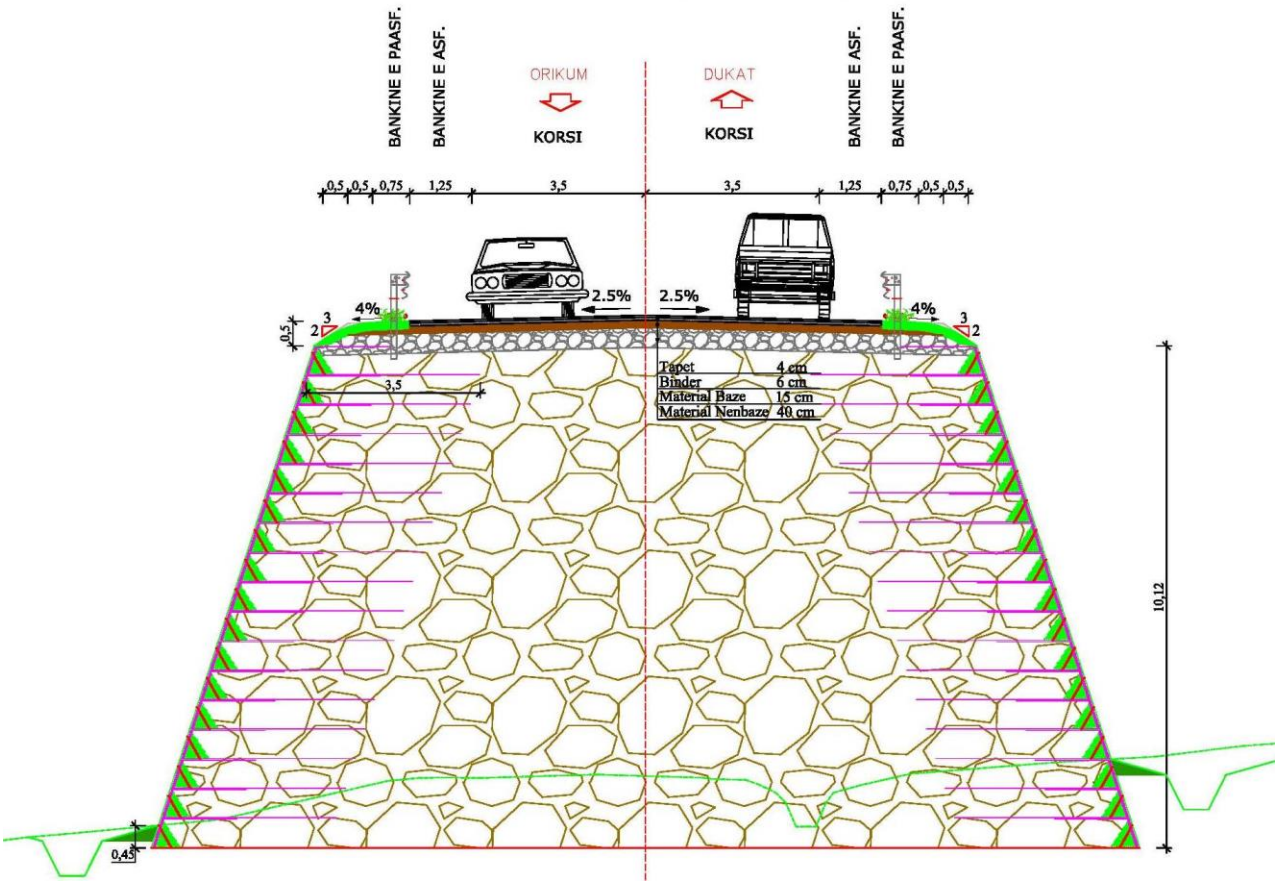
7.2.1 Tupical cross sections

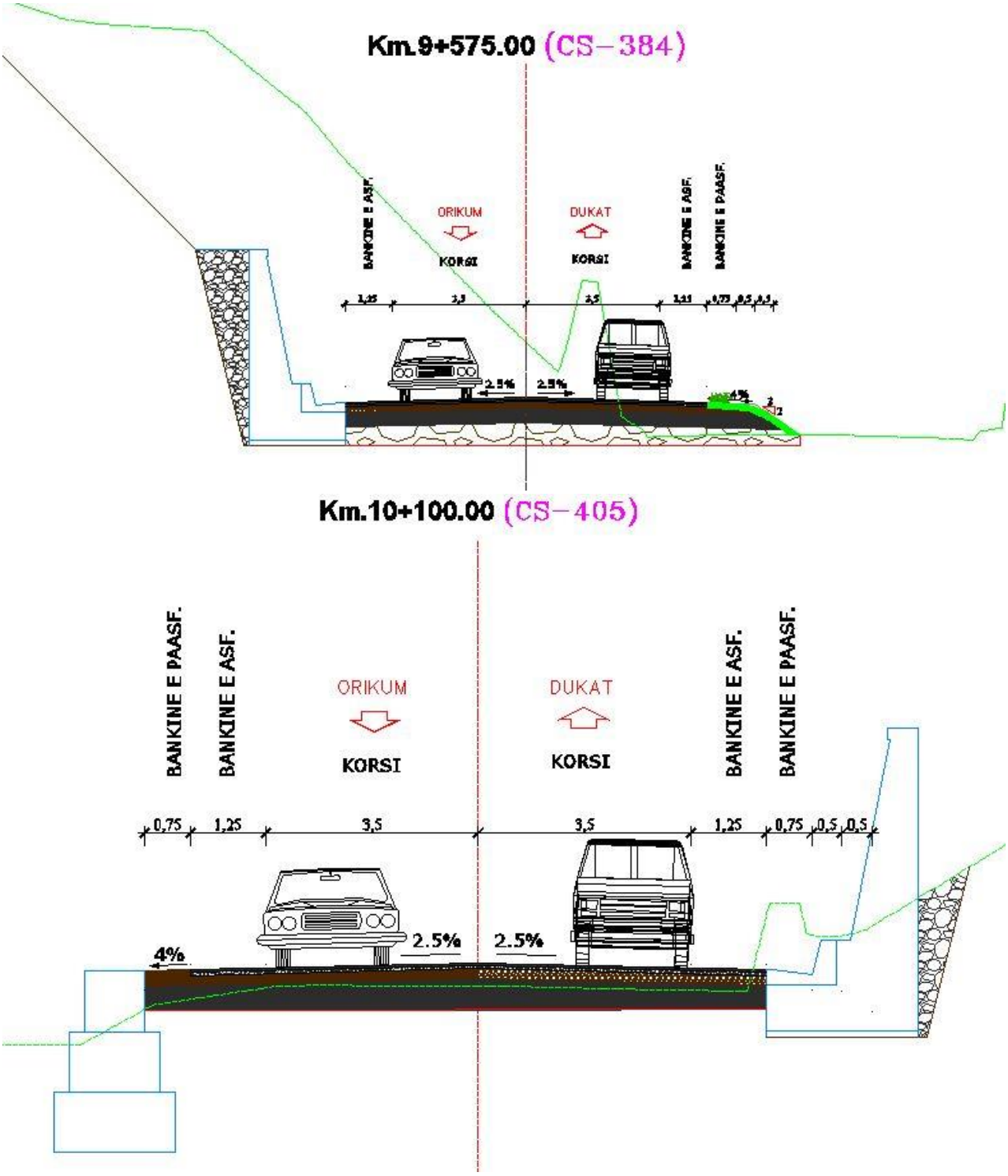


Km.3+600.00 (CS–145)



Km.9+075.00 (CS–364)




Km.9+575.00 (CS-384)
ORIKUM
DUKAT
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KORSI
Km.10+100.00 (CS-405)
BANKINE E PAASF.
BANKINE E ASF.
ORIKUM
DUKAT
KORSI
KORSI
BANKINE E ASF.
BANKINE E PAASF.
0,75
1,25
3,5
3,5
1,25
0,75
0,5
0,5
4%
2.5%
2.5%

3.3 Remedial Engineering Measures

From the engineering side we would point out:

Measures taken to protect the scaffolding and reinforcement of the road body, which occupy a significant part of the road construction costs. Forms of skydiving and reinforcement of the road body are different, using technologies such as geomembrane, geotextile, ground reinforcement, reinforcement / filling reinforcement, etc. Such measures will be taken in cases where the skarpats and fillings are subject to erosive forces. In this way, the long-term stability of the skylights is guaranteed, and the solidity of the body of the road. Environmental protection and greenery are in line with the standards and requirements of the time. Environmental protection will be discussed in the relevant paragraphs, while for greening the measures taken will ensure that the grass / tree planted is in accordance with the climatic requirements of the area.

Planting the grass will be realized with hydro-seeding technology, ensuring uniformity and healthy grass.

The key factor in this technology is covering the vegetation layer / mulch layer at the same time / along with planting grass and irrigation.

4 EVALUATION OF ENVIRONMENTAL IMPACT

4.1 Introduction

According to EU legislation, the procedures for conducting environmental impact assessments are allowed to change in different EU countries within a certain limit and only if objective targets are achieved. Accordingly, the designer follows the environmental procedures, as provided by Albanian legislation, that is, to adopt its own way according to the EU model. This section describes the procedures that have been followed during the Project Phase and should be followed in parallel with the development of the design. As specified in the MRNR-1, the first environmental assessment is carried out at the Project Determination stage. Baseline Design Projects need a Priority Environmental Impact Assessment (VPNM). Projects of the average design level, depending on the type of work, perform a VPNM during the Project Determination Stage. Full-scale design projects perform a VPNM during the Project Determination Stage.

4.2 EIA objectives

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The Environmental Impact Assessment (EIA) Study is prepared as part of any feasibility study. The main objectives of the EIA are:

• To carry out an analysis of the current state of the environment along the proposed route and to assess the environmental sensitivity of potentially affected territory;

• For each road improvement to consider or compare the effects of alternatives before and after the application of mitigation measures in order to assess the excessive environmental impact and to create an environmental ranking of alternatives;

• Suggest measures to avoid, mitigate and compensate for negative environmental impacts and risks, including cost estimation of these engineering measures;

• Establish a monitoring plan that aims to monitor the effectiveness of mitigation measures and to warn of impacts that may not be anticipated during the assessment;

• Produce a final version of the EIA Formulation.

4.3 The legislation

The EIA study defines the criteria that, together with other functional criteria of the project such as economic, technical and security, will allow the selection of the most appropriate option and facilitate early integration of environmental factors into technical design. Assessment complies with Albanian legislation.

Examination

Examination is the process of determining whether or not an EIA is required for a specific project. It is in accordance with the procedures stated in the current Albanian legislation in force. A full discussion with the Regional Environmental Agency and the Ministry of Environment will be realized if necessary.

The goal

The goal is an early stage in the process and is designed to ensure that environmental studies provide all relevant information about:

• project impacts, in particular by focusing on the most important impacts;

• Project alternatives;

• Other issues that may be included.

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4.4 Environmental Impact Assessment Report

This report is based on national legislation for the protection of the environment in which analyzed the different variants are given for each of the potential environmental impacts and suggesting the best option environmentally

- Analysis of alternatives. In case of need of alternatives are made:

  - Description of different alternatives such as location, technologies used;

  - Summary of negative impacts for each alternative;

  - Selection of the alternative.

To complete the study at later stages, consultations with the public should be carried out in cooperation with the Environment Agency and ARRSh (The Albanian road authority).

- Requirements for a Permit or a License. In this report the proposer will report on the permits or requirements that should in this case take place during the design and construction stages of the facility.
- Public Consultation Report. This report will summarize all public consultation proposals with other stakeholders, with state entities such as Drainage Board, HEC, KESH, Water Supply, Sewerage, Telecom, Cultural Monuments institutions or organisms Archaeological, Regional Environmental Directorate, Environment Agency, etc.

The project will conclude with the technical report which summarizes the entire thinking process that served as the basis for the project design work. It includes planimeters and other important information such as special studies, photos, and so on.

Drawings. The proposer presents the following drawings by organizing the basic part of the contract documents for the execution of the works:

- Horografy at scale 1: 10 000 (in cases where the study area is too large, a summary map should be prepared on a suitable scale).
- Road plan on a scale of 1:10 000; 1: 5000;
- Longitudinal road profile H 1: 2000; V 1: 100;
- Cross road profiles every 25 m, scale 1: 200;
- Cross tip profile, scale1: 25;
- Drawings of bridges (three axes, overhangs, substructure on one page) on a scale of 1: 100;
- Drawings of tombstones (types location number, slope) ranges 1: 100;
- Topographic survey map, 1: 5000;
- Hydrological maps showing clear water flows, 1:10 000;
- Geological map along with road plan (accompanied by geotechnical details available), 1:10 000;
- Planimetry of proposed intersections, 1: 500;
- Vertical and horizontal road markings proposed, 1:10 000;
- Underground / subterranean infrastructure plan with proposed changes, 1:10 000;
- Drawings of retaining or receiving walls (along with reinforcements), 1: 50 ÷ 1: 100;
- Supplementary and auxiliary works (here may include side trips, service roads, road equipment, drainage enclosures, etc.) Accurate scale with the details presented;
- Different maps of environmental sensitivity, cultural and archaeological objects in it, for all variants, ranges from 1:10 000.
- The non-technical summary of the ESIA should be a summary ESIA report, giving a brief description of all EIA report chapters:
- Entry,
- Project description,
- Description of the surrounding environment,
- Expected environmental impacts and mitigation measures for these impacts,

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- Environmental Management Plan and Environmental Monitoring Plan,
- Beneficiaries of the project etc.

4.5 Social and Environmental Impact Assessment

- Basically, the environmental impact assessment for a proposed project is the process of identifying its compatibility with the environmental legislation in force, the natural resources found in the project area, and how it will be affected during the project implementation phases. By identifying possible negative impacts of its implementation, which at the design stage, the Environmental Impact Assessment of a Project aims at:
- • To inform the decision-makers about the environmental consequences of the proposed project;
- • to propose the necessary technological improvements in order to mitigate or reduce its consequences and adapt to the carrying capacity of the host environment;
- • to promote environmentally friendly, friendly and friendly development.
- This EIA report for the Yacht PORT - BYPASS ORIKUM - DUKAT (Shen Elris Bridge) road map presents a summary of existing data and information on the environmental conditions where the project will be implemented, including physical, atmospheric, aquatic, biological, socio-cultural facilities and socio-economic situation of the area.
- The detailed environmental impact assessment report includes:
- Legal framework
- Identifying environmental issues
- Description of methodology
- Description of the Project
- Selected trace analysis
- Description of the state of the environment in the project area
- Identification of possible negative impacts on the environment
- Possible Social and Economic Impacts
- Environmental management plan and measures to prevent and mitigate the impact
- Environmental Monitoring Plan
- Conclusions
- During the assessment of the impact on the environment of the project presented for the construction of the new road axis YACHT PORT - BYPASS ORIKUM - DUKAT (St. Elias Bridge), the following conclusions were reached:
- • This road axis will be a very important component of the national road network, which will connect not only a large region with tourism and economic potential, but also the northeastern part of the country and the region with the Western Southeastern Albania. The project is in compliance with the national strategy for the development of the backlogs, approved by DCM No. 773, dated 14.11.2007

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- - "On the adoption of a cross-cutting strategy for regional development, for the period 2008-2013", which includes the project development area and the relevant regional plans.
- • Being a completely new axis, the main negative impact on the environment arising from the implementation of the project is the change in the use of the land where it passes. Surveys on the ground and secondary sources of information showed that the largest part of the trawl develops on agricultural land. Despite the low botanical importance, the agricultural land habitat will lose the naturalness and the ability to support the respective ecosystem.
- • Because of the fragmentation of the habitat the disturbance will increase and the possibility of its exploitation from fauna in the impact zone (on both sides) will be reduced. The disturbances in the fauna will be long-term as well as anticipating accidents in certain species (reptiles, amphibians, mammals and birds). The above-recommended measures for the protection of fauna guarantee the avoidance of irreversible and long-lasting damage (especially the tombs of ecosystem communication) of the earth's fauna.

  - • The track will shut down some watercourses. This will be accompanied by the possible addition of solid matter to these water bodies. These impacts are temporary and controllable due to the contemporary construction technologies and the mitigation measures of the impacts on the environment.
  - • Since the opening of the roadway is not expected to generate significant ground mass, as the new road is almost entirely developed in filling. The rest will be deposited in suitable locations and with criteria that guarantee the protection of the environment (as is also reported in this report). Abandoning and mismanagement entails legal responsibility for the project implementer.

  • It will stimulate the economic growth of the area as it creates the possibility of exploiting its resources and will open and develop the prospect of tourism development of this area. It will create good links to the region with the rest of the country and will also help improve the quality of life throughout the area.

  • Construction activity should be monitored according to the program presented above and the data should be reported regularly to the Regional Environmental Directorates. They should also be accessible to the public and interest groups.

  • Decision making for the project should be carried out within the legal framework of environmental protection and transparency that requires legislation for involving the public in decision-making for the environment.

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