

REPUBLIC OF ALBANIA

MINISTRY OF URBAN DEVELOPMENT AND TOURISM

**HIMARA TRANSFER STATION AND
ASSOCIATED STRUCTURES**

ENVIRONMENTAL IMPACT ASSESSMENT

**Environmental Impact Assessment
Himara Transfer Station
and Associated Structures**

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PROJECT IDENTIFICATION

Name of Project: Sub-Component B.1: Albania Southern Coastal Solid Waste Management
of: B. Coastal Environment Infrastructure and Rehabilitation
of: Integrated Coastal Zone Management and Clean-Up Project (ICZMCP)

Funding: IDA Credit (International Development Association), Government of Albania and Grant of Austrian Government

Beneficiary: Himara Municipality

Name of Report: Environmental Impact Assessment of Himara Transfer Station and Associated Structure

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EXPLANATION OF ACRONYMS

EIA	Environmental Impact Assessment
EFA	Environment and Forestry Agency
REA	Regional Environmental Agency (MEFWA)
EU	European Union
WB	World Bank
CARDS	Community Assistance for Reconstruction Development & Stabilization (EU)
GEF	Global Environment Facility
EPA	Environmental Protection Agency
TS	Transfer Station
H1	Site 1 of Transfer station
H2	Site 1 of Transfer station
NEI	National Environmental Inspectorate
REI	Regional Environmental Inspectorate
IUCN	International Union for Conservation of Nature
LEP	Law on Environmental Protection
MoH	Ministry of Health
MoE	Ministry of Environment
MoUDT	Ministry of Urban Development and Tourism
PCU	Project Co-ordination Unit
EMP	Environmental Management Plan
ICZMCP	Integrated Coastal Zone Management and Clean-Up Project
p.e.	population equivalent
W'H&S	Works' Health and Safety
BSAP	Biodiversity Strategy and Action Plan

1. INTRODUCTION

The Integrated Coastal Zone Management and Clean-Up Project (ICZMCP) consist of following components:

Component A: Protected Areas Management Strengthening (Butrint National Park - BNP)

Component B: Coastal Environmental Infrastructure and Rehabilitation

Component C: Porto Romano Hot Spot Clean-Up

Component D: Project Management and Monitoring

Under Component B, the Project includes Sub-Component B.1: Southern Coastal Solid Waste Management (SWM), which supports the development of modern waste management facilities and services in Southern Albania to improve environmental conditions and to allow for closure of the existing dump sites. Specifically, this project is financing the construction of a modern, technically-engineered, regional sanitary Landfill (disposal facility for non-hazardous municipal waste) near the Bajkaj – Palavli villages (in Vergo Commune) together with the provision of appropriate access to the facility. The Civil Works for the Landfill construction are under execution. The Landfill will serve the Municipality of Saranda, the Himara Municipality, Lukova Commune and other Communes and villages in the Southern coast of Albania. In addition, under the Sub-Component B.1: Southern Coastal Solid Waste Management the Project includes the construction of:

- a Transfer Station (TS) with ancillary facilities within the Municipality of Himara, and
- new access road Fig. 2' in this EIA (axis 1, about 750 m) and peripheral site roads/services roads to the Transfer Station (axis 2, about 120 m).

For both, TS and access roads a common ESIA is prepared (as it is allowed by the Albanian legislation) because: (i) the access roads are an integral part of TS, necessary and for his service, (ii) the investor is the same, (iii) construction works are carried out simultaneously, and (iv) environmental impacts during construction are similar or of the same features. Environmental impacts, mitigation measures, monitoring and management plans are separated (for TS and access roads) in this report.

The Himara TS has been conceived to respond to the waste refuse collection vehicles with a load of 6 tonnes of Municipal SW. The transfer station will serve as cost-effective link between solid waste collection in the Himarë municipality and the Bajkaj Landfill, where the compacted waste will be deposited. The transfer station will function as the receiving area where waste collection vehicles discharge their loads. TS is designed to accommodate a daily solid waste up to 20 tonnes. No long-term storage of waste will occur at the transfer station. The waste will be compacted, and then loaded into larger vehicles for haulage/transport to the Bajkaj Landfill.

A 'complete environmental impact assessment' compliant with existing EIA Albanian Law, and with proposed new EIA laws transposing EU EIA legislation, and World Bank Guidelines is required for Transfer Station and access road. In specific terms, the entrance road to the transfer station means of internal roads at the transfer station (axis 2 about 120 m) and the access road which leads to the transfer station starts from the road Himara - Kudhës (the old national road Himara - Sarande) to TS (axis 1, about 750 m). This segment is involved in the environmental assessment report.

The segment connecting the transfer station with the city of Himara (6.7 km length), do called peripheral access road or Kudhesi road, is mentioned in this report as an integral part of waste management in Himara. Its role is to serve as transport route from center of Himara to TS. The road

is already used for heavy traffic as on one segment of this road is a crushing and asphalt plant. This report does not include environmental impact of widening of Kudhesi road, mitigation measures, management and monitoring plan for this segment because this segment will be rehabilitated by the Albanian Development Fund and all necessary documentation including EIA will be prepared by Himara Municipality. According to information from May 2014, the widening and rehabilitation of Kudhesi road should start in early June 2014. The Project (WB) does not take part in this investment but discusses the need for it rehabilitation. More detailed mitigation measures and monitoring for this segment will be discussed in ESIA prepared by the Himara Municipality and Albanian Development Fund within the investment for road rehabilitation.

In the lawno.10440, dated 7.7. 2011 "for the assessment of environmental impact is indicated that *"This law applies to proposed projects, public or private, which may cause significant adverse impacts, directly or indirectly, in the environment as a result of the size, nature or location. According to Annex II of the Law, "for the construction or reconstruction of roads" environmental permits is required (Annex II. 10/d – Infrastructure projects. pp.19).*

If the roads to be rehabilitated and expanded needed to acquire additional land, the Albanian legislation requires taking into consideration the value of compensation for surfaces that will be used permanently or temporarily. Plots owners (agricultural land, urban, forest or pasture) will be compensated according to market value and the expropriation procedure described in the law *"Procedures on the compensation of property values used for works in the public interest.*

In 2010, based on the consultancy contract with the Ministry of Public Works Transport a profound EIA Report was completed for the Bajkaj Landfill and Transfer Station in Himarë associated with the Public consultations The report was prepared by Dr. Peter NATTALL (international consultant) and Dr. Sulejman Sulce (national consultant), selected on the basis of an open tender. This new EIA only for the Transfer Station in Himara is prepared with the request of the public, local and central authorities, because a new site for the Transfer Station is proposed in the south east of Himara. According to Albania legislation, when designated indicators change, which have environmental consequences (change of technology, production procedures, and construction sites), a complete EIA is needed. This report is in accordance with this requirement and with this legal obligation. The data described in this EIA report are a continuation of the, research, study reports and draft proposals prepared by a specialized teams under the responsibility and management of the Project Coordination Unit in the Ministry in collaboration with international consultancy and discussions with the World Bank office. Important part of this report have been described, discussed and defined in the Environmental Assessment Report for the Transfer Station in Himara (2010).

2 NON-TECHNICAL SUMMARY

2.1 DESCRIPTION OF ACTIVITIES

Himarë town in the year 2013 (summer season) was populated with about 24,000 tourists and 16,000 inhabitants without including the beaches around with hotel infrastructure, becoming one of the most attractive tourist sites in the country. Regardless of the dynamic urban development, this town does not have a place to deposit waste in accordance with the standard and urban wastes are deposited in an open place (Qafa e Vishës), with the consequences for the environment and the landscape. Integrated Waste Plan in the Southern Coastal Area is being implemented in the recent years and in this framework the Transfer Station (and new access roads), where the urban waste of Himarë town shall be temporarily deposited will be built.

It was foreseen that together with the construction of the TS and new access road, the existing roads coming from Himara to TS will need to be upgraded. The transfer station will be built and will function according to Law On Environment Protection (2011, effective in January 2013) in accordance with the European Union legislation strictly implemented and guidelines of the World Bank.

2.2 LEGISLATION

This document is the Non-Technical Summary of the Environmental Impact Assessment (EIA) Report which details all impacts that the proposal could have on the natural, built and human environment as required by Albanian and European Union legislation and World Bank Guidelines. This Report addresses ways to minimize such impacts. Albanian legislation in EIA and in solid waste management is reviewed, and current changes to this legislation, which will make the rules compliant with requirements under EU laws, are described. This includes requirements for public consultation and participation and written permitting of the TS.

2.3 WHAT IS INTENDED

Transfer Station in Himarë intends receiving of Himara waste for temporary disposal (for 2 days) and their compacting. The waste will be then transported and disposed in Bajkaj Landfill (Vergo Commune). There will be no burning of waste at the Transfer Station. The transfer station will only accept sanitary waste (non hazardous) of the same category as the landfill. Transfer Station will be securely fenced with locked gates to prevent unauthorized entry. The new access road (870m) from the existing road will be constructed as well.

The construction of Transfer Station with the access road was foreseen for 9 months period, but, after proposal to change the location it was agreed that the time for works completion will be shorter. There will be no on-site construction workers accommodation. Instead, workers will be accommodated in Himara.

Transfer Station in Himara (H2 location) is about 5 km to the east of the town in the road that connects Himarë with Piluri and then about 1.2 km in the direction of the road to village Kudhës (old national road Vlorë – Saranda). The existing road leading toward TS road should be wider, to be secured with the supports and it should be asphalted. The rehabilitation which includes minor widening of the existing road is not part of the project. The design plan for the widening exists and the Municipality is negotiating financing with Albanian Development Fund. Therefore, this report does not include environmental impact, mitigation measures, management and monitoring plan for the existing road,

but, the ESIA for this road will be obviously prepared, as under the Albanian Legislation, the EIA is, also, required for the roads rehabilitation.

Even though Himara Municipality confirmed that the land where the TS will be constructed is property of Himara Municipality and there are no private land affected, in order to avoid any complaint and mitigate any social risks Himara Municipality has recently decided moving the location of the TS (about 700 m). The Transfer Station itself (H3) is now about 8 km from Himara, still within the same property. A new access road, which leads to the TS will be constructed about 870.7 m from Kudhes road, including the service roads within the TS location. Entire road passes to the public land, except first 30m, which is not addressed by the law 7501 "On the agriculture land", is not pasture or land, has never been registered as someone's property and does not affect individual property (as per confirmation of Himara Municipality). From the environmental point of view the recent location is characterized by the same physical, biological, geological, pedological and hydrological elements, therefore, this Environmental Impact Assessment, with some revisions, is valid for the new location.

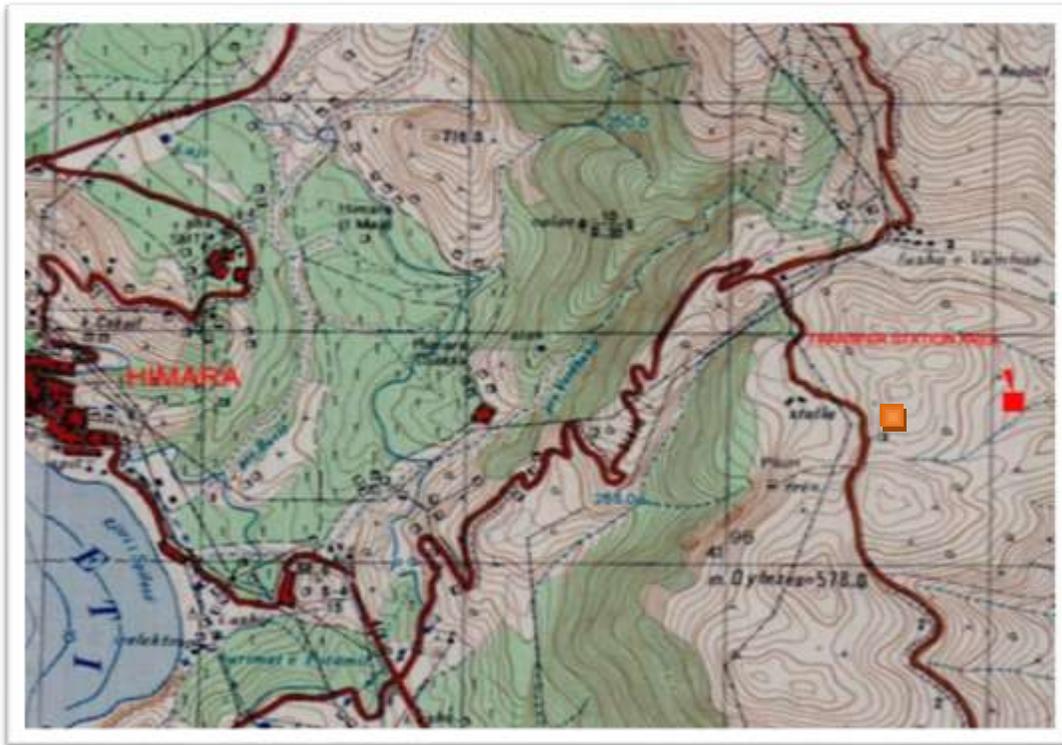


Fig. 1- Transfer Station location: 2nd (orange) and 3rd (red) alternative



Fig. 2 - TS location (nearest Kolagji's house is identified and new road 870.7 m in black)



Fig. 2' - TS (H3) location and the new access road (Axis 1 & Axis 2)

2.4 ALTERNATIVE SITES

Existing dumpsite in Qafa e Vishes is a crucial environment issue for the health of resident of Himara and visitors, as well. It is unacceptable that in a touristic town the waste are fly tipping in the stream in the side along the national road with consequences in underground water, air quality and landscape visible from the visitors and travelers.

Three alternatives for location of the waste transfer station were analyzed: (H1) in the north of Himarë and (H2 & H3) in the southeast of Himara. The location of the Transfer Station was selected based on comparative criteria including environmental, geology, land ownership, vulnerability, population, public attitudes, infrastructure, management, institutional and public preference. Between three alternatives the site H3 in the south-east of the town was selected as the most appropriate for the construction of the Transfer Station.

The new site selected between three alternatives has advantages, because: (i) it is away from inhabited areas, compared with previous proposal for TS, as it is officialy confirmed by the Mayor of Himara, specifically: 0.7 km air distance from the only building on the right of the road to Kudhes' village (the only building one story within 1000 m perimeter); (ii) movement of trucks for waste transport to the Landfill will be limited in main road, (iii) there will be smaller disturbance on underground water, flora and fauna, agriculture and touristic activities and (iv) there is no plan foreseen for the development of the selected area, even in long term (e.g: touristic infrastructure, industry, agriculture, park or landscape of a special importance).

A “do-nothing” option/“Zero alternative”/“no TS” is not acceptable, as it means transporting the waste in Bajkaj Landfill uncompacted, as collected by the garbage. This will cause air pollution, because of emission of odors, as well as, national road pollution, because of accidental waste‘dumping. As the TS serves as cost-effective link between municipal waste collection and the Bajkaj Landfill, in the case of “do-nothing” option the cost for the waste transport in the Landfill will be high, due to unreduced waste’ volume in the TS, consequently, increase traffic from waste trucks.

2.5 DESCRIPTION OF LOCATION

The H3 site proposed for the Transfer Station is located in the elevation 520 m on the top of a hill about 1.8 km far from the cross road Himarë – Pilur with Kudhesi road. It relies in the north on the Pilur’ mountain and on the other three sides it is surrounded by slopes that falling down on the existing national road. There are no seismic or erosion concerns. Geology is composed mainly by Carst limestone rocks, with high waters permeability, with a little mud and clay placed on the cracks of rocks. Natural vegetation of the area is composed of grassy plants of meadows and by festuka on the slopes; while the high vegetation is composed mainly by sawn, Sumach and oaks. There is a little agricultural land around almost not cultivated and which are using for pastures. There are no fruit trees at all with exception of some figs in the south west. The stream in the East (Qeparoi River) is about 1.4 km (almost the same with H2), whereas in the north there is the valley of the town, permeated by the stream in its East.

The site is located in an area with high rainfall during the autumn and winter, with hot and dry summers. There are no floods and there is no swamp or legatine areas and there is no permanent surface water. According to hydro geological studies, the underground water is situated in profound depths and it comes out at the coast from (Potam). The potable water wells are not close to the proposed site. North-south wind direction prevails. Air quality is high and the air is clean. The only impact in it’s quality are the accidental fires with a low frequency.

Biodiversity in a larger area is high, with common species of vegetation and animals. There are no vegetation species that exist only in this area or other species that are protected by national or

international lists or included in the Red List of Albania. The larger zoogeographical zone is based on a number of listed species (Albanian Red List approved by Ministry of Environment) but none of these species is threatened by the proposed development.

Topography is considered adequate for TS construction, based on height, geological formations, topography, geomorphology and distance from inhabited centers. Soil has a high permeability but concreted squares and surrounding environment asphaltting avoid the pollution of underground waters from dirty water and waste liquids.

The wind vectors in Himarë act on two directions: North-South and East-West. Being in the north of the town, Site H1 has an impact with odor in both cases either North-South or East-West, whereas Site H2 & H3 have an impact only in the cases when the wind direction is in the axis East-West (dominant winter months).

2.6 IMPACTS AND THEIR MITIGATION

The Non-Technical Summary should refer to the Environmental Management and Monitoring Plan (EMMP), part of this EIA. The EMMP will be applied to assess the impact of TS and new road on the environment during construction and operation. The Environmental Management Plan aimed avoiding and/or mitigating of impacts on the biophysical and socio-economic environment. Respective Tables list all impacts from the proposal on the receiving environment, and ways in which these impacts can be minimized. The EIA identifies the potential impacts and provide information on each impact. The mitigation measures are, also, proposed and monitoring, when required. The Environmental Monitoring Plan will ensure the assessment of the environmental situation in the project area during construction and operation stages, in terms of the following parameters: air quality; noise levels; soil and surface waters quality; discharge water from cleaning of surface waste collection, solid and hazardous waste; and biodiversity. An initial assessment of negative against positive effects of the Station showed that there was a higher number and score of positive impacts than negative (see table below). No negative effect was found to have significant effect on a large area, or for a long period on the existing environment, or on human communities. There are no unacceptable impacts which cannot be mitigated in the program of work for the project (during the stage of construction and operation). However, TS construction will support the waste management system and reduction of the negative impact from non waste management, which means to let the situation as it is.

Risk management for worker safety, control and containment of hazardous and toxic substances used on-site during construction and operation, and chemical substances used during the construction phase will be limited by site management and by a Construction Management Plan, according to the EMMP.

Summary of the number of potential impacts from Transfer Station

Environmental factors	Possible forms of impact	Positive impact (+)	Negative impact (-)
Risk of spills	Chemical substances for construction work	0	1
	Flammable substances	0	1
Air	Unpleasant odor, smell of waste	0	2
	Dust from construction	0	1

	Vehicle emissions	0	1
Water	Groundwater	0	0
	Surface water	0	0
Wastewater	Leachate	0	0
	Wastewater from toilets	0	0
Noise	Heavy machinery during construction and operation	0	1
Landscape	Utilization of the site	1	0
Biodiversity	Natural vegetation/fauna	0	0
	Scavenging birds and vermin	0	1
	Quality of the crops around	0	0
Visual impression	Elimination of uncontrolled depositing of waste	3	0
	Unsightly	0	1
	Blown litter	2	0
	New TS	3	1
	New roads	3	0
Human communities	Effects on public health	3	
	Increased road traffic	0	1
	Level of noise	0	1
Socio-economic aspects	New jobs	1	0
	Improved waste management	2	0
	Overall assessment	18	12

- Zero = there is no impact = 0
- Insignificant = the impact is possible, but at a very low level, or for a very short period of time = 1.
- Moderate = the impact is considered as undesirable (negative) or desirable (positive) and able to have a moderate effect on the existing environment or on human communities = 2.
- Significant = the impact is considered as having significant effect on a large area or for a long period on the existing environment or on existing human communities = 3.

Uncontrolled discharge of the surface water from the TS, leachate, sewerage and used waters will be in max reduced. The discharge conditions should be described in the Environmental Permit that will be issued by the National Center of Licensing and MoE. Quality protection for the water supply needs to be addressed by water entity and MoH, through the water protection plan, as it is recommended by the WHO. Wastewater from on-site construction workers and operators will be treated in appropriate on-site wastewater treatment systems (e.g. Imhoff Tanks) permanently on-site at the transfer station, and emptied regularly using an appropriate sewage tank.

Odor from the Transfer Station will not exceed recommended limits set by WHO at the nearest residence. Odor can be reduced following the TS Operation and Maintenance plan of the operator, in particular, closely monitor the duration of the storage of the waste in TS waiting to be transported in

the Landfill. Prompt response from the operator and managing authority to public complaints will be mandatory according to the Transfer Station Operational & Management Plan and the Environmental Permit for the Transfer Station Environmental monitoring will determine the origin and location of any odour materials.

Dust generated from the TS and the road construction should be reduced, especially, when the works construction are implemented during the dry season. Water sprinkling should be applied whenever it is required, as it is recommended by municipal environment expert and agreed with the construction company. Vehicle emissions during construction and operation will have a low impact. Noise and vibration from machinery during construction and operation can be minimized through proposed mitigation measures, as indicated in the Environment Management Plan. The noise's level will be monitored, as indicated in the Environment Monitoring Plan. Increased traffic from waste vehicles in the area will not have a significant impact on the town, since the exit road for vehicles is asphalted. Dust monitoring from the roads and TS construction and mitigation measures to be applied will avoid possible impacts on health, flora and fauna and landscape. A monitoring plan is drafted, as part of the EMMP during EIA. A complaint register and their solution procedure during construction and operation of TS will be, also, proposed and function (in particular on odor or the waste that might be jumped during transport, compacting and loading). The Contractor will install a banner on the site with contact information for complaints and comments in case the contractor does not follow the EIA provisions and will address them promptly. Also, during operation, and in accordance with the TS Operational & Management Plan, the TS Operator will make available a contact point, preferable an official in the Himara Municipality (as responsible part under the Law No. 8652 Organization and Functioning of Local Government), where complaints from the public will be addressed.

There will be a low impact on local flora (impact on site) but biodiversity in the wider context will not be affected. Increased expenditures of improved services for municipal household waste (transport and cost of waste transfer station) have been poorly addressed and they require special attention. In order to address the concerns of local government and community a public consultation and participation strategy was prepared. The increased cost of improved services for wastes is not focus of this EIA, but, it is important to be underlined that this requires special attention. On this regard, several meetings and discussions took place with Local Governments to discuss on tariffs and need for their increase, mainly to cover the "Gate Fee" at Bajkaj Landfill, before the Inter Municipal Company for Landfill Management & Operation is established.

3 GENERAL INFORMATION

3.1 PROJECT PROFILE

This Report is the Environmental Impact Assessment of the proposed development, construction, and operation Himara Transfer Station, associated support structures, and access roads (870m) and peripheral site roads. This proposed construction is part of the subcomponent B1 Southern Coastal Solid Waste Management - component B: Coastal Environment Infrastructure and Rehabilitation of the Integrated Coastal Zone Management and Clean-Up Project (ICZMCP) for Albania.

The project does not include widening and rehabilitation of existing road from Himara to TS. The technical design for the rehabilitation and widening of the road exists and the Municipality of Himara is currently agreeing financing of the road with ADF. The ESIA of this section road will be prepared by the Albanian Development Fund and Himara Municipality as part of the investment for road rehabilitation. According to the law No. 10440, dated 7.7. 2011 "for the assessment of environmental impact" it is indicated that "*This law applies to proposed projects, public or private,*

which may cause significant adverse impacts, directly or indirectly, in the environment as a result of the size, nature or location. According to Annex II of the Law "for the construction or reconstruction of roads" implying environmental permits is required (Annex II. 10/d – Infrastructure projects. pp.19). If the roads to be rehabilitated and expanded needed to acquire additional land, the Albanian legislation requires taking into consideration the value of compensation for surfaces that will be used permanently or temporarily. Plots owners (agricultural land, urban, forest or pasture) will be compensated according to market value and the expropriation procedure described in the law "Procedures on the compensation of property values used for works in the public interest" will be applied. The resettlement and compensation values of owners affected by the construction/rehabilitation of public works applied in Albania is almost identical to those applied by the IBRD (PR5).

The construction works for the TS will be financed by IDA Credit (International Development Association), Government of Albania and Grant of Austrian Government.

3.2 REGULATIONS REQUIRED

3.2.1 EIA legislation in Albania

Law No. 10 440, date 7.7.2011 on Environmental Impact Assessment¹ lists under Appendix 1 activities that are subject to the Profound Process of impact assessment on environment as

10. TS for storage of non-hazardous waste with capacity higher than 50 tons per day.

Law No. 10 440, date 7.7.2011 on Environmental Impact Assessment lists under Appendix 2 activities that are subject to preliminary procedure (summary process) of the environmental impact assessment:

- *11(b) installations used for waste elimination (not included in Appendix 1)*
- *11(c) plants for waste water treatment (not included in Appendix 1)*
- *11(c) installations for sludge deposition*
- *10. Infrastructure production, (d) Road construction (not included in Appendix 1)*

Law No. 10 440, date 7.7.2011 for the Environmental Impact Assessment underlines that the purpose of EIA is to ensure:

... a high level of environment protection through prevention, minimization and compensation of the damages in the environment from the proposed projects before their approval for development and to guarantee an opened decision making process during identification, description and EIA, proper way and time as well as involvement of the interested parts in the EIA process.

The assessment process should be general, integrated, in time, in an open manner and impartially administered through participation of central and local bodies, the public, as well as, non-profit environmental organizations, the project developers and physic and juridical persons specialized in this field, in order to prevent and reduce significant impacts in the environment.

Annex 1 No. 10 of Law identifies...

Waste disposal installations ... as defined in Annex IIA to EU Directive 75/442/EEC under heading

¹ This law was approximated fully with the Directive 85/337/CEE of the Council, date 27 June 1985 “ M. assessment of effects of public and private projects on environment”, amended, number CELEX:31985L0337, Official Gazette of the European Union, series L, No. 175, date 5.7.1985, pp. 40-48.

D9 of non-hazardous waste with a capacity exceeding 50 tons per day.

where, under Annex III

- projects characteristics,
- location of the projects,
- characteristics of the potential impacts

...requires an Environmental Impact Assessment.

Under the new draft Law, Article 16 is required that information for the Environmental Impact Assessment should provide, as defined under Annex IV:

1. Project description, including in particular:

- A description of the physical characteristics of the whole project and the land-use requirements during the construction and operational phases,
- A description of the main characteristics of the production process, for instance, nature and quantity of the materials used,
- An estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc) resulting from the operation of the proposed project.

2. A summary of the main alternatives studied by the developer and provide the main reasons for this choice, taking into account the environmental effects.

3. A description of the aspects of the environment likely to be significantly affected by the proposed project including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors.

4. A description of the likely significant effects of the proposed project on the environment resulting from:

- The existence of the project,
- The use of natural resources
- The emission of pollutants, the creation of nuisances and the elimination of waste, and the description by the developer of the forecasting methods used to assess the effects on the environment.

5. A description of the measures envisaged to prevent, reduce and where possible improvement of any significant adverse effects on the environment.

6. A non-technical summary of the information provided under the above headings.

7. An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the developer in compiling the required information.

8. This description should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project.

Procedures and requirements of Environmental Impact Assessment report are regulated by the Council of Ministers Decision, No. 13, date 04.01.2013 "ON APPROVAL OF RULES, RESPONSIBILITIES AND DEADLINES FOR DEVELOPMENT OF PROCEDURE OF ENVIRONMENTAL IMPACT ASSESSMENT"

3.2.2 EIA legislation of EU

Environmental Impact Assessment (EIA) Directive (85/337/EEC as amended by 97/11/EEC) sets out the requirements for undertaking environmental impact assessments before development consent is granted for public and private projects which are likely to have a significant impact on the environment. Projects are classified in two groups: projects listed in Annex I are subject to compulsory EIA while for projects in Annex II, the assessment is optional. The application of EIA to Annex II projects shall be determined by the Member States either through a case-by-case examination or by setting thresholds and criteria for specific types of projects or by a mixture of the two methods. The assessment covers direct and indirect effects of the project on humans, fauna and flora, soil, water, air, climate and the landscape, material assets and cultural heritage as well as the interactions between these factors.

The new Law on EIA for Albania transposes all requirements under EU 97/11/EEC for an environmental impact assessment of projects.

The implementation of the EIA Directive in reference to waste Station should be considered in conjunction with a number of other legal instruments including:

- EU Directive on Transfer Station of waste (Council Directive 99/31/EC), and
- EU Waste Framework Directives. From 2010 the Waste Framework Directive and Hazardous Waste Directive will be repealed into a single directive, but currently exist as Framework Directive on Waste (Council Directive 75/442/EEC as amended by Council Directives 91/156/EEC and 91/692/EEC and Commission Decision 96/350/EC) and Hazardous Waste Directive (91/689/EEC).

3.2.3 EIA guidelines of World Bank

The World Bank Operational Manual, Operational Policies O.P. 4.01 (January 1999) defines Environmental Impact Assessment as an instrument to identify and assess the potential environmental impacts of a proposed project, evaluate alternatives, and design appropriate mitigation, management, and monitoring measures. It notes that projects and subprojects need EIA to address important issues not covered by any applicable regional or sector EA or REA.

The Operational Policies notes that projects have an area of influence including all ancillary aspects such as power transmission corridors, pipelines, canals, tunnels, relocation and access roads, borrow and disposal areas, and construction camps, as well as unplanned developments induced by the project (e.g. spontaneous settlement, logging or shifting agriculture along access roads).

The World Bank Operational Manual, Bank Procedures B.P. 4.01, Environmental Assessment (January 1999) requires that main project components should identify:

- project location (besides geographic location, information about the key environmental characteristics of the area likely to be affected by the project, and proximity of any protected areas or sites or critical natural habitats,
- main environmental issues either identified or suspected for the project,
- other environmental issues of lesser scope associated with the project,
- proposed actions to mitigate environmental issues described above, and

- justification/rationale for the environmental category which presents reasons for environmental category selected and explanation of any changes from initial classification, including whether any changes relate to alternatives.

The World Bank has also Operational Manual Good Practices G.P. 4.01 (January 1999) which are advisory for types of projects and their classification, indicating that it is the level of the impacts not the sector that determines the extent of the environmental assessment and further, the category.

3.2.4 Solid waste management legislation in Albania

- A number of changes in Albanian legislation concerning solid waste management have taken place over recent years. LAW No. 10463, date 22.9.2011 “ON INTEGRATED WASTE MANAGEMENT” transposes in particular the Directive 2006/12/EC on waste, EU Directive 91/689/EC on hazardous waste, and EU Directive 2000/76/EC on the incineration of waste.
- A number of parts of secondary legislation have to be included to complete the transposition process such as:
 - 1. technical standards for waste management,
 - 2. a format for a waste site permit and application,
 - 3. a format for consignment notes for transfer of hazardous waste,
 - 4. applications and permits for import and export of waste,
 - 5. requirements for packaging and labeling of hazardous waste, and
 - 6. financial guarantees for waste site permits.

3.2.5 EU principles for waste management

The EU requires that waste management strategies must aim primarily to prevent the generation of waste and to reduce its harmfulness. Where this is not possible, waste materials should be reused, recycled or recovered, or used as a source of energy. As a final alternative, should be safe disposal of waste (e.g. by incineration or sanitary Landfill). Economic operators, and particularly manufacturers of products, have to be involved in the objective to close the life cycle of substances, components and products from their production throughout their useful life until they become a waste. Who is responsible for waste generation and further, for adverse effects on the environment, should be required to pay the costs of avoiding or mitigate those adverse consequences.

3.3 PERMITTING OF WASTE MANAGEMENT ACTIVITIES

3.3.1 Environmental permit

The permitting process is described in CoMD (No. 13, date 04.01.2013) on *procedures, responsibilities and deadlines for issue of environmental permit*, classifying the proposed permits on three levels, for activities with an environmental consequence identified under the Environmental Protection Law (2013) as:

- Integrated Environmental Permit –for Class A activities identified in the EU IPPC Directive Annex 1 with production/capacity thresholds shown, and with a significant environmental consequence.

- Environment Permit – for Class B activities identified in the EU IPPC Directive Annex 1 but below production/capacity thresholds shown with an environmental consequence. These are installations and activities that do not fall within the IPPC regime but must still be regulated – thus there is a need to ensure that this will still be the case after IPPC legislation is adopted. These non-IPPC installations are already regulated in Albania under the Environmental Protection Law (and other Albanian legislation) by either the environmental permit or the consent/environmental authorization.
- Environmental Authorization – for Class C activities with a non-significant environmental consequence.

The Transfer Station with the access road should be considered into the category requiring a Class A Integrated Environmental Permit as defined in Annex 1, EU IPPC Directive, namely:

5. Waste management
5.4. Transfer Stations receiving more than 10 tons per day or with a total capacity exceeding 25,000 tons, excluding Transfer Stations of inert waste (solid waste are not reactive from the chemical or biological point of view and as such does not be decomposed)

Conditions of integrated environmental permit shall provide best solutions for the environment in general. Therefore, permit conditions must include:

- description of the installation and its activities, site, topography, and vicinity
- use of raw materials and chemicals, water and energy (the input)
- the source of emissions on air, water or land/soil
- waste generation and the need for waste minimization through recycling
- noise and vibration
- prevention of accidents
- conditions of the location (houses)
- proposed technology and other techniques to prevent or reduce emissions
- self monitoring (monitoring the efficiency of processing equipment, pressing equipment and the emissions)
- measures to be taken after the activity is interrupted, including remedial action.

The permit shall also include provisions for:

- regular inspection by environmental inspectors from the NEI to the site, activity, staff and paperwork,
- regular reviews and updating of the permit held by the activity to ensure compliance,
- obligation for the operator or person-in-charge to report all changes to the activity, and for the EFA to update the permit where there have been substantial changes,
- obligation for the operator or person-in-charge to immediately report situations of breach of permit conditions (non-compliance) to the NEI, and to immediately undertake actions to minimize or prevent any environmental impact,
- allowing public access to applications, permits and monitoring results.

3.3.2 Institutional arrangements for issue of permits

Application for Environmental Permit (as a Class A activity) would have to be completed and submitted to the National Licensing Centre, and from there to the EFA/MoE for writing the permit and permit conditions. Verification of the application form for the permit would be discretionary and done by the EFA/MoE if required. Any environmental compliance inspection of the Transfer Station, or as a result of complaints from the public, might be undertaken by Environmental Inspectors of the NEI (DCM 2011).

3.4 KEY STAKEHOLDERS IN IMPLEMENTATION OF WASTE MANAGEMENT PROJECTS

The key ministry with responsibility for planning of the waste management projects is the Ministry of Urban Development and Tourism (MoUDT).

The key ministry with responsibility for the implementation of the waste management infrastructure projects is the Ministry of Transport and Infrastructure (MoTI), that manages a capital investment program which contributes to the development of communal environmental infrastructure including drinking water supply, wastewater collection and treatment, and solid waste management.

Ministry of Health has responsibilities for hospital waste. Ministry of Economy Trade and Energy has certain responsibilities for industrial waste, drafts waste management policy and collects statistics on industrial waste generation, recycling and disposal. The Ministry of Agriculture Food and Consumer Protection has certain responsibilities for agricultural waste.

The key ministry with responsibilities for the environment is the Ministry of Environment, with the responsibilities for pollution prevention, forests, fisheries, and nature protection which also includes water management. The 12 Regional Environmental Agencies (REA) under the MoF are responsible for permitting local activities, while MoF is responsible for permitting larger activities, including Transfer Stations.

At local level, local government is responsible under Article 73 of the Law on Environmental Protection for defining the sites for collection and treatment of waste generated within the municipality, organizing the deposit of hazardous waste and substances (*sic.*), and managing urban waste activities, wastewater and solid waste treatment installations. Under Law No. 8652 Organization and Functioning of Local Government (31 July 2000) the administration, services, investment and regulatory control for the collection, transport, processing and disposal of waste is the responsibility of Communes and Municipalities.

4 PROJECT SPECIFIC DATA

4.1 TRANSFER STATION SITE DATA

4.1.1 Description of proposed Site for Transfer Station

A household waste collection system currently exists in the city and a waste dump site (non as per standards – Qafa e Vishes) in Himarë. Although there is legislation in Albania to control waste, including the Law on Waste and the Law on Environmental Protection (2013), regulatory control of illegal dumping is weakly enforced by the authorities. Waste dumping in the project area primarily comprises household waste, animal waste, vegetable residues, and construction and demolition waste.

The transfer station will serve as cost-effective link between solid waste collection in the Himarë municipality and the Bajkaj Landfill, where the compacted waste will be deposited. The transfer station will function as the receiving area where waste collection vehicles discharge their loads. The waste will be compacted, and then loaded into larger vehicles for haulage/transport to the Bajkaj Landfill. No long-term storage of waste will occur at the transfer station. The transfer station was previously planned to be located about 1km north of the town of Himarë, in a hilly area with an overall elevation of about 90 m above sea level, for which an EIA was prepared on 2010 together with Bajkaj Landfill. The area was proposed, agreed and approved by Himara Municipality. After four years (2013), based on the development of tourism in Himara, and after complaints arising from the nearby resident as well as the Government priorities for the coastal area (as the environment-sensitive area), it was proposed another site (H2) in the south-east of Himarë (in Vumblo), about 1.2 km far from the cross road Himarë – Pilur with Kudhesi road. Neighbors of the H2 location raised the issues concerning the distance of the TS and if the access road to the TS affect their properties. To address this issue a third location (H3), about 700 m from H2 location was finally selected. H3 location in Vumblo is about 8 km away from Himara, at an elevation of 520 m above sea level and in a surface of approximately 2,200 m². The transfer station is designed to accommodate a daily solid waste up to 20 tonnes. Individual loads up to 6 tons municipal solid waste will be transferred from collector trucks to larger compacting-containers. In this way, the density of the waste will be increased and the number of trips from the Himarë transfer station to the Bajkaj Landfill will be reduced. The transfer station facility is designed on two levels: the ground level about 1,100 m², the second level about 700 m². The new proposed site for construction of the Himara transfer station is located in the public ownership. According to the evidence of mortgage the area of TS is forestland. Indeed, there is no forest tree or other high trees in the site. The vegetation is grassy and is using as pasture. MoUDT will obtain the construction permit from Himara Municipality. There are no houses in the vicinity of the TS site and the distance from the nearest house is 0.7 km air distance (the only one story building within 1000 m perimeter). The distance from the inhabited area (Potam, peripheral neighborhood of Himara) is 2.2 km air distance. There are two houses in the beginning of the road from Himara to Pilur, out of which one is abandoned, however, the distance from the TS is more than 2 km. Land using in the TS site and on the both sides of the access road is mainly forestry and meadows. The reference as “Forestry area“ according to the mortgage certification belongs to the cadastral registers before the year 1990 and there is no any forestry area. Only some small fragmented flat parts in the side of Himara – Pilur road are planted with olive trees (not more than 10), while agriculture land area (as per mortgage) are used as pasture for the petit livestock. The structure shown on the right side of the TS location (about 20 m from TS) is only a surrounded place (ruins) used as stockyard, within the property of Himara Municipality (fig. 4’).



Fig. 3 - Nearest building (one story's house)



Fig. 4' - Himara TS - H3 site



Fig. 4' - View of land use and location at the Himara TS



Fig. 5 - Distance from Himara Town and existing access road to be widened

4.2 WASTE MANAGEMENT

4.2.1 Transfer station in Himara

Daily municipal solid waste production in Himara has been calculated 1.057 kg/cap/day according to the SWM budget report prepared by (TEI&SWS 2009). The transfer station will only accept municipal waste (non hazardous) of the same category as the landfill. Municipal solid waste will be collected and transported to the Himara Transfer Station for compaction, and from there will be transported to the Bajkaj landfill.

4.2.2 Waste Generation

After the change of the political and economic regime in 1991, the volume of domestic municipal solid waste generated in agglomerations has increased annually because of changing lifestyle and consumption patterns. In addition, the movement of families from rural to urban areas over the past decade has greatly increased waste generation in urban areas, with an annual increase in the last five years in household and commercial waste estimated at 8 to 10% (MEFWA 2006).

There are also changes on the rates of waste productions in urban area compared with rural areas. Data provided by the MoE (2006) show that annual municipal waste generation was 550 kg per resident in urban areas compared with 170 kg per resident in rural areas, although this direct comparison probably does not reflect actual amounts and disposal destinations. Estimated urban waste generation for 2006 total 722,000 ton in the 7 major cities in Albania (Table 1).

Table 1. Estimated waste generation in urban centers Albania (MEFWA 2006)

Urban centre	Tons of waste generated
Tirana	225,190
Durres	78,712
Fier	73,712
Elbasan	66,518
Vlora	59,808
Korca	53,749
Shkodra	48,668

However, it should be noted that all values detailing waste generation volumes are estimates as the recording and retrieval of such data is currently difficult in Albania. This is because there is no established waste data recording or retrieval procedure at local government level, no equipment to weigh municipal waste delivered to waste sites, but also because a high percentage of waste is dumped illegally or burnt locally. Many waste sites are uncontrolled dumps, often with continuous burning which poses a health risk to nearby residents and impairs air quality. An example of this is the deliberate burning of dumped cable sheath to remove plastic or rubber coatings to recover the metal cable which contributes to smell, smoke and public health concerns. Such sites are also easily accessed by large numbers of people and a source of their income although this practice frequently carries the risk of disease been transported from waste sites into the wider community.

At such sites there is neither drainage installed nor barriers to prevent runoff and leachate contaminating phreatic water or polluting surface water. Dump sites are often located adjacent to the sea, rivers or in river valleys, posing a threat to water resources, habitats, fauna and flora. Rural areas lack any waste collection or controlled disposal facilities, and there are littered with fly-tipping and illegal waste dumping which promotes infection of pests, scavenging birds and vermin which contribute to disease in the community, is visually unsightly, and impacts the environment. Waste dumping in scenic areas diminishes the potential for tourism, and negatively impacts on economic benefits.

The project for waste storage and compaction in the Transfer Station in Himara and transport and disposal to a controlled sanitary landfill at Bajkaj will avoid the concerned problems.

4.2.3 Waste categories and composition

A preliminary study by Solid Waste Consultancy (2005) noted that solid waste generation in the targeted area was 'mainly from inhabitants (sic.), commercial enterprises, passing travelers and tourists arriving by road and ship. No industrial activities were identified nearby the coastal zone. The places of waste generation are households, shops, restaurants, hotels, markets, streets, shopping and cultural centers, green/parks, beaches and kitchen and packaging waste from institutions such as hospitals and office buildings. The majority of the generated waste is urban waste, and construction and demolition waste.' Transfer Station design has, also, considered the increase of tourist number in Himara

4.2.4 Waste separation

Recyclable materials include glass, both hard and film plastics, wood, ferrous and non-ferrous metals, packaging and packaging waste. Although such materials are collected on a casual basis by the Roma community or others, usually destined for markets in Bulgaria, there is no waste

separation or recycling organized at municipal level in the Saranda-Himarë area. As Albania moves towards accession into the European Community waste separation and recycling will be a mandatory requirement by the EU.

4.2.5 Construction and Demolition Waste

CDW (Construction and Demolition Waste) is generated from excavations, construction and demolition. Although much of it is building rubble, there is a component of hazardous waste from demolished asbestos sheeting and lagging, lead piping, zinc roofing, and treated timbers. Solid Waste Consultancy (2005) estimated CDW volume in the Himarë -Saranda area as 1,700 kg/person/year, which is about 3.5 times higher than the average in Europe (481 kg/capita/year), and is a reflection of the current intensity of construction work along the Ionian coast and elsewhere in urban Albania.

Panariti' Consultant (2009) recommends that the regulatory authorities should prevent CDW going to the TS, introduce a fine in the order of € 50 per tonne for generators and carriers of CDW when it is taken to landfill, but more punitive action when it is dumped illegally. The competent authority should explore possibilities of crushing CDW for reuse after removal of hazardous demolition wastes such as asbestos.

4.2.6 Hazardous industrial waste

Hazardous industrial waste generation is not considered to be a significant problem in Albania (Grontmij-CarlBro 2008) at present simply because industrial activity is very dormant throughout the nation, and waste material is not being generated. In the Saranda-Himarë area particularly, industrial activity and therefore hazardous industrial waste generation is non-existent. Nevertheless, considerable volumes of hazardous industrial waste from past activity is contained elsewhere throughout Albania on waste sites or derelict industrial sites, many identified by UNEP (2006) and UNDP (2008) as hot-spots. No hot-spots are identified in the study area.

4.2.7 Hospital waste

Hospital waste comprises non-hazardous material including kitchen and packaging waste, and hazardous material including sharps, infectious waste and medical radionuclide. In addition there will be infectious waste from health centers and clinics, antenatal and maternity clinics, ambulance centers, dentists, and pharmacies. Certain animal waste from veterinary centers should also be included under infectious waste. Again, imprecise information is available on the production of hospital waste in the collection area, and only an estimate of the total health care waste. Although infectious hospital waste is reported to be incinerated by the hospital, no accurate data is available for percentage volumes of hospital waste going to incineration against volumes going to TS, or whether the incineration process is efficient and non-polluting. No healthcare waste will be permitted at the WTS. Hazardous and infectious healthcare waste will not be permitted, and is required to be contained and disposed correctly by the health authorities regulated under the Ministry of Health.

4.2.8 Future waste production trend

Table 2 provides trends in waste composition in the Balkans over the period 2004 to 2028 which is applicable to the Saranda-Himara area. The following assumptions were made in estimating the composition of future waste. These assumptions reflect the general trend, as an economy develops

and consumer habits change towards a decreasing proportion of organics and increasing proportion of non-glass packaging in the waste stream:

- decrease of organic waste quantity by 1% per year,
- increase of paper and cardboard waste quantity by 3% per year,
- increase of plastic waste quantity by 2% per year,
- decrease of glass waste quantity by 1% per year,
- constant trend of ferrous materials quantity,
- increase of textile waste quantity by 1% per year.

Table 2. Trend of waste composition

Waste composition	2004	2006	2010	2015	2020	2025	2028
Organic	64%	63%	60%	57%	54%	52%	52%
Recyclable waste	28%	29%	31%	33%	36%	39%	39%
paper and cardboard	7%	7%	8%	10%	11%	13%	13%
plastics	9%	9%	10%	11%	12%	14%	14%
glass	4%	4%	4%	4%	3%	3%	3%
ferrous materials	3%	3%	3%	3%	3%	3%	3%
textile	5%	5%	5%	6%	6%	6%	6%
Other	8%	8%	9%	10%	10%	9%	9%

4.2.9 Waste collection and transport

Waste collection from Himara to the TS represents a significant change in the practice of how waste is being currently managed by municipalities in the collection area. It also requires a firm and binding commitment from municipalities to engage in regional waste strategies, and to apply cost recovery for the services rendered. It will also require an enhanced level of monitoring, control and enforcement at the municipal level to ensure that non-hazardous solid waste generated by construction and demolition, vegetable residues, healthcare, and commerce is also treated and disposed with minimal public health and environmental impact within the regional system. The waste collection zones, the location of the waste transfer station, and the Bajkaj landfill site are shown in Figure 6.

Fig. 6 - Waste collection areas, waste transfer and disposal locations



Waste collection areas



Site of landfill



Site of transfer station



4.2.10 Closure of existing waste dumpsite

Once the Transfer Station and Landfill itself will become operational, current dumpsite (Qafa e Vishës) will be finally closed. Himara Municipality and Ministry of Environment will guarantee the funds for closing of current depositing site pursuant to a prior plan that will be drafted by Urban Planning department of Himara Municipality.

5 TECHNICAL DETAILS

5.1 SCHEDULE OF WORKS

Construction of the TS was foreseen for a 9 months period, but, after proposal to change the location it was agreed that the works will be completed in a shorter time and includes the following sequence of actions:

1. Organization of Transfer Station yard
2. Construction of onsite roads (services road)
3. Excavations
4. Foundation and concrete structures
5. Construction of services and maneuvering areas
6. Construction of loading and unloading levels and covering roof.
7. Construction of electrical and lighting impiant
8. Construction of Transfer Station fence and gates.
9. Installations of Transfer Station containers
10. Construction of the new road 870.7 m (see Fig. 2': Axis 1 & 2)
11. Construction of the electricity supply line
12. Construction of water supply (to be financed by Himara Municipality)

5.2 TRANSFER STATION

The new location (H3) proposed for the construction of waste transfer station is located about 8 km south east of Himarë, and provides waste services for Himara municipality. The waste transfer station is designed to accommodate a daily municipal waste up to 20 tones, considering daily production 1.057 kg waste per capita. Total surface area is about 2,200 m².

The purpose of the transfer station is to avoid fly-tipping of the waste on the roadside and collect to larger compaction containers thereby reducing the number of travel times from Himarë to Bajkaj as a cost benefit. With a compacted waste density of 0.75 tones/m³, an annual increase per capita in waste production of 3 %, the maximum solid waste input density is 20 tons/day. This value is twice the amount of current waste generation for the area, and is estimated to easily accommodate any future increase from tourism (TEI&SWS 2009a).

The waste transfer station will be constructed on two levels. (*General Layout drawing; below components are part of the layout*). The ground level with elevation 465.50 m, will be used for waste compaction receiving discharge of waste from vehicles above on the upper floor and allowing loading of containers. The upper floor with elevation 469.50 m with an access ramp and will allow discharge of waste collection vehicles into the compactors.

The transfer station will be supplied with two 28 m³ inter-modal/compactor containers, with a compaction value of 0.75 t/m³ giving a final container capacity of about 21 tons each.

In addition service area will be equipped with an appropriate lighting system. Parking for operators, visitors and transfer vehicles will be provided.

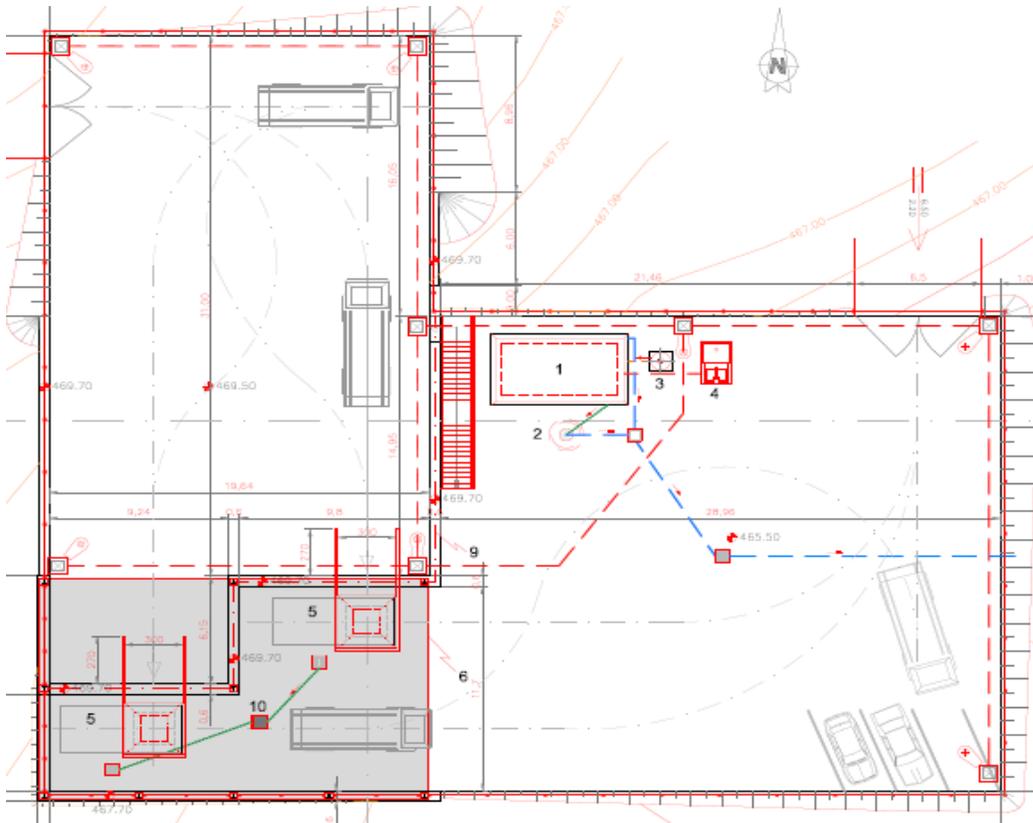


Fig. 7 - Transfer Station General Layout

Service areas will comprise an asphalted service area equipped with the following:

1. office building (6 x 3 m) with computing instrumentation, toilet and dressing room for operators,
2. imhoff tank
3. non-toxic polyethylene and anti-UV drinking water tank with 1,000 liter capacity raised on a metal trestle.
4. power generator 210 kVA to supply the utilities area
5. two 28 m³ inter-modal/compactor containers with hopper
6. covering roof
7. Perimeter fence comprising a square meshed (30 x 30 cm), plasticized grid height 2.2 m with entrance having a locking gate,
8. gate
9. hand rail
10. leachate collection basin

No long-term storage of waste will occur at the Transfer Station. To avoid environmental problems (smell, leachate generation, nuisance insects, etc.) the container will be transported from the transfer station to the landfill every two days even though those are not completely full. Under the compactor containers, a collection system will collect leachate to a concrete basin. The basin will be

periodically empty and the leachate will, also, be transported in the leachate treatment plant of Bajkaj landfill in a frequency that will prevent odor issues.

Himara Municipality has confirmed that will resolve the water supply and electricity prior to commissioning of the TS (see documents in the section 11 - annexes). However, electricity is foreseen to be provided within current project from the existing line of Pilur' village. Until then, the TS will have on site diesel generator, which, will be, also, used in the case of shortage of the electricity supply.

5.3 NEW ACCESS AND SITE SERVICES ROAD

Together with the TS a new road to the TS, 870 m length and 5 m width will be constructed. This includes axis 1 (main) about 750 m and peripheral site roads/services roads to the Transfer Station (axis 2), about 120 m. Above existing base a layer with embankment fill material and crushed stone layer 15 cm will be established. A quarry nearby might be used as the source for crushed stone. The road will be asphalted with a layer 10 cm. Road's inclination will be 2.5 %. On one side of the road 0.85 cm gutter with the inclination 10 % will be constructed and on other side 1.0 m shoulder with inclination 4 % will be provided. Road marking and vertical signs will be provided. Street lighting will be, also, provided. The upgrade of the existing road about 6.2 km is foreseen in the investments of Himara Municipality to be partially financed by ADF (about 5.0 km). As ADF has informed (e-mail dated January 11, 2014) the design was prepared, waiting to get financing by donors.

5.4 WATER AND WASTEWATER

Water supply

The site selected for construction of Transfer Station has no connection to the water sources and no point of connection to any business nearby. Himara Municipality has confirmed that will resolve the water supply prior to commissioning of the TS, including it in the Himara infrastructure local plans.

Wastewater treatment

Wastewater sources are administrative buildings, hard surface runoff from utilities and services area, staff toilet facilities, washing of squares and temporary depositing sites and vehicles. Staff toilet facilities discharge to a septic tank.

Rainwater collection system

Precipitation outside the yard and ramps/levels of the TS will be collected by a channeling system and diverted for infiltration to the surrounding vegetation outside the TS boundary. In particular, perimeter channels will be made in order to collect storm water runoff from the slopes next to the TS. From the engineering point of view the rainwater channels will be using a trapezoidal section in order to avoid it from the TS area and not to be mixed with the waste in TS.

Leachate collection system

The leachate collection system will exist bellow the container area. The leachate will be collected in a manner that does not pose odor issues and will be transported to Bajkaj landfill leachate facility. There will be no mixture of leachate with rainwater collection system.

5.5 SITE MANAGEMENT

For a better TS management, the following measures are also planned for implementation:

- Maintain buildings, platform and containers in good repair and free of litter,

- Maintenance of square for waste receiving, loading and temporary depositing.

Dust monitoring at the construction sites will be performed regularly by REA through the instruments, as well as wetting the access roads and tracks through the TS in long periods of dry weather. Safe storage of materials will also be regularly monitored. Any concerns will be acted upon immediately.

5.6 RISK MANAGEMENT

Work safety and fire protection

This project also addresses safety considerations through design checking, and supervision of works and safety training support, along with routine safety monitoring. During TS operation, fire protection measures will be taken in accordance with the legislation. A reserve of about 10 m³ of soil will be provided as fire extinguishing material. Staff training will also be undertaken on a regular basis.

Hazardous and toxic substances management

The TS is not permitted to accept hazardous waste. Employees will be aware with performance standards, which will be, also, made available during training to be provided by the Project Manager. Penalties and fines will be applied to the producer and/or transporter found bringing hazardous or toxic substances to the TS facility. In the exceptional event that small quantities of hazardous and toxic substances are found to be present, they will be handled by trained workers (As per TEI designer one of the Contractor's tasks including in the works contract is to provide training and one of the instruments is Operational Manual provided by the Contractor to the local staff. EMMP part of this EIA will be made available to the contractor).

The following will also be undertaken:

- Staff training on a regular basis,
- Daily inspection on-site,
- Informing potential offenders about the danger of hazardous and toxic materials which might arise,
- Implementing comprehensive guidance on operational health and safety issues (OHS),
- In any situation which seems to violate OHS requirements, the workforce will be kept off-site until the issue is resolved.

6. MAIN STUDIED ALTERNATIVES

6.1 ZERO ALTERNATIVE

Existing dumpsite in Qafa e Vishes is a crucial environment issue for the health of resident of Himara and visitors, as well. It is unacceptable that in a touristic town the waste are fly tipping in the stream in the side along the national road with consequences in underground water, air quality and landscape visible from the visitors and travelers.

A "do-nothing" option/"Zero alternative"/"no TS" is not acceptable, as it means transporting the waste in Bajkaj Landfill uncompacted, as collected by the garbage. This will cause air pollution, because of emission of odors, as well as, national road pollution, because of accidental waste' dumping. As the TS serves as cost-effective link between municipal waste collection and the Bajkaj Landfill, in the case of "do-nothing" option the cost for the waste transport in the Landfill will be high, due to unreduced waste' volume in the TS, consequently, increase traffic from waste trucks. Construction

of TS is in compliance with the Best Waste Management Practices.

6.2 SELECTION OF SITES FOR TRANSFER STATION

Three alternatives for location of the waste transfer station were analyzed: (H1) in the north of Himarë and (H2 & H3) in the southeast of Himara. Distance between H1 and H2 & H3 is about 3,500m. Based on the degree of environmental risk, they have a different impact degree. They are almost the same in the aspect of climatic, land and environment characteristics.

Selection of sites for transfer station has considered following criteria:

- land ownership and availability of required land area
- geographical, geological and geotechnical conditions
- proximity to sensitive water sources and impact on phreatic waters
- proximity to environmental areas of significance, and impact on receiving environment including air, water and land
- cultural heritage and archaeological importance
- smell of odors from the Transfer Station;
- vulnerability to natural calamities including earth movement and flooding
- noises to human populations, and proximity to residential settlements
- available infrastructure and access roads
- expected public attitude
- public authority preferences

Table 3. Locations analyzed for the TS in Himara (TEI & SWS design and Sulce' Consultant 2013)

Site no	Travel time for a truck (mins.)	Distance (m)	Main access roads
H1	20	1,000 m (from national road) north	Reconstruction necessary
H2	90	6,200 m (from national road) south-east	Reconstruction of the entire road (6,200 m) and construction of new road 280 m)
H3	90	8,000 m (from Himara) south-east	Reconstruction of the entire road (6,200 m and construction of new road 870.7 m)

Distance between H1 and H2 & H3 is about 3500m and 4000 m, respectively. They are almost the same in the aspect of climatic, land and environment characteristics.

Location of site H1 (North)

The proposed site for waste transfer station is located in the slope of outside Himara town about 1,000 m from the national road. It's distance from inhabited (informal) houses of Himarë is 200 m. The proposed site has a slope to sea and a part of it is visible from the inhabited center. There is an existing road but it should be enlarged and laid with gravel. Trucks collecting the waste and those that will transport them to TS will pass through the town by causing smelling issues.

Location of Site H2 (South east) – Vumblo

The proposed site is located about 5 km to the east of the town in the road connecting Himara with Piluri and then about 1.2 km in the direction of the road to Kudhesi' village (old national road Vlora – Saranda). H2 area is elevated in the height of 520 meters above sea level and far from inhabited areas, specifically: 2.2 km air distance from inhabited area (Potam, peripheral neighborhood of

Himara), 2.3 km from first houses of Pilur' village and 2.8 km from first houses of Kudhes' village. It is outside the town and it is not visible from any inhabited center. Passing the waste trucks from TS to Landfill will be reduced within the town, because H2 is located out of the urban area

Location of Site H3 (South east) – Vumblo

The proposed site is located about 8 km distance from Himara. H3 area is very close to H2, is elevated in the height of 520 meters above sea level and isolated from inhabited centers. The road connecting Himara and Pilur is in a distance of about 5,000 m, the other part (1,200m) is the road in the direction of village Kudhës. The entire road segment is narrow, a degraded and with a big inclination. Upgrade and laying with asphalt is needed, with a purpose to reduce costs, mainly during the operational phase. A new road, which leads to the TS will be constructed about 870.7 m from Kudhesi road, including the service roads within the TS location. It is outside the town and it is not visible from any inhabited center. Passing the waste trucks from TS to Landfill will be reduced within the town, because H3 is located out of the urban area.

Fig. 8 - Three locations analyzed for waste Transfer Station in Himarë



Advantages and disadvantages on sites selection

Advantages and disadvantages in the environmental, social aspect presented by each site and preference of local government are as follows:

Environmental impact: location and geographical conditions, geology and geotechnical conditions/proximity to sensitive water sources, ownership, / land availability, pedology, currently use of land, biodiversity, flora, fauna, hydrology are the same for three sites. Odor from the waste transportation by trucks from Himara TS to landfill is not present in the case of H2 & H3. Impact on population health: noises/ proximity to inhabit it areas (people and environment) cultural and archaeological heritage and the issue of view, Site H2 & H3 are more favored.

Other impacts as: expected public attitude, available infrastructure and access roads and preference of public local authority, decided Site H3 as much more favored.

Although H2 and H3 are very close and characterized by almost the same environmental features

and environmental consequences from the construction of TS, H3 is selected as the most appropriate location between the locations reviewed for construction of TS, in order to avoid any social risk.

Considering all abovementioned the prevailing reasons on selection of the new location for the Transfer Station in Himara (H3 in Vumblo) are listed below:

- (i) it is far from inhabited areas, compared with previous proposals for TS and social risks are avoided.**
- (ii) there is no plan foreseen for the development of the selected area, even in long term (e.g: touristic infrastructure, industry, agriculture, park or landscape of a special importance).**
- (iii) movement of trucks from TS to the Landfill will be limited in main road,**
- (iv) the possibility of disturbance or pollution of underground water, flora and fauna, agriculture and touristic activities would be minimal**

Based on the above arguments, the H3 site in the South east of the town was finally selected for construction of the Transfer Station in Himara (figure 6).

Topography is considered adequate for TS construction, based on height, geological formations, topography, geomorphology and distance from inhabited centers. Soil has a high permeability but concreted squares and surrounding environment asphaltting avoid the pollution of underground waters from dirty water and waste liquids.

Geology The zone is composed of carbonate rocks and both discussed sites present the same gradient degree for environment. Water permeability is high. Presence of legatine and clay is small. Being a carstic (Carst limestone), environmental pollution might be high in cases of flows, especially of liquid waste. Considering that the transfer station is concreted and all liquid substances are not thrown but treated or collected for re-depositing in safe sites, there is a low risk for environmental pollution.

Hydrology Site is situated in mountainous limestone, slope areas where erosion may act. Underground waters are deep but the high permeability makes them attackable by liquid substances added by the surface.

Wind Both the wind vectors in Himarë act: North-South and East-West. Being in the north of the town, Site H1 has an impact with odor in both cases either North-South or East-West, whereas Site H2 & H3 have an impact only in the cases when the wind direction is in the axis East-West (dominant winter months).

7 DESCRIPTION OF ENVIRONMENT

7.1 SITE LOCATION AND SURROUNDING ENVIRONMENT

Selected site is located about 8 km far from the town, in the Southeast, in the road that connects Himarë with Pilur. Starting from Himarë, in the 5th kilometer of the road, there is a deviation towards the road of village Kudhës for about 1,000 m and in the end the road turns to the left. Road condition is bad: it is not asphalted, it is narrow and with an inclination up to 15%. In order to decrease the waste transport cost and consequently cleaning tax for citizens, the road widening, its pavement and asphalt in its entire length is needed, as necessary. A new road about 870 m will be constructed to access the TS location (fig. 9 track in black).



Fig. 9 – New road to Himara TS

7.2 LAND

7.2.1 Soils

From the Geological point of view, the site is situated in the Ionic geotectonic zone which is characterized by continuation of anticline limestone and flysch syncline in the general direction North-Northwest and South-Southeast. Hydrological conditions of the zone are configured by climatic conditions, tectonic structures, hydrological qualities and geological formations. Contact through impermeable layers and (with permeability $>10^{-7}$ m/sec) is a determining parameter of underground waters configuration. The depth of aquifer waters is profound and this becomes deeper because of the hill height where WTS will be located (height 520 m above sea level). The deep underground water flows to the coast and below the sea surface in large quantities (Potam). The ground permeability is high and very high.

The valley of Kudhës Spring is situated in the East of the proposed site. The spring rises in the eastern mountains of the coastline and it empties in the sea. At the point where it joins the sea, it creates alluvial deposits in a delta form. This spring has water during winter and in transports different solid materials. The valley on which the town is settled is in the north and the spring has water only in the winter period. The underground flowing water that empties in the sea is thought to pass on its bed (Potam in the southeast of Himarë southern beach).

7.2.2 Sites of geological interest

There are no protected geological objects or sites of geological interest at, or within 2 km, of the proposed site.

7.2.3 Land use

Territory of Himarë Municipality is 13,213 ha (132 km² is Himarë Municipality area in the band of the width 5 km) for more than 1/3 the entire band of 5 km of the region (the largest part of all administrative units in the study area). The area on which it is built, inside and outside the so called town “limits”, the area where construction is allowed, is 216 ha (1.6% of the entire band area about 5 km). Registered population in Himarë, including 9 villages, was 13,200 in 2010, which means that the average population density in the entire constructed area was about 60 inhabitants/ha. Total

surface of agricultural land, mainly plantations with olive trees and citrus, is 2,834 ha (21.4% area band of 5 km) which places Himarë In the first place in the study area in the absolute terms in the coastal area. Coastal bushes cover 74.4 %, of the territory.

The terrain in the TS location is steep, with massive rocks on the surface and not productive. Generally in the vicinity of the TS rare hardwood oak and oaks are present, especially in areas in the south and the north. Some small plots of agricultural land located in the side of the road connecting Himara with Piluri already unplanted and that used for grazing. No more than 10 olive plants were identified along the road. Olive trees are over 100 years old and healthy. There are some fig trees between the plots. There are two houses near the existing road, but, only one of them is inhabited. No land acquisition is required, as upgrade of the existing road will not be financed under this project, while the new road to be constructed is in the public land, property of Himara Municipality (see documents in the section 11: Annexes).

7.2.4 Seismic activity

Academy of Science (1986) maps seismological conditions of Albania (scale 1:500.000) and describes Vlora, including the proposed area of TS, as belonging to the seismic zone of earthquake intensity of 8 degrees. Consequently, there is no likelihood of pronounced seismic disturbance or active tectonic disturbance near the TS site which could create a problem or a risk for the TS construction (TEI&SWS Inception Report).

7.3 WATER

7.3.1 Precipitation

The area is a high rainfall zone with annual averages of between 1.600 and 1.800 mm. About $\frac{3}{4}$ of this amount falls during the winter and autumn, while summer is almost dry. Precipitation is mainly in the form of rain, snowfall is unusual. The number of days with rainfall (> 1.0 mm) varies between 98 and 100 days per year. Only 40% of precipitation is transformed into surface runoff, while 60% is transformed into infiltration and evaporation (TEI&SWS 2008).

7.3.2 Groundwater wells

As a typical mountainous Mediterranean area near the TS site, there are no wells for water either to drink or for other needs. Kudhës spring is in the South and Southeast of the site about 2 km far and in the North and Northwest the valley of the town with a distance of about 2 km. Considering the purpose and function for which it will be built and the quantities of daily waste that will be processed, TS building and operation presents no risk for contamination and/or aggravation of underground waters and consequently also of the wells that may exist and may be built in the future. Potable water for Himara and urban/rural areas around it are supplied by water from heights (near Pilur village), far from the construction area. This was also one of advantages on selection of H3. The project will not finance the connection to water supply. This project will be financed by Himara Municipality before TS becomes operational.

7.3.3 Underground water

A groundwater aquifer is present at the proposed Himara TS site, at 70 to 80 m below ground level during the rainy season and therefore is not regarded as of particular significance. The underground aquifer would disappear during the rainy season because of lack of rainfall infiltration at the site because of sealed base liners.

7.3.4 Surface water

The two streams described above (Kudhes and near Pilur) collect the flowing waters of respective catchments and have no connection to TS. In any case, it should be stressed that the flows in the streams (of Kudhës and Himarë) have water only in the heavy rainfall season (November – March).

7.4 ENVIRONMENT AIR QUALITY

7.4.1 Wind direction

There are no longer term wind records available for Himara and data available are provided from a meteorological station at Borsh. As there is only a short distance from Himara to Borsh (approximately 15km), it is likely that northerly or north-westerly winds are experienced for much of the year similar to those measured at Borsh. The frequencies vary from 22.3 % to 23 %. The area of mountains to the north of Himara provides some protection from these winds. It is indicated that the location of the TS is characterized by a relative variation of wind direction. This is an important parameter that effects the distribution of the smells, noise, small particles (particle matter – PM 10), and atmospheric deposition.

7.4.2 Air quality

The REA monitors air quality in the area at different points although sampling is infrequent and usually in response to particular requirements at central level from MoE, while data are difficult to access. The closest control point from the TS site is Himara itself.

The air quality is supposed to be high due to the altitude of approximately 520 m above sea level and the mainly tourist development of the area. Nevertheless, visits to the proposed site have always noted the clear air quality, and the lack of air quality impairment from industrial or other sources. Seasonal agricultural burn-off during the year, contributed to by land clearing and forestry activity, does impair air quality at times.

7.5 BIODIVERSITY

Although the County is generally recognized as having areas of natural beauty, and endemic fauna and flora, the proposed site has no significant natural value. The site is a pasture/forest area (with rare high oaks) and there is no agricultural land close to it. The proposed site is situated on the southeastern hill of the town, below Pilur village (they indicated a rich local flora and fauna and an abundance of small species). Variety of species and models of communities are characteristic of the geographical zone, including four is with an average height above sea level of about 500 m. Prevailing plant species in the area are grass lands (dominated by festuka and other Mediterranean meadow plantation) and forests (dominated by oak).

The south coastal area of Albania is distinguished for its diversity of habitats and its richness in flora and fauna species. Many animal and plant species have conservation status at international, national or regional levels. The Biodiversity Strategy and Action Plan (BSAP), adopted by the Albanian Government in 1999, defined eight Environmentally Sensitive Areas in the southern part of the country, but none of these are in the proximity of TS site. The definition of these areas is based on the integration of the characteristics of the terrestrial and marine systems into unified environmental units. The main threats to the biodiversity of the study area are:

- habitat loss and fragmentation,

- over-harvesting and non-sustainable use of natural resources,
- animal disturbance and illegal hunting,
- burning pastures for grazing,
- over-fishing.

Major contributory causes of such threats are the following:

- low environmental awareness in the local communities and general public on biodiversity issues,
- lack of legal enforcement,
- poverty,
- lack of management and knowledge of the best practices in sustainable use of natural resources,
- slow implementation of nature and biodiversity conservation policies by the government competent authorities.

Species of medicinal, and flavored and oil bearing plants are also present. However, based on a preliminary environmental assessment undertaken by TEI&SWS (2009) there are no plant species endemic only to this area or other species that are protected by national or international listings or included in the Albanian Red List.

Environmental Sensitive Areas.

The proposed TS site is not situated on or within close proximity of any of the 8 defined environmental sensitive areas identified under the Biodiversity Strategy and Action Plan (BSAP) adopted by the Government of Albania 1999.

Environmental Protected Areas

National Llogara Park, situated about 10 km from TS, which has the constituents of biodiversity listed in categories of IUCN, is located mainly on the northern slopes of Çikë Mountain.

Wildlife

Existing biological records indicate that the geographical area is characterized by medium animal biodiversity. Established populations of fox (*Vulpes vulpes*), European wolf (*Canis lupus*), marten (*Martes foina*), weasel (*Mustela nivalis*), rabbit (*Lepus europea*) and hedgehog (*Erinaceus concolor*) are endemic in the area. Reptile populations, including common turtle (*Testudo hermani*) and some lizards (grass-snake *Pseudopus apodus*), chickenhead (*Anguis fragilis*), green lizard (*Lacerta viridis*), common lizard (*Radarcis muralis*), grass lizard (*Podarcis taurica*), and snakes including long arrow (*Coluber caspius*), copperhead (*Malpolon monspessulonus*) and viper (*Vipera ammodytes*) are present in localised groupings associated with habitat types. Terrestrial invertebrates include common species of arthropods (insects, collembolans, coleoptera, lepidoptera). A thriving population of butterflies (Rhopalocera) and beetles (Coleoptera) is also found in the broader zoogeographical area

Ornithology

The broader zoogeographical area is habitat for a number of common bird species including, turtur (*Streptopelia turtur*), goldfinch (*Carduelis carduelis*), blackbird (*Turdus merula*), wood pecker (*Pica sp.*), cuckoo (*Cuculus canoris*), magpie (*Pica pica*), gay (*Carrulus Glandarins*), cornix (*Cornus corone cornix*), troglodyte (*Troglodytes troglodytes*), sparrow (*Passer alosrestica*), robin (*Erithacus rabecula*) and galer (*Galerida cristata*). Snipe (*Scrolopax rusticola*) is common in lowland areas. The area is located on trans-migratory flight route corridors for a number of bird species moving between Northern Africa and Eastern Europe, with aquatic bird species moving through to the Butrint lagoons in the south of Saranda.

Trees and Shrubs

The area has extensive stands of forest trees including Macedonian fir (*Abies borisii-regis*), horse-chestnut (*Aesculus hippocastanum*), oak (*Quercus ilex*, *Q. macrolepis*, *Quercus spp.*, *Ulmus sp.*), acer (*Acer campestre*), ash (*Fraxinus ornus*), buxus (*Buxus sempervirens*), sage (*Saturea montana*), drizzle (*Origanum vulgare*) and orchid species. Notably, endangered species of tilia is also present in the area (*Tilia platyphyllos* and *T. temontosa*). Shrub species are dominated by Mediterranean species primarily *Paliurus spina-cristi*.

Vegetation

Vegetation in the vicinity is typically Mediterranean containing a richness diversity of species but present in low numbers and density. Medicinal plants grow in the vicinity and are harvested by local communities and community health persons. In the area of the proposed WTS site, vegetation biodiversity is low and dominated by herbaceous plants. Floral surveys did not reveal the presence of any protected or threatened species (Albanian Red List approved by the MoE).

7.6 RESIDENTIAL AREAS

7.6.1 Public health

No epidemiology studies have indicated diseases related to the quality of the environment in this area, even though it is elsewhere defined that the bad waste management in the community is responsible for the increased cases of morbidity or even death.

7.6.2 Socio-economic factors

Himarë offers extensive employment opportunities in hospitality industry, hotels, construction and services industry. However, in the wider vicinity of the proposed site, most livelihoods centre on agriculture and agro-industrial trades, and servicing agricultural activities. Cultivation of olive trees and citrus in Himarë comprise a good source of income for former families and in an area scale they occupy the second place after tourist activity. The quality and the considerable quantity of olive oil become Himarë an important (wholesale and retail) trade center for oil and olives. During all if harvesting season some hundreds of seasonal workers come from other areas of the country (especially from the North) who collect and treat the olives, the salary of which is based on production percentage. On the other hand, more than 80% of Himarë inhabitants are economic emigrants in Greece, who bring money and invest in Himarë. The income from remittances coming from emigration has an impact on tourism development and their well being. Himara is one of the richest places in the poverty map of Albania.

7.6.3 Public participation and consultation

The overall present public attitude to centralizing and managing regional waste is positive. The mayors of local governments are eager to implement the proposed project. In compliance with Albanian Law No. 8053 "On Public information" (June 30, 1999), the project must permit appropriate public access to information. In addition, the project must provide stakeholder consultation, including local communities and the public, appropriate to a World Bank Environmental Category A Project, and in accordance with the World Bank Environment and Social Safeguards Framework. Two public consultation rounds are obligatory: one early in the EIA process to inform the public and present the project and another one to present the draft EIA, including measures responding to community concerns.

"In 2009 two public hearings were held about the broader waste management strategy and the

original location of the TS, about 1 km north of Himara (H 1). These meetings were held on 13 May 2009 in Himara and July 15, 2009 in Saranda and included public meeting and presentation by project team, open floor discussion and raising of any concerns by residents and interested parties. After receiving complaints on July 2013 from the neighbors of the original location of the TS (H1), where some houses have been illegally constructed, in September 2013, Himara Municipal Council reconsidered the location of the TS site. In order to address their comments, another site (H2) was proposed in the south-east of Himarë (in Vumblo), about 1.2 km far from the cross road Himarë – Pilur with Kudhesi road. Two public and Municipal Council consultations were held on November, 2013 regarding this second location. Key issues raised by stakeholders included questions about any risk for environment, underground water and air pollution, land property of the TS site and impact on tourism. In January 2014, after receiving complaints from the neighbors of the second proposed location, mainly concerning the access road to the TS, a meeting with the complainants was held on February 06, 2014. During this meeting the stakeholders raised the issues concerning the distance of the TS and if the access road to the TS affect their properties. To address the issues raised in this meeting a third location, about 700 m from H2 location was finally selected. Minutes from the meetings held on Nov 2013 and Feb 2014, as well as additional meeting with Kudhesi' resident on April 15, 2014 are summarized in the section 11 (Annexes), part of this EIA document."

Following project implementation, the local population will benefit from:

- improvement in home environment from collection and removal of waste,
- improvement in rural and urban environments from collection and removal of waste,
- improvement in public and children's health resulting from reduction and elimination of smell, pests, flies, and other factors associated with unregulated accumulations of household solid waste,
- cessation of smoke coming from burning waste at the roadside,
- improvement of access along roads, footpaths and entrances, because avoiding fly-tipping of waste that took place in the past,
- revitalization of local economic activity from employment in waste management activities, and
- improvement in tourist investment at regional and local level.

7.7 CULTURE, HERITAGE AND ARCHAEOLOGY

To date, there are no objects of cultural, historical or archeological heritage identified in the vicinity of Himarë transfer station.

8. POTENTIAL IMPACTS OF PROPOSAL

8.1 RAW MATERIALS AND CHEMICAL SUBSTANCES USED ON-SITE

8.1.1 Construction phase

During the construction phase the following chemical substances will be used on a limited quantity and at a specific time:

- flammable substances: liquid substances, different oils with a low burning point, and vehicle fuels (petrol, diesel),
- hazardous substances: substances which can present an immediate or delayed risk comprising mineral oils, industrial oils, and bitumen,

- asphalt - concrete which will be used for the access road during a short period of time (one month).

These substances if not handled properly can cause soil and water pollution as well as endanger workers' health.

8.1.2 Operational phase

In the proposed activity, the storage and handling of raw materials will be mostly of waste. The waste to be disposed is non-hazardous waste. Flammable substances will also be used and stored in Himarë comprising fuels for on-site power generators. A small amount of fuel for power generator will be stored at the TS area. To avoid fire the fuels should be stored in a separate and safe place, with a concrete floor (with bunds around the edge high enough to contain spills) and cover roof.

8.2 WASTEWATER GENERATED ON-SITE

8.2.1 Construction period

During the construction period up to 20 employees will be working on the site. The wastewater resulted from the working personnel will be approximately 0.6 m³/h (wastewater produced = 30 litres/person per day). The quality of this wastewater is typical domestic wastewater. Currently, there are no wastewater treatment and disposal facilities in Himarë Waste Transfer Station. The nearest surface waters in the zone are temporal streams and runoff following storm water events. The nearest permanent water body downstream from the TS is some 2 km distance. That is why transportable toilets are to be provided for the employees working during the construction period.

8.2.2 Operational period

Water pollution sources associated with the TS are:

- domestic wastewater,
- the site of Transfer Station if not properly operated,
- storm water runoff from the platform of the transfer station in stormy weather;
- accidental leaks of water wastes in the environment out of the Transfer Station
- surface runoff from the access and perimeter roads.
- leachate produced from the waste compacting; a collection system under the compactor containers will collect the leachate to a concrete basin. According to the O&M plan, prepared by designer the basin will be periodically empty and the leachate will be, also, transported in the leachate treatment plant of Bajkaj landfill with a frequency every two days or those that will prevent odor issues.

8.3 GROUNDWATER AND SURFACE WATER

8.3.1 Impact on receiving environment

Domestic wastewater from operators working at the transfer station will be collected and treated in appropriate on-site wastewater treatment tank systems (e.g. Imhoff tanks).

Maintenance and control measures to be taken, including cleaning of the platform at the transfer station and perimeter roads are sufficient to maintain the quality of rainwater site runoff.

8.3.2 Impact on drinking water wells

The Pre-feasibility studies by Solid Waste Consulting (2005) and field site investigations by TEI&SWS (2008, 2009a, 2009b, Sulce 2013) did not identify drinking water wells within close proximity of the proposed site.

8.4 ODORS

Odours will be generated in the TS during waste compaction. The odour will be spreaded as per wind direction which might be sound until 200 m distance. There are no houses or other activities, in the 500 m distance, except a aggregate point working periodically. However, measures should be taken to avoid disturbing of the travelers in the road Himara – Pilur, odour might be emitted during trucks passing, therefore, mitigation measures will be applied, using covered trucks. Leachate collection system can also be source of odor.

8.5 AIR EMISSIONS

8.5.1 Construction phase

Construction work involves activities that generate sources of dust emission into the air. These operations include earthworks, handling ballast and ballast-like materials, and disturbance of ground cover. Wind blown dust from exposed areas will occur. The main activities that represent dust emission sources are:

- digging and excavation works,
- filling works,
- widening and road upgrade
- pavement works (laying the ballast), and
- carrying out other construction works.

Other sources of air emission during the construction phase include exhaust emission from the use of heavy construction plants. Equipment and vehicles run on diesel engines and the exhaust gases, discharged into the air, contain the entire range of pollutants specific for internal combustion engines, namely nitrogen oxides (NO_x), non-methane volatile organic compounds (VOC), methane (CH₄), carbon oxides (CO, CO₂), ammonia (NH₃), and particulates. These air emissions are considered acceptable because of the resulting concentrations at the nearest residential area and would not exceed the maximum allowable according to the current legislation.

8.5.2 TS gas emissions

There will be no gas emissions at the Transfer Station due to the short period of waste storage. There will be only odors to be monitored by the Municipality. Emissions from generator can be avoided/minimized through the control for proper operation and its regular maintenance.

8.6 NOISE AND VIBRATION

8.6.1 Sources

Although the location where TS has to be constructed is out of the yellow lines and away from the town or other residential areas, the site is regarded as likely to generate certain noise levels during

pre-construction and construction, and operating phase throughout the working days (normally Monday to Friday 08:00-16:00 hrs and Saturday 08:00 – noon) associated with construction vehicles, refuse vehicles and compactor trucks arriving and unloading, heavy plant machinery moving and compacting waste, and so on.

8.6.2 Pre-construction and construction phase

Construction at the transfer station site will generate noise and vibration from:

- Mobile equipment (excavator, dump-trucks, loaders, concrete trucks, loaders),
- Fixed equipment (concrete mixers, cranes),
- The traffic for material supply, and movement of excavated soil at the proposed site

8.6.3 Operating phase

There will not be disturbing noise during the operation of the Transfer Station. The noise will be expected to be within the acceptable levels.

8.6.4 Admissible levels

The noise level generated during loading and unloading cycles, and during waste transportation, is expected to be within the acceptable noise levels of the specific equipment used. The acceptable noise values generated by equipment used outdoors are presented in the following Table.

Table 4. Maximum allowable noise levels

Equipment type	Power (kW) - P Mass (kg) - m	Maximum acoustic level (dB)
Compactors, vibrators	$P \leq 8$	105
	$8 < P \leq 70$	106
	$P > 70$	$86 + 11 \lg P$
dumpers, loaders trucks	$P \leq 55$	101
	$P > 55$	$82 + 11 \lg P$
Fork-lifts, etc.	$P \leq 15$	93
	$P > 15$	$80 + 11 \lg P$
Pick-hammers	$m \leq 15$	105
	$15 < m < 30$	$92 + 11 \lg P$
	$m \geq 30$	$94 + 11 \lg P$
Compressors	$P \leq 15$	97
	$P > 15$	$95 + 11 \lg P$

8.7 SITE CONSTRUCTION LABOURFORCE

8.7.1 Pre-construction and construction phase

During this phase, the labor force will be exposed to noise from the equipments used for TS and road construction (excavator, dump-trucks, loaders, concrete trucks, concrete mixers etc.).

8.7.2 Operating phase

During the operating period, the following impacts on the labor force are expected. The importance and magnitude of such impacts are discussed below:

- Noise: the on-site workforce may be exposed to high, short-term noise levels during unloading and compacting the solid waste,
- Hazardous waste: there is always a risk of the workforce being exposed to undeclared hazardous materials in the general waste (such as medical sharps, pesticide containers, or asbestos in CDW) at the TS site,

8.8 RESIDENTIAL AREAS

8.8.1 Creation of employment

An analysis of the socio-economic effects determined by the achievement of the Project has identified positive impact by creating a supplementary number of jobs, both in the period of construction phase and also during the operational phase. These jobs will be for different professions, and for various levels of training, from labours to engineers.

The project may increase the economic activities of the locals in different sectors such as transportation, commerce, repair maintenance, etc, as a result of new job creation, waste collection, treatment and TS in accordance with legal requirements.

8.8.2 Improvement of public health

The overall urban environment and the public hygiene will be improved by implementation of a new waste management system. Collection points will be modernized and controlled. A sounder and more efficient waste collection system will be implemented, preventing the spreading of leakage from waste containers.

8.8.3 Work health and safety

Work health and safety of the sanitation workers will be improved, especially through the provision of safe equipment and improved facilities at the TS. The existing uncontrolled waste dumping and fly-tipping throughout Himarë will be reduced and eventually be stopped.

8.8.4 Waste scavenging

Waste picking and scavenging carries disease from the waste site into the community. These activities will not be permitted.

8.8.5 Settlements

There will be no resettlement of persons, households or settlement from the proposed site. There are no persons currently working within or in close proximity to the proposed site.

8.9 LANDSCAPE

8.9.1 Pre-construction and construction phase

The proposed site for the TS has special landscape value but based on the site location and its size,

there will be no impacts on the landscape. The landscape and the City will not be affected by the TS construction.

8.9.2 Post-Construction and Operating Phase

During the post-construction and operating phase, landscape impacts are generated by:

- arrival of refuse-trucks of waste,
- waste compaction,
- on-site compaction plant and equipment ,
- buildings for TS administration and operating of TS,
- perimeter fencing.

8.10 TOP SOILS AND SUB-SOILS

8.10.1 Construction period

Soil may be polluted from oil from the vehicles and trucks working during TS and road construction. Impact from accidental spillage of oils is considered low magnitude and can be mitigated through the control for proper operation and vehicle regular maintenance. In addition, cleaning of tires and watering of unpaved surface will be applied, in order to avoid dusting, etc.

8.10.2 Operational period

Soil may be polluted from compacting/packaging wastes, oil from vehicles and vehicle maintenance. Impact from accidental spillage of oils is considered of low magnitude because it will be controlled by implementing rules for vehicle maintenance and operation during TS operation. Soil pollution may, also, result from poor operation and management at the site, or possible leakage of the wastewater and leachate generated in the TS site.

8.11 BIODIVERSITY

8.11.1 Construction period

During construction, impact on the existing flora and fauna will be closely limited only to the land to be built, where the main earthworks will be carried out. Grass plantation and low vegetation will be cleaned. Nearby fauna will be disturbed by noise and dust emissions during construction works. There will be no intrusion on bird flight paths, or obstruction in the form of cables or wires.

8.11.2 Operational period

It is concluded that biodiversity values will not be negatively impacted by the operational works carried out within 2,200 m² and is insignificant during the construction and operational period.

8.12 DESIGNATED SENSITIVE AREAS

The location of the transfer station is identified in accordance with land use regulations. None of the sites is located within proximity of a designated sensitive area, or in a locality which might have impact on any designated areas in the vicinity.

8.13 TRANSBOUNDARY EFFECTS

The proposal will not have any international transboundary impacts from water, air or land in pre-construction, construction or operating phases.

8.14 CULTURAL, HERITAGE AND ARCHAEOLOGY

There is no cultural, heritage or archaeological sites in the vicinity of the TS site.

8.15 INCREASED TRAFFIC

To avoid possible increase traffic during the construction the contractor will be required to compile a simple traffic plan, which will be agreed with the Project Manager. It is estimated that up to 20 tons waste will be received to the TS site daily (at the peak of tourist season). Trucks will carry approximately 6 tons of waste. Consequently, about 3 trucks will deposit waste at the TS on a daily basis.

8.16 VECTORS

Vectors of concern at Transfer Station (insects, scavenging birds. Seagulls etc.) can help born disease and have health impact. Exposed waste at TS sites attract scavenging birds, often flocks of crows or gulls, which are a nuisance not only at the waste site, but also along the routes which they fly in from their roosting areas. Bird faces is high in gut worms, with huge numbers of fecal coliform bacteria, and campylobacter bacteria which can quickly contaminate water resources. Evidence suggests that birds (not sewage effluent) are guilty for campylobacter in bathing water and drinking water. There is also the potential hazard to people from CDC Avian Influenza when large numbers of infected birds gather in areas associated with waste disposal. Waste sites also attract vermin, including rats, which are themselves disease vectors. Consequently, proposed TS sites are required to be in the distance from residential areas in order to reduce the impact of scavenging birds, and the likelihood of vermin entering in residential properties. To reduce disease transmission by shortening or interrupting the lifespan of vectors chemical methods of vector control, such as indoor residual sprays, space spraying, and use of chemical larvicides are recommended.

8.17. IMPACTS FROM ROAD CONSTRUCTION

Dust problems created by road traffic are a nuisance but not a very critical issue along the proposed road section, mainly because the traffic volumes are relatively small. However, to control unnecessary dust from the road section under construction, the Contractor will:

- Spray water on exposed surfaces during dry periods especially near schools, hospitals, rural communities, etc.
- Cover all dust generating loads carried in open trucks.

Aggregates transportation can cause noise dusting and traffic disturbances. Aggregates for the road construction will be obtained from legal entities.

Measures to address potential environmental impacts are:

- Avoid overloading trucks and cover trucks to minimize dust and loss of load from trucks during transportation;
- Use water sprays or covered chutes to reduce dust emission during loading and unloading of materials from barges;
- Maintain crushing and mixing plants in good working condition so as to reduce emission

- from the plant;
- As far as possible, plan truck trips between the legal entity to the sites during low traffic hours

Occupational health and safety risks of road works can be limited by clearly defining procedures for handling construction materials, conducting tests, paving, operating heavy equipment, etc

9. MEASURES TO REDUCE IMPACTS

9.1 APPROACH

There are differences in approach between EU and Albanian EIA requirements for identifying the importance and magnitude of environmental impacts, and presenting measures to mitigate such impacts. EU legislation additionally requires possible unacceptable impacts which cannot be mitigated to be listed and described, and this requirement has been included in this EIA.

The approach taken within this Report is firstly to identify potential impacts and their mitigation in accordance with national requirements, Albania. Secondly, the level of Impacts is identified in line with the EU EIA approach which is also compliant with the World Bank Guidelines, as well as the strategies to mitigate such impacts described using a Leopold Matrix. Potential impacts which cannot be mitigated are also identified.

9.2 POTENTIAL IMPACTS AND THEIR MITIGATION

9.2.1 Approach (method)

The identification of the environmental impact issues was based on the information taken from the previous feasibility study (Solid Waste Consulting 2005) and from later technical feasibility studies (TEI&SWS 2008, 2009a, 2009b, 2009c) but also on existing environmental conditions observed in recent site visit (Sulçe, 2013).

All effects on the environment caused by the project during construction and operational periods have been evaluated according to the provisions of European and national legislation described in the foregoing respective Section. For each environmental key issue the measures for prevention, mitigation or elimination of negative impacts are identified and described below, and summarized in the end of the study. The positive effects of each project activities are also described. Evaluation is based upon general proposed conditions and characteristics of this project with each impact quantified in terms of its magnitude, whether zero, insignificant, moderate or significant according to the following definition:

- Zero = there is no impact = 0
- Insignificant = the impact is possible, but at a very low level, or for a very short period of time = 1.
- Moderate = the impact is considered as undesirable (negative) or desirable (positive) and able to have a moderate effect on the existing environment or on human communities = 2.
- Significant = the impact is considered as having significant effect on a large area or for a long period on the existing environment or on existing human communities = 3.

Table 5 Summary of the number of potential impacts from Transfer Station

Environmental factors	Possible forms of impact	Positive impact (+)	Negative impact (-)
Risk of spills	Chemical substances for construction work	0	1
	Flammable substances	0	1
Air	Unpleasant odor, smell of waste	0	2
	Dust from construction	0	1
	Vehicle emissions	0	1
Water	Groundwater	0	0
	Surface water	0	0
Wastewater	Leachate	0	0
	Wastewater from toilets	0	0
Noise	Heavy machinery during construction and operation	0	1
Landscape	Utilization of the site	1	0
Biodiversity	Natural vegetation/fauna	0	0
	Scavenging birds and vermin	0	1
	Quality of the crops around	0	0
Visual impression	Elimination of uncontrolled depositing of waste	3	0
	Unsightly	0	1
	Blown litter	2	0
	New TS	3	1
	New roads	3	0
Human communities	Effects on public health	3	
	Increased road traffic	0	1
	Level of noise	0	1
Socio-economic aspects	New jobs	1	0
	Improved waste management	2	0
	Overall assessment	18	12

The total points of positive impact results more than those with negative impact (18 vs 12 points). This shown the advantages of such waste management, even in the local conditions of Himara.

9.2.2 Air

Construction phase

During this phase, mitigation of impacts on air quality will be specified through a schedule of construction working time (proposed by the contractor and approved by the Project Manager) in the site: the timetable of the heavy trucks should be followed, avoiding works construction in tourist and dry season; watering of the roads and construction site during the works will be carried out. A buffer area out of fencing (about 20 m on each side) will be recommended. During the construction of road to control unnecessary dust from the road section under construction, the Contractor will: a) Spray water on exposed surfaces during dry periods especially near schools, hospitals, rural communities, etc.; b) Cover all dust generating loads carried in open trucks.

Odor control during operation of the TS

Mitigation measures will incorporate:

- providing a system of recording complaints from the public and appropriate response procedures,
- preparing a response plan to address reasons which might lead to odor, or potential odor problems,
- placing emphasis on pre-acceptance screening and on the rejection of specific waste, ensuring that rejected wastes are transported and disposed in compliance with the legislation,
- a buffer area will be recommended for the TS (about 20 m on each side), which will be fenced with a wiring which will serve as a prohibited area for animals and livestock as well as pedestrian moving.
- prohibit uncovered deposition of waste on site
- make sure that the compacted containers do not stay on site more than 2 days
- ensure daily collection of waste outside of the TS perimeter and inside of the TS, that might have been scattered.

9.2.3 Water

Rainwater collection

Rainwater quality is controlled by maintaining clean platforms in Himara TS. Daily cleaning of the waste TS platform will be performed, using a sweeping vehicle and water sprinkler. Collection of rainwater (precipitation) falling on the TS site will be done by discharging it at the outside perimeter drainage diversion channels.

9.2.4 Noise and vibration

Although noise and vibration are considered not significant due to the fact that activities will not impact on any residential or commercial properties, noise level will be maintained during construction (by contractor) and operation of the waste transfer station (by operator). The noise measuring at a station on the edge of the TS should be conducted prior to construction of the TS and during its operation. Even though it was expected the noise will be within acceptable levels, it was recommended limiting the activities and trucks delivery waste during the daily hours. The vehicles should be attested before entering on site. During noisy works the workers should wear protective equipment.

To control noise during construction the suggested measures are: a) Use modern and well-maintained equipment (with mufflers where appropriate); b) limiting carry out noise construction activities during daylight hours (0700hrs – 1900hrs), especially delivery of materials with truck through Himara.

9.2.5 Biodiversity

Construction phase

To avoid unnecessary depletion of fauna and flora, the construction site will be limited to the minimum area that is needed for the works. There should not be dumping of the material outside of the site. Material should be reused and if not possible the soils and excess material should be disposed on site agreed with the municipality, or transferred on construction site where needed. Construction vehicles will operate within the construction site, and will not leave the site boundaries until works completion.

Operational phase

In order to minimize disturbance of activities on fauna, working will be undertaken within the prescribed time and area. Where there are local animal crossings the road, warning signs will be mounted to reduce any danger to wildlife. The warning signs will be installed with the support of local authorities.

9.2.6 Site management and construction of the TS and access roads

The following mitigation measures are part of the Environmental Management and Monitoring Plan for the Transfer Station and new access road. During the TS and road construction attention should be paid to eliminate or minimize negative consequences in the environment, because using of materials. Steeps and other slopes which are concerned, especially, during roads construction should be stabilized with walls and fill with soils in order to protect current situation of the landscape and vegetation. During roads construction increase erosion from raining and big slope should be considered.

Construction phase

During the construction phase, the following mitigation measures will be required and routinely monitored:

- The site should be fenced prior to construction of the TS
- Contractor will install a banner on the site with contact information for complaints and comments of the public
- Handle, store, use and process branded materials in accordance with manufacturer's instructions and recommendations
- Avoid spreading construction material,
- Stabilize slope and steeps
- Avoid extension of the working area,
- Controlled excavation, watering of unpaved surfaces, in order to avoid dust generation,
- Cover trucks with fine mesh netting when carrying friable materials,
- Clean up all areas after completion of work and return to the condition prior to commencement of works.
- Hazardous substances must be storage in a safe place according to instructions on MSDS (material safety data sheets), which come with each product, in order to avoid any risks.
- If the asphalt and concrete delivered on site, it has to be sure that quarry is licensed, if prepared on site the asphalt and concrete should be according to the technical specifications and required license.
- Implementation of safety procedures and availability of protective equipment for workers,
- All vehicles should be attested that they function within set technical norms; all delivery of material by trucks should be covered
- Construction site must be watering during works to minimize dust emission
- Toilets should be emptied and wastewater should be transferred at a designated place for wastewater treatment in Himara.

Operational phase

Undertake all mitigation measures required on completion of construction. The following measures are also planned, that will be routinely monitored, in co-operation with the local authorities:

- personnel will be trained for all operation systems, and also, to identify hazardous waste and proper safety, handling and reporting procedures.
- Maintaining of the quantity of leachate collected in the TS, as addressed in the WTS Operational Management Plan.
- A complaints register and solution procedure during operation of TS will be used. Provide contact point to address concerns.
- all vehicles and containers will be maintained and cleaned at the waste transfer station,
- limiting the activities and trucks delivery waste during the daily hours to minimize noise.
- Maintain clean platforms and containers
- To avoid fire fuels should be stored in a separate and safe place, with a concrete floor (with bunds around the edge high enough to contain any spills) and cover roof.
- Septic tank should be properly maintain and empty
- Periodic vermin control to reduce their communities.
- access roads will be kept open during winter,.

To mitigate surface soil contamination, the following measures are proposed:

- avoid storage of materials and waste on soil as this would contribute to infiltration following storm events,
- any scattered or wind-blown litter or outside the waste transfer station must be gathered up by the operators at the end of the day.

Site management for soil protection

The following measures should be taken:

- fuel pumps to supply generator located at the waste transfer station must be mounted on a concrete platform, and the platform will have bunds around the edge high enough to contain any spills,
- fuels and oils must be stored in a separate and suitable roofed area with a concrete floor, and the floor should have bunds around the edge high enough to contain any spills,
- there shall be no waste scattered beyond the TS area of operation,
- long-term monitoring will be done as part of the Environmental Management and Monitoring Plan and as specified in the integrated permit conditions for the TS.

Site management for minimizing environmental pollution

Additional measures to be taken for minimizing pollution of the environment are:

- management of hazardous and toxic substances (such as mineral oils, industrial oils, bitumen etc) should be treated by TS trained employees.
- correct management of waste in compliance with waste management legislation,
- sufficient on-site inert material
- employment of on-site trained personnel,
- health and safety control for workers,
- risk assessment and management for areas where public access is permitted, with safety warning labels in all places with a recognized risk,
- perimeter fence of TS and wiring fencing of buffer area and warnings and fines for persons entering the waste transfer station without authorization.

9.2.7 Seismic risk management

The probability of seismic activity is very low. However, the possibility can be minimized through seismic activity risk management which comprises:

- prevention of steep slopes.
- flexible materials are to be used in connections between steel and/or concrete structures and engineering networks (water/electricity network).

9.2.8 Public Health

Public health will be safeguarded by:

- Control of dust during construction activities and during transport of construction materials using a coarse water spray (not a fine droplet spray),
- collection of dispersed solid waste during transportation and storage,
- safety requirements of collection and storage of solid waste to prevent odor,
- removing remain waste and washing vehicles after depositing waste materials at the transfer station,
- periodic vermin control at transfer stations (Municipality should order their removing within a certain period of time),
- prevention of waste burning practices (Municipality should also order collectors to deliver the waste to TS, even applying penalties).

9.2.9 Work Health and Safety

Waste handling health and safety will be emphasized by:

- control of dust during construction activities and transportation of materials (spraying with water and cover trucks),
- implementation of safety procedures and availability of safety equipment for workers,
- training and awareness for drivers and workers on the proper handling of waste and personal protective equipments,
- undertaking regular medical check-up for workers,
- training of employees to identify hazardous waste (using O&M Plan and manual providing by the contractor) and proper safety, handling and reporting procedures.

Permit conditions

All emissions and discharges, including wastewater, odor, noise, and dust should be compliant with the conditions set in the Environmental Permit issued for the Transfer Station in Himara designated by the Authority of Permits (MoE).

9.3 ENVIRONMENTAL MANAGEMENT PLAN

An Environmental Management and Monitoring Plan will be applied to assess the impact of TS and new road on the environment during construction and operation. Monitoring should be conducted by managers and operators of activity. Monitoring of TS and ancillary structures involving water quality, soil, air, waste and vectors that are influenced. The Environmental Management Plan aimed avoiding and/or mitigating of impacts on the biophysical and socio-economic environment, focusing on:

- Health and safety of workers and prevention of environmental pollution;
- Compliance of environmental standards and best available techniques;
- Performance of all project activities in a safe and effective manner, proper maintenance of machinery and equipment to protect workers and prevent environmental damage;
- Apply of all measures to control, avoid, or mitigate any leakage of hazardous materials/fluids;
- Construction of project in accordance with the standards and technical specification;
- Monitoring of all activities with potential environmental impact during the construction and operation of the TS

9.3.1 LEVEL OF IMPACT

The Leopold Matrix is a quantitative method used to identify the scale of potential impact of the proposed project on the environment. The system is essentially a simplification of discussion from the preceding Sections. It is hoped that this provides decision makers with a non-technical basis for mitigation of environmental impacts. The system (the following Table) consists of a matrix with the environmental impacts and responsibilities to indicate:

- the importance (from 1 to +10) of each environmental impact (where 1 is the least important and 10 the most important).
- the magnitude (from 1 to +10) of the environmental impact (where 1 has the least magnitude and 10 the most magnitude)

Using this approach, the most significant environmental impacts can be identified according to the importance and magnitude of scale, as shown in bold in the following Table, and from this it can be determined:

- the mitigation of environmental impacts,
- possible unacceptable environmental impacts which cannot be mitigated.

9.4 ENVIRONMENTAL MONITORING PLAN

The preparation and implementation of the Environmental Monitoring Plan for all activities which may have an environmental impact, is required by the Albanian environmental legislation. Specifically it is required by Law No. 8934, "On Environmental Protection", dated September 05, 2002, and amended by Law No. 9890 "On the Environmental Monitoring in Republic of Albania", dated March 03, 2008, and the MoEFWA's Minister Order No. 37, "On Self monitoring", dated March 03, 2004. The preparation of the Environmental Monitoring Plan for the design, construction and operation phase of the TS is an integral part of the environmental permit. Based on the Council of Ministers decision, No.103, "On the Environmental Monitoring in Republic of Albania", dated March 31, 2002. In the table 6.2 are presented the parameters to be monitored for the Transfer Station.

The Environmental Monitoring Plan will ensure the assessment of the environmental situation in the project area during construction and operation stages, in terms of the following parameters: air quality; noise levels; soil and surface waters quality; discharge water from cleaning of surface waste collection, solid and hazardous waste; and biodiversity.

The main objectives of monitoring focuses; (i) to monitor the proper performance of mitigation measures during the implementation of the project and operation of the TS, (ii) to take remedial actions to improper execution of planned mitigation measures or any other degradation of surrounding environment in relation to the project activities; and (iii) to serve to undertake improving measures in relation to different operations affecting the environment. These data will

be reported pursuant legal provisions (DCM No.103, “On the Environmental Monitoring in Republic of Albania”, dated March 31, 2002) every six months to the REA Vlora, REA representative in Himara and Himara Municipality (urban office) .

9.5 POSSIBLE UNACCEPTABLE IMPACTS WHICH CANNOT BE MITIGATED

From environmental impact assessment detailed in the above Section, there are no unacceptable impacts (i.e. with a scale of impact ranging 8 upwards for importance, together with 8 upwards for magnitude) which cannot be mitigated in the program of work for the project. Based on the points, also, as per negative and positive impact from the TS construction (18 vs 12 points) it results that the construction of the TS has high advantage. The following table indicates the main impacts such as environmental pressure which may be improved or kept under monitoring by the regional agencies, in cooperation with Himara Municipality. Responsibilities of Himara Municipality and other related institutions and agencies are incorporated in the EMMP tables.

Table 6. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES DURING TRANSFER STATION AND ACCESS ROAD PRE CONSTRUCTION AND CONSTRUCTION PHASE

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
PRECONSTRUCTION / MOBILIZATION PHASE			
Legality of the site	All licenses (construction, environmental permit, etc.) should be obtained and kept on the site for any inspection or investor visit	Works Contractor	Construction supervisor
Physical borders of the site	Notifying boards should be posted on construction site Fence on area that pedestrian use.	Works contractor. Immediate implementation	Construction supervisor
Site management	Operational Manuel should be prepared and disclosed on site EMP with the mitigation measures should be disclosed on site Prior to commencement of works, OM and EMP should be presented to workers Accommodation for workers will be arranged in Himara prior to commencement of works Area for overnight parking of the vehicles and equipment should be ensured, preferably on impermeable surface.	Works contractor. Immediate implementation	Construction supervisor
CONSTRUCTION PHASE			
MATERIAL MANAGEMENT			
Source material: gravel, asphalt, concrete, etc.	Material should be obtained only from licensed entities, queries, etc. Material should be stored on site for the shortest possible time and protected from weathering There is no plan to prepare asphalt or concrete plant on site, however if there will be a need to prepare those on site, the asphalt and concrete should be prepared according to the technical	Shtesa, detergjente etj.) dhe substancat e tjera te rrezikshme	Construction supervisor Regional Environmental Agency (MoE)

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	specifications and all licenses should be obtained.		
Chemical substances (additives, detergents, etc) and other hazardous substances	Chemical substances should be stored according to MSDS, usually in dark and covered places to avoid potential weathering,	Works contractor. Immediate implementation	Construction supervisor
Flammable substances used on-site during construction (gasoline, oil, hydraulic oils)	Fuels and oils must be stored in a separate and suitable roofed area with a concrete floor, and the floor should have bunds around the edge high enough to contain any spills Minimum necessary quantities should be kept on site	Works Contractor. EIA/EMMP will be available as well as Operation Plan indication measures	Construction Supervisor, Regional Environmental Agency (MoE)
WASTE MANAGEMENT			
Construction waste	Construction waste should be collected within the boundaries of the construction site for TS and access road It is strictly forbidden to deposit construction waste on illegal dumpsite Agreement should be reached with the local authorities and REA on where to deposit construction waste if current landfills do not allow depositing.	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)
Hazardous waste	Hazardous wastes, like waste oils, paints, etc. should be temporarily stored in marked containers preferably on roofed surface. Hazardous waste should be stored separately and containers clearly marked. HW should be handled to its final disposal by licensed company	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)
Municipal waste and packaging	Municipal waste and packaging should be stored on site in separate containers. Local municipal company should dispose the waste to	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	agreed landfill or one approved by REA		
SOIL AND WATER POLLUTION			
Soil erosions / land sliding	The works on earthworks and slope cutting should not be done during rainy period in order not to have water supported sliding Support of slopes should be done according to design and advice of supervising engineer.	Works Contractor	Supervising engineer
Collection, removal and treatment of wastewater of approximately 20 persons	Wastewater from on-site construction workers and operators will be treated in appropriate on-site wastewater treatment systems (e.g. Imhoff Tanks) and emptied regularly using an appropriate sewage tank to be transferred at a designated place for WT in Himara.	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)
Oil pollution (accident related)	Due to possible leakages from oil from vehicle and equipment, a dust saw or sand should be kept on site to prevent pollution spreading and clean ups	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)
Mud issues	When leaving the site the trucks will make sure that the tires are clean of mud, i.e. not to transfer mud on regular road and decrees safety of vehicles. The most continent way would be to use shallow pool prior vehicles go to main road, or constantly clean that segment of road.	Works Contractor	Supervising engineer
AIR POLLUTION			
Air emissions	Emissions of vehicles unloading during pre-construction and construction works on-site will not exceed maximum acceptable levels. All vehicles should be attested.	Works Contractor	Supervising engineer Regional Environmental Agency (MoE)
Dust	All cargo prone to dusting should be transported in		

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	<p>covered trucks. During earthworks in dry season dust should be minimized by spraying the earth road Speed should be minimized on construction site to prevent dusting. Avoid overloading trucks and cover trucks to minimize dust and loss of load from trucks during transportation Maintain crushing and mixing plants in good working condition so as to reduce emission from the plant</p>		
Dust emission from digging and excavation works, filling works and carrying out other construction works.	Dust prevention by watering of the construction site during works. Limiting the activities during the daily hours in agreement with the local authorities	Works Contractor	Construction Supervisor, Regional Environmental Agency (MoE)
NOISE AND VIBRATIONS			
Noise	<p>All equipment and vehicles should be attested, possessing a proof that they function within set technical norms (including noise) Labor force should wear ear protection. Use modern and well-maintained equipment (with mufflers where appropriate) Carry out noise construction activities during daylight hours (0700hrs - 1900hrs).</p>	Works Contractor. One-off cost US\$ 1,000/year)	Supervising engineer Regional Environmental Agency (MoE)
OCCUPATIONAL HEALTH AND SAFETY			
Safety	<p>Implementation of safety procedures defined in Operation manual Ensure that workers have proper protective equipment (noise and dust protection, boots, gloves, etc.) and follow sound safety practices as appropriate. Develop and implement appropriate human health</p>	Work contactor	Construction Supervisor, Regional Environmental Agency (MoE), Regional inspection on health and Employment office

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	and worker safety measures during construction phase. Provide temporary sanitation on construction sites Make sure that equipment and tools are in good conditions		
LANDSCAPING			
Topsoil	Stripped topsoil should be kept on site and used in final landscaping	Works Contractor	Construction Supervisor, Regional Environmental Agency (MoE)
Final landscaping and site clearing	Site should be cleared of all waste and materials before operation Landscaping should be done according to landscaping plan	Works Contractor	Construction Supervisor, Regional Environmental Agency (MoE)
BIODIVERSITY			
Animal and plant communities within and in proximity of proposed site	Operating and construction work should occur within pre-defined area.	Works Contractor	Regional Environmental Agency (MoE)
GRIVANCE MECHANISM			
Information for the public on the impacts and risks concerning the TS construction	Contractor will install a banner on the site with contact information for complaints and comments of the public	Works Contractor	Construction Supervisor, Regional Environmental Agency (MoE)

Table 7. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES DURING TRANSFER STATION OPERATION

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
Legality of the site	All licenses for operation should be obtained and kept on the site for any inspection or investor visit	Operator	Operator Regional Environmental Agency
Physical borders of the site	Fence should be put around the TS.	Operator	Operator
Site management	Operational and Maintenance Manuel should be prepared and disclosed on site. EMP with the mitigation measures should be disclosed on site Prior to commencement of operation, OMM and EMP should be presented to workers	Operator	Operator
Chemical substances (additives, detergents, etc) and other hazardous substances	Chemical substances should be stored according to MSDS, usually in dark and covered places to avoid potential weathering,	Waste Transfer Station Operator. Mitigation of impacts will be specified in the O&M Plan.	Regional Environmental Agency (MoE)
Flammable substances stored on site (gasoline, oil, hydraulic oils)	A small amount of fuel for power generator will be stored at the TS area in tanks with double bottoms. To avoid fires, fuels should be stored in a separate and safe place, with a concrete floor (with bunds around the edge high enough to contain any spills) and cover roof.	Waste Transfer Station Operator. Mitigation of impacts will be specified in the O&M Plan.	Regional Environmental Agency (MoE)
Hazardous waste	Hazardous wastes, like waste oils, paints, etc. should be temporarily stored in marked containers preferably on roofed surface. Hazardous waste should be stored separately and containers clearly marked. HW should be handled to its final disposal by licensed company	Waste Transfer Station Operator	Regional Environmental Agency (MoE)
Collection, removal and treatment of wastewater of approximately 5 persons	There will be septic tank which should be properly maintained. Septic tank of 2.5 m ³ will be examined once a year and every two years must be emptied of sludge. The content will be delivered to WWTP An alternative on site could be on-site	Waste Transfer Station Operator Annual cost cca US\$1000	Regional Environmental Agency (MoE)

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	wastewater treatment systems (e.g. Imhoff Tanks)		
Oil pollution (accident related)	Due to possible leakages from oil from vehicle and equipment, a dust saw or sand should be kept on site to prevent pollution spreading and clean ups	Waste Transfer Station Operator	Regional Environmental Agency (MoE)
Clean of Platform of TS (operational for conditioning waste)	Maintain clean platforms by cleaning as necessary using appropriate equipment (scrubbers, brooms, etc).	Waste Transfer Station Operator	Regional Environmental Agency (MoE)
Storm water	Runoff and storm water are diverted from site, besides on area where containers are. On this area a leachate collection system exists	Waste Transfer Station Operator	Regional Environmental Agency (MoE)
Leachate treatment	The leachate collection system below the containers will be emptied on a regular basis of such frequency that does not cause odor issues. The leachate will be transported to the Bajkaj leachate treatment plant	Waste Transfer Station Operator	Regional Environmental Agency (MoE)
The control of vectors (flies, rodents, vermin and scavenging birds, etc.) as specified in WTS O&M Plan.	Periodic vermin control should be done to reduce their communities. The control of vectors (flies, rodents, vermin and scavenging birds, etc.) will be addressed in the WTS Operational Management Plan.	Waste Transfer Station Operator Mitigation of impacts will be specified in the O&M Plan. Periodic cost of vermin control cca \$2000	Regional Environmental Agency (MoE)
Odors generation in the waste transfer station	Maintain minimum quantity of leachate collected in the TS. Prepare as part of O&M plan a response plan to address reasons which might lead to odor, or potential odor problem (frequency of leachate collection, frequency of waste collection, etc.) Provide a system for recording complaints from the public and appropriate response procedures	Waste Transfer Station Operator. Mitigation of impacts will be specified in the O&M Plan.	Regional Environmental Agency (MoE)
Air emissions	Emissions of vehicles unloading waste will not exceed maximum acceptable levels. All vehicles should be attested.	Operator	Regional Environmental Agency (MoE)
Noise	All equipment and vehicles should be attested, possessing a proof that they function within set technical norms (including noise) Labor force should wear ear	Operator One-off cost US\$ 1,000/year)	Regional Environmental Agency (MoE)

Environmental Impact or issue	Proposed Mitigation measures	Responsibility for implementing measures	Responsibility for monitoring measures
	<p>protection.</p> <p>Only use modern and well-maintained equipment is advised (with mufflers where appropriate)</p> <p>Carry out noise activities during daylight hours (0700hrs – 1900hrs).</p>		
Occupational Health and Safety	<p>Implementation of safety procedures defined in Operation and Maintenance manual</p> <p>Facility maintenance personnel will be trained for all systems (electrical, hydraulic, mechanic)</p> <p>Training and awareness for drivers and workers on the proper handling of waste and personal protective equipment</p> <p>Training of employees to identify hazardous waste and proper safety, handling and reporting procedures.</p> <p>Undertaking regular medical check-up for workers</p> <p>Make sure that equipment and tools are in good conditions</p>	<p>Training to be provided by the PM and contractor to local people/TS operator</p>	<p>Regional agency for employment</p>
Biodiversity	<p>A buffer area is recommended for the TS (about 20 m on each side), which will be fenced with a wiring which will serve as a prohibited area for animals and livestock as well as pedestrian moving.</p>	<p>Operator</p>	<p>Operator</p> <p>Regional Environmental Agency (MoE)</p>
Grievance mechanism - Information for the public on the impacts and risks concerning the TS operation	<p>Operator will install a banner on the site with contact information for complaints and comments of the public</p>	<p>Waste Transfer Station Operator.</p>	<p>Regional Environmental Agency (MoE) and Himara Municipality in collaboration with environmental NGO</p>

Table 8. Monitoring Plan: Himara Waste Transfer Station during operation

Environmental compartment	Monitoring activity	Parameters	Methodology	Frequency	Estimated costs	Responsibility for monitoring activity	Responsibility for legal oversight and enforcement
Air quality monitoring	Determine air quality impairment from the waste transfer station.	Odor	Together with REA determine range of parameters to be monitored at sensitive receptors in the surrounding area of the waste transfer station.	Five days measuring during construction and during operation (once in the warm period and once in cold period)(PM 2.5 odor meter)	Cost is part of staff operator duties.	Waste Transfer Station Operator	Regional Environmental Agency (MEF)
Surface water monitoring	Determine surface water quality impairment from the waste transfer station	Visual	Wastewater discharge Patrol to monitor emission impact at sensitive receptors in the surrounding area on the edge of the TS.	Daily, during operation phase.	One-off cost of \$1,000 for training in visual techniques.	Waste Transfer Station Operator	Regional Environmental Agency (MEF)
Self control/analyses of discharge water	Determine waste water, platform cleaning water	TSS, pH, BOD, DO, total coliforms	TSS, pH, DO measure in situ, COD, BOD5 in a regional laboratory	Yearly, during operation phase.	Cost \$30 (part of operator duty)	Waste Transfer Station Operator	Regional Environmental Agency (MEF)
Noises (self monitoring)	Determine noises at the site	Leq (dBA).	With the portable sound meter at a station on the edge of the TS.	Twice a year: prior and during the construction	Cost part of staff operator duty	Waste Transfer Station Operator	Regional Environmental Agency (MEF)
Landscaping and rehabilitation of temporary construction occupied areas and high slopes through afforestation and planting of vegetation	Plant areas after rehabilitation of temporary construction occupied areas and high slopes through afforestation Plant covered areas during operational phase	Visual	Urban and planning office of Himara Municipality in collaboration with REA	After construction	Duty of local and regional authorities	Municipality and REA	Regional Environmental Agency (MEF)

Table 9. Monitoring plan of parameters (road construction)

Environmental compartment	Monitoring activity	Parameters	Methodology	Frequency	Costs	Responsibility for monitoring activity	Responsibility for legal oversight and enforcement
Monitoring/control of the points of asphalt-concrete	The possession of the official approval or the license validity.	License/permit validity	In situ control (Inspection reporting)	Before the road construction	Cost part of Municipality duty	Municipality and Construction Inspectorate	National construction authority and REA
Monitoring/control of the nodes of sand and gravel	The possession of the official approval or the license validity.	License/permit validity	In situ control (Inspection reporting)	Before the road construction	Cost part of Municipality duty	Municipality and Construction Inspectorate	National construction authority and REA
Monitoring of Habitats and vegetation	The conditions of the habitats, woods and vegetation in the surrounding	Visual	In situ control (Inspection reporting)	During construction	Cost part of Municipality and REA	Contractor	Municipality & REA

10. CONCLUSION

Based on the above discussion, findings from the Environment Impact Assessment (EIA) process including in this EIA report, moreover, the identified advantages of the new (proposed) location, associated with the proposed mitigation measures, it is evident that considering the current situation of the waste collection and disposal in Himara, the construction of the Transfer Station is a must. This will support the modern waste management and services in Himara Municipality and will allow for the closure of the existing dump site in Qafa e Vishes. The environmental and health safety conditions will be significantly improved.

11. ANNEXES

11.1 Information on change of the location of the Transfer Station



REPUBLIKA E SHQIPËRISË
BASHKIA HIMARË

Adresa: Bashkia Himare Spile-Himare, Tel: 0393 22355, Fax: 039322 533, e-mail: bashkiahimare@yahoo.com

Nr. 1864 Prot.

Himare 27 / 11 / 2013

Drejtuar: Znj. Majlinda Hoxha, Kordinatore P. CU. ICZMCP.

Per dijeni: Gjon Radovani Zv. Minister, Ministria e Puneve Publike, Transportit dhe Telekomunikacionit.

Lenda: Informacion per ndryshimin e vend-ndertimit te stacionit te grumbullimit dhe te transferimit te mbeturinave te Bashkise Himare.

Ne kuadrin e ndryshimit te vendodhjes te stacionit te transferimit te mbeturinave, si pasoje e shkaqeve qe ju jeni ne dijeni, ju informojme se vendodhja e re me emertimin gjeografik "Veri - Vumblo" eshte prone e Bashkise Himare ne baze te V.K.M.-se nr. 672 dt. 21.05.2008.

Per sa me sipër bashkangjitur vendimin e keshillit bashkiak si dhe vertetimin hipotekor te prones te shoqeruar me harte.

Ju faleminderit per mirekuptimin dhe bashkepunimin.

Kryetari i Bashkise
Jorgo GORO

REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

Address: Himara Municipality, Spile – Himara; Phone: 0393 22 355; Fax: 0393 25 333; e-mail:
bashkiahimare@yahoo.com

Nr. 1804 Prot.

Himara, 27.11.2013

To: Mrs. Majlinda Hoxha, PCU Coordinator, ICZMCP

Cc: Mr. Gjon Radovani, Deputy Minister, Ministry of Urban Development and Tourism

Subject: Information on change of the construction site for the waste collection and Transfer Station in Himara Municipality

In the frame of change of the location of the waste Transfer Station, as result of the reasons you are aware, we inform that new location with geographical name “North – Vumblo” is the property of Himara Municipality, based on the Council of Ministers Decision, No. 672, dated 21.05.2008.

As on the above attached is the decision of the Municipal Council, as well as the mortgage certification of the property, associated with the map.

Thank you for understanding and collaboration.

Mayor of Himara

Jorgo GORO
(Signature & stamp)

Decision of Himara Municipal Council on Vumblo area

56


REPUBLIKA E SHQIPËRISË
BASHKIA HIMARE
KESHILLI BASHKIK

Adresa: Bashkia Himare Spile-Himare, Tel: 0393 22355, Fax: 039322 533, e-mail: bashkiahimare@yahoo.com

Nr. 483 Prot Date 28/03/2012

Vendim .Nr 56 dat.23/03/2012

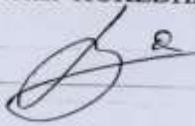
Lenda. Caktimi i vend grumbullimit te mbetjeje urbane.

Baza ligjore. Ne mbeshtetje te urdherit te ministrise puneve publike dhe transportit Nr.4724 dat.25/10/2011 dhe Ministrise se Mjedisit, Pyjeve dhe administrimit te ujrave me 7094 dat. 25/11/2011, per kontrollin dhe vleresimin e situates, per administrimin mjedisor te mbetjeje urbane nga njesite e qeverisies vendore. Imbeshtetur nga pika 4 e nenit 102 te kushtetutes te ligjit 9010 dat.13/02/2003. Per administrimit mjedisor te mbetjeje te ngurta. Keshilli i Bashkise Himare. Ne mbledhjen e saj dat.23/03/2012 mori ne shqyrtim kekesen e paraqitur nga Drejtoria e Sherbimeve per caktimin e vendgrumbullimit te mbetjeje urbane dhe pasi e shqyrtoi :

Vendosi

- 1-Zona e Vumloit caktohet vend grumbullimi i mbetjeje urbane.
- 2-Zona e Shemehillit caktohet vend grumbullim i germimit te dherave qe dalin si rezultat i germimeve dhe zbankimeve te ndertimeve ne zonen e Himares.
- 3-Zona (kthesa e dyte) caktohet vend grumbullim i dherave qe dalin si rezultat i germimeve dhe zbankimeve te ndertimeve ne zonen Dhermi Gjilek dhe Palas.

Kryetari i Keshillit
Stefan KOKEDHIMA






REPUBLIKA E SHQIPËRISË
BASHKIA HIMARE

Adresa: Bashkia Himare Spile-Himare, Tel: 0393 22355, Fax: 0393 22 533, e-mail: bashkihimare@yahoo. Com

Date ___ / ___ / 2011

Drejtuar, Keshillit Bashkis Himare.

Relacion

Duke u nisur nga urdheri i Ministrise Puneve Publike dhe Transportit me 4724 date 25/10/2011 dhe Ministrise se mjedisit pyjeve dhe administrimit te ujrave me 7094 dat. 25/10/2011. Per kontrollin dhe vleresimin e situates, per administrimin mjedisor te mbetjeve urbane nga njesite e qeverisjes vendore "i mbeshitetur nga pika 4 e nenit 102 te kushtetutes te ligjit Nr 9010 date. 13/02/2003. Per administrimin mjedisor te mbetjeve te ngurta. Zyra e Progr/Sherbimeve prane Bashkise Himare analizoi gjendjen dhe konkludoj.

1-Bashkia Himare depozitimi e mbetjeve te ngurta urbane e ka organizuar duke i depozituar ne landfilin prane Vishes. Kjo ecuri depozitimi ne kete landfil ka patur dhe anet e saj negative.

a-Ky landfil eshte ngritur prane rruges nacionale.

b-Ky landfill ka kapacitet te vogel grumbullimi dhe sot eshte i tejmbushur.

c-Mbeturinat e ngurta organike dhe inorganike arrijne ne shtratin e perroit te Vishes dhe perfundojne ne dete, kur ka shira duke bere ndotje mjedisi.

Per sa me siper duke analizuar situaten arrihem ne konkluzion se ky landfil duhet shperngulur nga perroi i Vishes.

Vendi me i pershtatshem qe kemi studiuar eshte zona "Vumblo" qe ka karakteristika te mira dhe qe ploteson te gjitha kerkesat e legjislacionit mjedisor.

2-Eshte larg vendeve te banuara ne distanca te kenaqeshme ne dy deri ne kater km.

a-Eshte larg zonave te plazhit.

b-Ka kapacitet te madh grumbullimi te mbetjeve urbane.

Duke parashtruar analizen e mesiperme kerkojme nga ana e Keshillit Bashkiak te pranoje shpernguljen e landfilit te mbetjeve urbane nga zona



**e Vishes ne Vumblo.Ngelemi me shprese se ky projekt vendim do kthehet
ne vendim nga ana e Keshillit Bashkiak.**

Drej/prog/sherbimeve

Llambro Papadhimitri



Jorgo GORO
KRYETAR



**REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY
MUNICIPAL COUNCIL**

Address: Himara Municipality, Spile – Himara; Phone: 0393 22 355; Fax: 0393 25 333; e-mail:
bashkiahimare@yahoo.com

Nr. 483 Prot.

Himara, 28.03.2012

**DECISION
No. 56, dated 23.03.2012**

Subject: Definition on the collection site of the urban waste

Legal basis: Supporting the order of the Ministry of the Public Works and Transport No. 4724, dated 25.10.2011 and the Ministry of Environment, Forestry and Water Administration Nr. 7094, dated 25.11.2011 for the control and situation assessment, for the environmental administration of the urban waste from the local government units, supported by point 4 of the article 102 of the constitution, the law 9010, dated 13.02.2003 for the Environmental administration of the solid waste, Municipal Council of Himara, in its meeting dated 23.03.2012 reviewed the request presented by the Services Department for the definition of the collection site of the urban waste and after review:

Decided:

1. Vumblo site is assigned as the collection site of the urban waste.
2. Shemehilli site is assigned as the collection site of the soil resulted from the dredging and excavation of the construction in Himara.
3. The area (second junction) is assigned as the collection site of the soil resulted from the dredging and excavation of the construction in Dhermi, Gjilek and Palasa.

Head of Council

Stefan KOKEDHIMA
(Signature & stamp)

REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

Address: Himara Municipality, Spile – Himara; Phone: 0393 22 355; Fax: 0393 25 333; e-mail:
bashkiahimare@yahoo.com

Date _____.____.2012

To: Municipal Council of Himara

Report

Based on the order of the Ministry of the Public Works and Transport No. 4724, dated 25.10.2011 and the Ministry of Environment, Forestry and Water Administration Nr. 7094, dated 25.11.2011 for the control and situation assessment, for the environmental administration of the urban waste from the local government units, supported by point 4 of the article 102 of the constitution, the law 9010, dated 13.02.2003 for the Environmental administration of the solid waste, the office of the Progress and Services in Himara Municipality analyzed the situation and concluded:

1. Himara Municipality has organized the disposal of the urban solid waste in the landfill (dumpsite) near to Visha. This disposal have had its negative sides:
 - a. The landfill is near to national road.
 - b. Has small storage capacity and today is overfull.
 - c. Organic and inorganic solid waste reach in the Visha' bed stream and when is raining finished to the sea, causing environment pollution.

As on the above, by analyzing the situation concluded that this landfill should be moved from Visha stream.

More suitable place we have studied is "Vumblo" area, which has good characteristics and fulfilled the requests of the environmental legislation.

2. It is away from inhabited area in a satisfactory distances from 2-4 km.
 - a. It is away from beach areas.
 - b. Has big storage capacity of the urban waste

By presenting above analyze we request from the Municipal Council to accept moving of the urban waste landfill (dumpsite) from Visha's area in Vumblo. We hope that this draft decision will become a decision of the Municipal Council.

Progress and Services Directorate

Jorgo GORO

Llambro Papadhimitri

K R Y E T A R

Property document (mortgage certificate) provided by Himara Municipality

V^e 8398
03-06-01
Bj

REPUBLIKA E SHQIPERISE
MINISTRIA E DREJTESISE
Zyra Qendrore e Regjistrimit te Pasurive te Paluajtshme
Zyra Vendore e Regjistrimit te Pasurive te Paluajtshme Vlore
Adresa : Lagja "28 Nentori", Rruga "Transballkanike" Tel. Fax 03323001

VERTETIM
NGA DOKUMENTET HIPOTEKORE

Vertetohet se ne regjistrin hipotekor me nr. 145 dt 07/05/12 figuron e regjistruar ne pronesi te :

Emri	Atesia	Mbiemri	Pjesa
<u>Bashkia</u>		<u>Himare</u>	<u>7</u>

Pasuria me numer _____ ndodhet ne Zonen Kadastrale 1952 me sipërfaqe 4121.21 m², ne adresen Himare - Vlore. - ne vendin e quajtur "qytetbaci" me sip. pjell prej 41 Ha.
~~- ne vendin e quajtur "qytetbaci" me sip. pjell prej 21 Ha.~~
- ne vendin e quajtur "Veri" me sip. pjell prej 21.2 Ha.

KUFIZIMET E PASURISE JANE :
V _____ J _____
L _____ P _____

Origjina e regjistrimit te pasurise se paluajtshme
Nr. Hip _____, date _____ ; Nr. Hip _____, date _____ ;
Barre mbi pasurine : hull 102
Komente nga regjistruesi zone e pamenuxuar.

Juristi
B. Durrani
[Signature]

Vertetimi i pronesise leshohet sipas
Kerkeses Nr. 10
Date 04/01/2012

**REGJISTRUES**
KUJTIM SULCE
[Signature]

Date 07/05/2012

REPUBLIC OF ALBANIA
MINISTRY OF JUSTICE
CENTRAL IMMOVABLE PROPERTY REGISTRATION OFFICE
LOCAL IMMOVABLE PROPERTY REGISTRATION OFFICE
Address: Neighbour "28 Nentori", Street "Transballkanike", Phone:/Fax: 03323001

CERTIFICATE
FROM THE MORTGAGE DOCUMENTS

It is certified that in the Mortgage Register, No. 145, dated 07.05.12 it is appears as a property of:

NAME	PATERNITY	SURNAME	PART
Bashkia Himare			7

The property with No. _____, located in the Cadastral Zone 1952, with the surface of of 41 + 21 + 21.2

in the address: Himare - Vlore, in the area called "Gjoterbac" a forest' area of 41 ha.

In the area called "Gjoterbac" a forest' area 21 ha;

In the area called "Veri" a forest' area 21.2 ha;

The boundaries of the property are:

North:

East:

South:

West:

The origin of the Immovable Property registration:

No.

mortgage _____ dated ____/____/____

Encumbrance over the property: doesn't have

Comments from the register person: **unmanaged area**

This certificate is valid associative with indicative temporary map.

Layer

B. Dhrami
(signature)

Property certificate issued based on the
request No. 10, dated 04.01.2012

REGISTER PERSON

Date 07.05.2012

Kujtim Sulce

11.2 Public Consultation meetings

First meeting:

Minutes of Meeting

Project:	Integrated Coastal Zone Management and Clean Up project (ICZMCP)
Topic:	Discussions on the change of construction site of the waste storage and transfer station in Himara Municipality (first meeting).
Date:	07.11.2013
Place:	Meeting room –“Dhima” Hotel, Potam – Himara.
Time:	10:30 a.m – 12:30 a.m
Kept:	Mr. Jorgo Goro, Mayor of Himara. Dr. Sulejman Sulce, Local EIA Expert
Participants:	Mr. Dhimiter Cikali Mr. Vangjel Sene, Mr. Ferdinand Qesku Mrs. Eftima Qesku Mr. Dhimiter Goro Mrs. Akida Dedi Mrs. Kriseida Rapo Mr. Stefan Goro Mrs. Elvira Ruci Mr. Alqi Thano Mr. Aleko Moja Mr. Vasil Rapo

- **Agenda**

Public discussions regarding the change of the construction site of the storage and transfer station in Himara Municipality in the so called location “Vumblo”, Pilur’ village

- **Opening**

The meeting was opened on 10:30 a.m. and held in the meeting room in “Dhima” hotel, Potam, Himare. Mr. Jorgo Goro, Mayor of Himara welcome the participants and presented the aim of this meeting. He presented the proposal regarding the new location for the waste in the site called Vumblo, storage and transfer station in Himara.

Dr. Sulce (Local Expert of EIA) took the floor and explained the criteria for the site selection. He emphasized why the new location is more suitable for the transfer station’ construction.

The meeting has proceeded further with the questions and discussions of the participants:

1. *Mr. Stefan Goro:*

Is there any risk for environmental pollution from the new location?

Answer:

No, the new location doesn't negatively impact the around environment because of the nature the station will have. Station in Vumblo will serve only as storage of the waste and those will not stay there more than 24 hours. Waste treatment will be processed in Bajkaj and the waste will be transported there after these are storage in Vumblo. Such a short time doesn't enable waste to be absorbed from the environment and consequently, there is no risk of contamination or pollution.

2. *Mrs. Kriseida Rapo:*

Is there any possibility for pollution from the waste in the case of raining?

Answer:

Short time of storage of the waste is a key element that doesn't allow such problems to be created.

3. *Mr. Aleko Moja:*

Is there any critical issue from the new location for the tourism? Is there any risk for the tourist to be removed if they are aware for the transfer station location?

Answer:

No, such risk will not exist at all. New location is a site far away from the inhabited areas, geographically isolated and with a poor activity.



List of participants



REPUBLIKA E SHQIPËRISË
BASHKIA HIMARE

Adresa: Bashkia Himare Spile-Himare, Tel: 0393-2355, Fax: 0393-2355, E-mail: bashkiahimare@yaho.com

DATE: 7.11.2013



Nr.	PJESEMARESIT NE TAKIMIN E VEND-NDERTIMIT TE RI TE STACIONIT TE GRUMBULLIMIT DHE TRASFERIMIT TE PLERAVE		
	EMRI	MBIEMRI	NENSHKRIMI
1	Dhimitri	Ciçoli	
2	Muhamet Kollaku		
3	Abdul Valiu		
4	Vangjelo Sano		
5	Ferdinand Qasha		
6	Eftimio Qeska		
7	Saharol Basha		
8	Edmond Bala		
9	Ilhemmeti Guri		
10	Alvida Dedi		
11	ELVIRA	RUCI	
12	KRISCI DA	RAPO	
13	Ujan	Topo	
14	BIRGANI	Topo	
15	STEFAN	GORO	
16	Ushur	Sano	
17	Zeha	Bejleri	
18	ALEKO	MOJA	
19	ALQI	THANO	
20			
21			

Second meeting:

Minutes of Meeting

Project:	Integrated Coastal Zone Management and Clean Up project (ICZMCP)
Topic:	Discussions on the change of construction site of the waste storage and transfer station in Himara Municipality (second meeting).
Date:	08.11.2013
Place:	“Leonard Rond” Bar- Restaurant, Potam – Himara.
Time:	11:00 a.m – 12:30 a.m
Kept:	Mr. Gentian Stratoberdha, Director, Urban Planning and Development’ office, Himara Municipality. Dr. Sulejman Sulce, Local EIA Expert
Participants:	Mr. Sokrat Kreku Mr. Flori Beci, Mr. Lluka Llazdri Mrs. Albin Neranxi Mr. Albano Guma Mrs. Andon Xani Mrs. Sotir Rondo Mr. Rajmonda Zisi Mrs. Andrea Gjoni Mr. Alqi Thanu Mr. Aleko Moja Mr. Vasil Rapo

- **Agenda**

Public discussions on regarding the change of the construction site of the storage and transfer station in Himara Municipality in the so called location “Vumblo”, Pilur’ village

- **Opening**

The meeting was opened on 11:00 a.m. and held in the “Leonard Rond” Bar- Restaurant, Potam, Himare. Mr. **Gentian Stratoberdha**, Director, Urban Planning and Development’ office, Himara Municipality welcome the participants and presented the aim of this meeting. He presented the proposal regarding the new location for the waste in the site called Vumblo. storage and transfer station in Himara

Dr. Sulce (Local Expert of EIA) took the floor and explained the criteria for the site selection. He emphasized why the new location is more suitable for the transfer station’ construction.

The meeting has proceeded further with the questions and discussions of the participants:

1. *Mr. Flori Beci:*

Is the new site selected privat property?

Answer:

No, the new location selected is property of Himara Municipality with respective mortgage certificate.

2. Mrs. Rajmonda Zisi:

Is there any negative impact on the environment and underground water from the new location?

Answer:

No, initially in this area is a lack of the underground water, but, however if this will be a case no problem will be faced. The new location doesn't negatively impact the around environment, due to its nature. Station in Vumblo will serve only as storage of the waste and those will not stay there more than 24 hours. Waste treatment will be processed in Bajkaj and the waste will be transported there after these are storage in Vumblo. Such a short time doesn't enable waste to be absorbed from the environment and consequently, there is no risk of contamination or pollution.

3. Mr. Petro Dhima:

Is there any risk of air pollution for the nearby settlement to the new location of the transfer station?

Answer:

No, there is no risk. As it was explained in the previous answer the short time of waste storage avoids any type of pollution.

There were no questions raised on the cost to individuals of the new waste collection and disposal system.



List of participants



REPUBLIKA E SHQIPËRISË
BASHKIA HIMARE

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-2355. Fax: 0393-2355. E-mail: bashkiahimare@yahoo.com

DATE: 8.11.2013

Nr.	PJESEMARESIT NE TAKIMIN E VEND-NDERTIMIT TE RI TE STACIONIT TE GRUMBULLIMIT DHE TRASFERIMIT TE PLERAVE		
	EMRI	MBIEMRI	NENSHKRIMI
1	Sokrat	Kreku	[Signature]
2	Flori	Beci	[Signature]
3	Llura	Llauri	[Signature]
4	ALBIN	NERANKI	[Signature]
5	ACRANO	QUMI	[Signature]
6	Krisalla The	Theopolitari	[Signature]
7	Valkona	Pajth	[Signature]
8	Mico Goro		[Signature]
9	Kostaj Kresir		[Signature]
10	sonita	Kolozin	[Signature]
11	Ersida	Miri	[Signature]
12	Pedrorepa	Bollino	[Signature]
13	Rajmenda Zisi		[Signature]
14	Petro Dhimitri		[Signature]
15	Bashir Goro		[Signature]
16	Simon Xani		[Signature]
17	Imro Guma		[Signature]
18	Shalloni Bepi		[Signature]
19	Andreq Gari		[Signature]
20	Sotiz Hilda		[Signature]
21			



Information on the results of the discussions



REPUBLIKA E SHQIPËRISË BASHKIA HIMARË

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-2355. Fax: 0393-2355. E-mail: bashkiahimare@yahoo.com
Nr Prot *1859* Himare *21/02/2013*

Drejtuar: Znj.Majlinda Hoxha, Kordinatore P.CU.ICZMCP

Lenda: Informacion mbi rezultatet e diskutimeve ne takimet me banoret e interesuar per ndryshimin e vend-ndertimit te stacionit te grumbullimit dhe transferimit te mbeturinave te Bashkise Himare

Pas publikimit per ndryshimin e vend-ndertimit te stacionit te grumbullimit dhe transferimit te mbeturinave te Bashkise Himare dhe fteses per takime ne datat 7 dhe 8/11/2013, banoret e mirepritene propozimin e ri, si vendin me te pershtatshem per ndertimin e stacionit te grumbullimit dhe transferimit te mbeturinave zonen ne vendin e quajtur "Vumblo" te fshatit Pilur. Nga pjesemarsit u vleresua pozicioni i propozuar nga Bashkia si nje vend larg zonave te banuara i izoluar gjeografikisht dhe me nje aktivitet te varfer bujqesor. Bashkangjitur shkreses eshte lista e banoreve te interesuar qe moren pjese ne keto takime.

Ju falenderojme per koordinimin dhe bashkpunimin midis institucioneve tona.

Me respekt

Jorgo Goro
KRYETAR



REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

Address: Himara Municipality, Spile – Himara; Phone: 0393 22 355; Fax: 0393 25 333; e-mail:
bashkiahimare@yahoo.com

Nr. 1859 Prot.

Himara, 10.12.2013

To: Mrs. Majlinda Hoxha, PCU Coordinator, ICZMCP

Subject: Information on the results of the discussions with the interested resident on the change of the construction site for the waste collection and Transfer Station in Himara Municipality

After publication for the change of the construction site for the waste collection and Transfer Station in Himara Municipality and the invitation for the meetings on 07 and 08 November, 2013, the resident welcome the new proposal as most suitable area for the construction of the waste collection and Transfer Station in the area called “Vumblo” in Pilur village.

The participants appreciated the location proposed by Himara Municipality as the site away from inhabited areas, geographically isolated and with a poor agriculture activity.

Attached the letter is the list of the interested resident who participated in these meetings.

Thank you for the coordination and collaboration between our institutions.

Respectfully,

Mayor of Himara

Jorgo GORO
(Signature & stamp)

Meeting with people, who complained (February 06, 2014):



REPUBLIKA E SHQIPËRISË
Bashkia Himarë

Nr. 408 Prot.

Himarë, më 06.02.2014

Minutat e Takimit

Projekti: Menaxhimi i Integruar dhe Pastrimi i Zonës Bregdetare (ICZMCP)

Tema: Diskutime në lidhje me ndryshimin e vend-ndertimit të stacionit të grumbullimit dhe transferimit të mbeturinave të Bashkisë Himarë.

Data: 06.02.2014

Vendi: Bar – Restorant "Leonard Rondo", Potam – Himarë.

Ora: 10:30 a.m – 11:30 a.m

Mbajtur nga: Drejtor i Urbanistikës së Bashkisë së Himarës **Z. Gentian Stratoberdha**.
Perfaqësues i projektit TSU i Menaxhimit të Integruar dhe pastrimit të zonës bregdetare **Z. Arber Begaj**.
Perfaqësues i zyres së deputetit **Ing. Mihail Cico**.

Pjesëmarrësit: Z. Gogo Lapa
Z. Pavlo Kollagji
Z. Petri Lapa

• **Axhenda**

Diskutime me publikun në lidhje me ndryshimin e vend-ndertimit të stacionit të grumbullimit dhe transferimit të mbeturinave të Bashkisë Himarë në vendin e quajtur "Vumblo" në fshatin Pilur.

• **Hapja**

Takimi u hap ne oren 10:30 a.m. dhe u mbajt ne Bar – Restorant “Leonard Rondo”, Potam – Himare. Z. Gentian Stratoberdha, Drejtor i Urbanistikes se Bashkise se Himares, iu uroje mireseardhjen pjesemarrsesve dhe prezantoi qellimin e ketij takimi.

Takimi vazhdoi me pas me pyetje dhe diskutime nga pjesemarrsit:

1. *Z. Pavllo Kollagji:*

Me pozicionimin e meparshem ne nuk kemi rene dakort. Vendondohdja e re e propozuar nga bashkia ne cfare distance ndodhet nga rruga ekzistuese?

Perqijigje:

Stacioni i grumbullimit dhe transferimit te mbeturinave te Bashkise se Himares eshte i pozicionuar 800m larg rruges automobilistike.

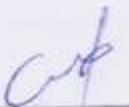
2. *Z. Gogo Lapa:*

Me pozicionimin e ri te stacionit te transferimit te mbeturinave, a cenohen pronat private nga rruga qe do te lidhe vendodhjen e stacionit me rrugen kryesore?

Perqijigje:

Jo, rruga qe do te beje lidhjen e stacionit te ri te transferimit te mbeturinave me rrugen ekzistuese nuk prek pronat private ne ate zone dhe nuk cenon interes tuaja ne lidhje me pronat e siperpermendura.

Sqarimet e metejshme u pasqyruan dhe te treguara ne harte dhe banoret pranuan gjurmen e rruges se treguar dhe pozicionimin e stacionit te transferimit te mbeturinave te Bashkise se Himares, i cili nuk prek interes e tyre ne lidhje me pronat private.


z. Jorgo Goro
KRYETAR



Minutes of Meeting

Project: Integrated Coastal Zone Management and Clean Up project (ICZMCP)

Topic: Discussions on the change of construction site of the waste storage and transfer station in Himara Municipality

Date: 06.02.2014

Place: Meeting room –“Leonard Rondo” Bar-Restaurant, Potam – Himara.

Time: 10:30 a.m – 11:30 a.m

Kept: Mr. Gentian Stratoberdha, Director, Urban Department, Himara Municipality.

Participants: Mr. Gogo Lapa, inhabitant
Mr. Pavllo Kollagji, inhabitant
Mr. Petri Lapa, inhabitant
Mr. Ing. Mihail Cico, representative of MP office
Mr. Arber Begaj, IT Vlora

- **Agenda**

Public discussions regarding the change of the construction site of the storage and transfer station in Himara Municipality in the so called location “Vumblo”, Pilur’ village

- **Opening**

The meeting was opened on 10:30 a.m. and held in the –“Leonard Rondo” Bar-Restaurant, Potam – Himara. Mr. Gentian Stratoberdha, Director, Urban Department, Himara Municipality welcome the participants and presented the aim of this meeting.

The meeting has proceeded further with the questions and discussions of the participants:

1. *Mr. Pavllo Kollagji:*

We disagreed with the proposed location for the Transfer Station. How is the distance of the new location proposed by Himara Municipality from the existing road?

Answer:

The waste Transfer Station is located about 800 m far from automotive road.

2. *Mrs. Gogo Lapa:*

Will the private properties be affected from the road, which connects the Transfer Station location with the main road?

Answer:

No, the road, which connects the Transfer Station location with the existing road doesn't affect any private properties and your interests in this area.

Further clarifications were provided showing in the map. The inhabitants accepted the road's trace indicated in the map, as well as, location of the waste Transfer Station of Himara Municipality, that doesn't affect their interests and private properties.

Jorgo Goro
Mayor
(Signature & stamp)

Sot më datë 6.02.2014 në Himarë,
Përfunduesi i projektit TSU I menaxhimit
të Integruar dhe Përcaktimit të Zonës
Bregdetare Arben Begaj, Drejtori i
Urbanistikës së Bashkisë Himarë
Genti Stratobardha, dhe qytetarët e
Himarës Gogo Lapa, Pavlo Kodëggi
dhe Petro Lapa.

Me keta persona u bë një takim
në Himarë për problemin e shtimit
të pozicionit të Stacionit të Tranzitit
të Mëtejës.

Nga ky takim u ra dakort që
qytetarët e Himarës që kishin
pretendime për ndërtimin e

Kitty Stacioni jonë dekorat për
ndërtimin e tij në vendin e
parashikuar nga projektet në një
distancë rreth 800 m nga rruga
ekzistuese automobilike.

Preferohim i këtyre qytetarëve është
që rruga liqurise e Stacionit të
ri të Përpunimit me rruge
ekzistuese të mos prekë pronën
e tyre. Nga kjo nuk rezultojnë

vetëm persona nuk janë
mukadhorat me fillimin e këtij
Investimi

Paulo Feloy

Jorge Lopez



ARBER BEGA

PETRO ZAPA

Genran Stratobaidka

Translation of the above statement

Today, on February 06, 2014, in Himara was held a meeting with Mr. Arber Begaj, the representative of the “Integrated Coastal Zone Management and Clean Up Project”, Mr. Gent Stratoberdha, Director of Urban Office in Himara Municipality and Mr. Gogo Lapa, Mr. Pavllo Kolagji and Mr. Petri Lapa, Himara’s citizens.

The aim of the meeting with these persons was to provide clarification on the issue of the Himara Waste Transfer Station location.

On this meeting Himara’s citizens who have complained for the construction of the Transfer Station agreed on its construction on the location foreseen, in the distance of about 800 m from the existing automotive road.

The complain of the citizens was that the road which connects the Transfer Station with the existing road should not affect their properties. If this claim will not be realized these people disagree on starting of this investment.

(below names and signatures of participants)

Mr. Gogo Lapa (citizen)
Mr. Pavllo Kolagji (citizen)
Mr. Petri Lapa (citizen)
Mr. Gent Stratoberdha (Himara Municipality)
Mr. Arber Begaj (IT Vlora)

Additonal meeting in Kudhesi village (dated April 15, 2014)

RAPORT

PER TAKIMIN E ZHVILLUAR NE FSHATIN KUDHES NE BASHKINE E HIMARES

Me date 15 Prill 2014, ne fshatin Kudhes te Bashkise se Himares, u zhvillua nje takim I hapur me banoret e ketij fshati.

Takimi u organizua nga Bashkia e Himares me pjesemarrjen e Deputetit te zones Z. Koco Kokedhima, Kryetarit te Bashkise se Himares, Drejtorit te Urbanistikes ne Bashkine e Himares dhe Kryeplakut te fshatit Kudhes.

Takimi filloi ne oren 18.30 me pjesemarrjen e rreth 60 banoreve te ketij fshati.



Gjate takimit u bene shume pyetje nga banoret per Deputetin dhe Bashkine e Himares per probleme te fshatit dhe sidomos per pjesen e zhvillimit te infrastruktures dhe te problemeve te pronave.

Disa nga banoret kerkuan te kene informacion per ndertimin e Stacionit te Transferimit te Mbetjeve te ngurta qe po ndertohet ne territorin e Bashkise se Himares, prane rruges se fshatit Pilur. Nga perceptimi, banoret ishin te interesuar per proceduren e perpunimit te ketyre mbetjeve ne kete objekt.

Banoret qe bene pyetje dhe ishin te interesuar per punen ne Qendren e Transferimit te Himares ishin;

- Qiriako Marko
- Savo Velca
- Kico Noti
- Napoleon Tato
- Thoma Cani



Ne takim banoret u sqaruan nga Deputeti dhe perfaqesuesit e Bashkise si vijon:

Qendra e Transferimit te Mbetjeve te Himares po ndertohet ne nje prone publike e regjistruar ne pronesi te Bashkise Himare.

Sheshi i ndertimit te ketij objekti ndodhet i izoluar nga qendrat e banuara dhe nga rrjedhjet e ujerave dhe zona te gjelberuara. Ne nje zone prej 1000 m nuk ndodhet asnje qender e banuar ose objekt i ndertuar.

Pervec ketyre, banoret u sqaruan per proceset e perpunimit qe do zhvillohen ne kete Qender Transferimi;

Qendra e Transferimit te Mbetjeve eshte nje objekt i mbyllur dhe i rrethuar ne te cilin do te behet grumbullimi, paketimi dhe transportimi i mbetjeve ne fushen e perpunimit te mbetjeve qe po ndertohet ne Bajkaj.

Nga keto procese perpunimi nuk ka prodhim ujerash te ndotura, ere apo mbetje ne mjedis. Per te gjithë procesin e ndertimit dhe te funksionimit te ketij objekti eshte hartuar nga specialistet edhe studimi dhe vleresimi i ndikimit ne mjedis qe personat e interesuar mund ta gjejne ne Bashkine e Himares per me shume informacion.



Ne perfundim te takimit, pjesemaresit ishin te sqaruan dhe te bindur se ndertimi i ketij objekti ne territorin e Bashkise Himare, ishte nje investim qe nuk ndikon ne mjedis dhe qe do permiresoje sherbimin e pastrimit te mbeturinave ne territorin e Bashkise.

REPORT
ON THE MEETING HELD AT KUDHESI VILLAGE, HIMARA MUNICIPALITY

On April 15, 2014, an opened meeting was held in Kudhesi village, Himara Municipality, with the village's resident.

The meeting was organized by Himara Municipality with participation of Mr. K. Kokedhima, MP, Mr. J. Goro, Himara Mayor, the Director of Urban office in Himara Municipality and Elder of Kudhesi village.

The meeting started at 18:30 with the participation of about 60 residents of Kudhesi village.

During the meeting many questions were addressed by the residents to the MP and Himara Mayor for the issues of the village, in particular, on the infrastructure development and properties issues. Some of the resident asked the information on the Waste Transfer Station construction, which is building in the territory of Himara Municipality, close to the road of Pilur' village. From the perception, the residents were interested on the procedures of waste's processing in the Transfer Station.

The residents, who addressed the questions and were interested on the process in the Transfer Station, were:

- Qiriako Marko
- Savo Velca
- Kico Noti
- Napoleon Tato
- Thoma Cani

The residents in the meeting were clarified by the MP and the representatives of Himara as follows: The Transfer Stations is constructing in a public property, registered as Himara Municipality's property.

The construction site of the TS is isolated from the residential areas, water flows and green areas. There are no any residential areas or constructed object in the 1000m perimeter.

Except these, the residents were clarified on the waste processing in this Transfer Station. The Waste Transfer Station is a closed and fenced object, in which the waste will be storage, package and then transported in the Landfill under construction in Bajkaj.

There is no waste water production or odour in the environment from these processing. For the whole construction and operation process the EIA is compiled from the specialist and for more information the interested persons can find the EIA in Himara Municipality.

In the end of the meeting the participants were clarified and convinced that the construction of the Transfer Station in the territory of Himara Municipality is an investment, that doesn't impact the environment and will improve the waste cleaning service in the territory of the Municipality.

11.3 Supporting documents and clarification provided by Himara Municipality on the property and nearest house


REPUBLIKA E SHQIPËRISË
BASHKIA HIMARE

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-2355. Fax: 0393-2355. E-mail: bashkiahimare@yahoo.com

Nr Prot 361 Himare 26/02/2014

Drejtuar: Znj. Majlinda HOXHA, Koordinatore P. CU. ICZMCP.

Tirane

Lenda: Informacion mbi stacionin e transferimit te mbetjeve urbane ne zonen e quajtur Vumblo.

Rikonfirmojme pozicionin dhe statusin ligjor te tokes ku do ndertohet stacioni i transferimit te mbetjeve urbane sipas vertetimit hipotekor qe eshte regjistruar ne regjistrin Z.V.R.P.P. Vlore me nr.145 dt.07/05/2012 ne pronesi te Bashkise Himare ne zonen kadastrale 1952 nje siperfaqe 21.2Ha ne vendin Verri, ne zone te pa manaxhuar.

Ne afersi te stacionit nga ana e djathte e rruges per ne Kudhes ne distance rreth 700m vije ajrore ndodhet nje ndertese 1kat me mure guri dhe cati qe perdoret si banese nga familja e z.Llambro Milo Kolagji. Familja e z.Kolagji ushtron aktivitet bujqesor duke kultivuar token (bacet)perreth shtepise. Shtepia eshte ndertuar para vitit 1990 dhe eshte rikonstruktuar ne vitin 2006. Pjestaret e familjes Kolagji jane dakort me ndertimin e stacionit ne vendin e propozuar nga projektuesit dhe se nuk shqetesohen nga funksioni i ketij aktiviteti ne kete zone meqenese, nepermjet shtepise dhe vendit ku do ndertohet stacioni nuk ka vizibilitet dhe zhurmat nuk arrine tek banesa e tyre, me kushtin qe stacioni do funksionoi sipas standarteve qe pershkruhen ne projekt. Shtepia e familjes Kolagji eshte e vetmja ndertese qe ndodhet ne reze 1000m nga ndertesa e stacionit. Ndertimi i segmentit te rruges qe lidh aksin rrugor (kthesa) e Pilurit – Kudhes me stacionin e transferimit, ne pjesen ku nuk eshte prone e Bashkise Himare realizohet ne zone qe nuk eshte trajtuar me ligjin 7501 dt.1991 ‘Per Token Bujqesore’, nuk eshte kullot ose truall dhe nuk preket pronesia e individit ose e institucioni shteteror. Pjesa tjeter e rruges ndertohet brenda prones se Bashkise Himare ku statusi ligjor u permend me lart.


Jorgo Goro
KRYETAR



REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

No. 304 Prot.

Himara, on 24.02.2014

To: Mrs. Majlinda Hoxha, Coordinator, PCU – ICZMCP

Tirana

Subject: Information on waste Transfer Station in Vumblo area

We reconfirm the legal status of the land where the waste Transfer Station will be constructed, according to the mortgage certification, registered on the register of Vlora IPRO, No. 145, dated 07.05.2012, in the property of Himara Municipality, in the cadastral area 1952, area 21.2 ha, in Verri place, unmanaged area.

In the vicinity of the station, on the right of the road to Kudhes, in the distance 700 m air distance there is a 1 story building, with stone wall and the roof, which is using as a dwelling from the family of Mr. Llambro Milo.Kolagji. Kollagji's family carries agriculture activity cultivating the land (kitchen garden) around the house. The house is constructed before 1990 and reconstructed on 2006. Members of Kolagji's family agree with the construction of the TS in the proposed area and are not disturbing from the station operation in this area, as the TS is not veasible from the house and the noise do not reach their house, but, with the condition that the TS will operate according to the indicated standards. House of Kolagji's family is the sole building within a 1000 m perimeter from the TS. Construction of the road segment which connects the axis (junction) Pilur – Kudhes with the TS, in the part, that is not Municipality property will be executed in the area, which is not addressed by the law 7501, dated 1991 "On the agriculture land", is not pasture or land (truall) and doesn't affect the individual or state property. Remaining part of the road will be constructed within property of Himara Municipality, as per above mentioned legal status.

Jorgo Goro
Mayor
(Signature & stamp)

Clarification provided by Himara Municipality on the land using



**REPUBLIKA E SHQIPËRISË
BASHKIA HIMARË**

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-22355. Fax: 0393-22333. E-mail: bashkiahimare@vaboo.com

Nr. 403 prot.

Himare, 10 /03/2014

Lenda : Sqarime mbi Dokumentacionin ne lidhje me Stacionin e Transferimit

Drejtuar : Znj. Majlinda Hoxha, kordinatore e P.CU.ICZMCP,

TIRANE

E nderuar Znj. Hoxha,

Ne vijim te shkreses derguar juve ne Date 24/02/2014, me Nr. Prot. 304, ju sqarojme si me poshte vijon:

Ne zonen e Pronesise se Bashkise Himare (sipas Vertetimit Hipotekor te ZRPP Vlore nr 145 Date 07/05/2012), ne vendin e quajtur Verri me siperfaqe 21, 2 Ha, nuk ka asnje zone pyjore.

Referimi si "Siperfaqe Pyll", ne Vertetimin e Pronesise, i perket rregjistrave kadastrale te para viteve 1990.

Gjithashtu, ju konfirmojme qe nga verifikimi i kryer se fundmi, e gjithë siperfaqja e pasurise, eshte zone shkembore, e mbuluar nga bimesi e eger (shkurre).

Referuar te njejtes shkrese, ju sqarojme qe pjesa qe nuk eshte prone e Bashkise Himare, prej rreth 30 metrash e rruges hyrese per ne Stacionin e Transferimit, nuk eshte rregjistruar asnjehere si prone.

Bashkia Himare, konfirmon qe projekti i rruges hyrese per ne Stacionin e Transferimit, i rishikuar se fundmi nuk prek asnje interes te banoreve lokale.


Jorgo GORO
KRYETARI

REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

No. 405 Prot.

Himara, on 10.03.2014

Subject: Clarification on the documentation concerning the Transfer Station

To: Mrs. Majlinda Hoxha, Coordinator, PCU – ICZMCP

Tirana

Mrs. Hoxha,

Following the official letter sent to you on 24.02.2014, No. 304 Prot., we clarify as follows:

In the area property of Himara Municipality (according to the mortgage certification of Vlora IPRO, No. 145, dated 07.05.2012, in Verri place, area 21.2 ha, there is no any forestry area. The reference as “Forestry area” according to the mortgage certification belongs to the cadastral registers before the year 1990.

We, also, confirm that from the recent verification all property area is rock area, covered with wild vegetation (shrub).

Refer to the same letter we clarify that the area about 30 m in the entrance of the road to the TS, which is not property of Himara Municipality, has never been registered as property.

Himara Municipality confirms that the project of the entrance road to the TS recently revised doesn't affect any interests of the local people.

Jorgo Goro
Mayor
(Signature & stamp)

11.4 Confirmation of Himara Municipality to provide Water Supply for the TS



REPUBLIKA E SHQIPERISE
BASHKIA HIMARË

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-2355. Fax: 0393-2355. E-mail: bashkiahimare@yahoo.com

Nr. ____prot.

Himarë, më _____, 2014

Lenda : Përgjegje shkresës nr.157 prot. datë 17.02.2014.

Drejtuar : **MINISTRIA E ZHVILLIMIT URBAN DHE TURIZMIT**
NJESIA E KOORDINIMIT TE PROJEKTIT
MENAXHIMI I INTEGRUAR DHE PASTRIMI I ZONES BREGDETARE
TIRANE

Përsa kërkoni me shkresën tuaj nr.157 prot. datë 17.02.2014, mbritur tek neve me postën elektronike, për Stacionin e Transferimit që do të ndërtohet në Vumblo, fshati Pilur, të kësaj Bashkie, kjo në kuadër të projektit ICZMCP, nën-komponenti i Menaxhimit të Mbetjeve, po ju sqarojmë sa më poshtë:

Lidhur me projektin e mësipërm, i cili duhet të përfundojë në Qershor 2014, janë marrë masat për furnizimin me energji elektrike si dhe me ujë, detyra këto që do të zgjidhen nga ana e jonë përpara dorëzimit të objektit.

Duke ju falenderuar për mirkuptimin dhe bashkëpunimin.

Me këtë rast Ju përshëndesim.



Jorgo GORO
KRYETAR



REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

No. ____ Prot.

Himara, on ____ .2014

Subject: Response to your letter No. 157 Prot., dated 17.02.2014

To: Ministry of Urban Development and Tourism
Project Coordination Unit
Integrated Coastal Zone Management and Clean Up Project

Tirane

Regarding your request on the letter No. 157 Prot., dated 17.02.2014, reach through the e-mail, concerning the Transfer Station that will be constructed in Vumblo area, Pilur village of Himara Municipality in the frame of the ICZMCP, waste management subcomponent, we are clarifying as follows:

Concerning the above mentioned project, planned to be completed on June 2014, measures are taken for the water supply and the electricity, tasks that will be resolved from our part prior to handing over of the project.

Thanking for the understanding and cooperation.

We take the opportunity to greet you.

Jorgo Goro
Mayor
(Signature & stamp)

11.5 Response of Himara Mayor on the Himara associations complaints


REPUBLIKA E SHQIPËRIË
BASHKIA HIMARE

Adresa: Bashkia Himare Spile-Himare. Tel: 0393-22355. Fax: 0393-22533. E-mail: bashkiahimare@yahoo.com

Nr. ⁰¹¹⁰ prot. Himare, me ^{24/03} 2014

Lenda: Kthim Pergjigje

Drejtuar: Znj. Majlinda Hoxha, Kordinatore e PCU – ICZMCP
TIRANE

E nderuar Znj. Majlinda,

Ne baze te ankeses me Date, 12/03/2014 nga Shoqata dhe Organizata te ndryshme te qytetit te Himares ne lidhje me stacionin e transferimit te mbetjeve urbane, ju sqarojme se te gjitha ankuesit me rradhe qe kane firmosur ankesen, deri me sot ne takime te ndryshme qe jane realizuar per ceshtjen nuk kane shprehur shqetesime apo ankesa ne Bashkine e Himares. Personat ne fjale nuk posedojne dhe as nuk i cenohen prona ne ate vend . Ankesat e tyre jane bere vetem dhe vetem per arsye politike dhe per tu bllokuar zhvillimin e ketij investimi te nevojshem per komunitetin tone. Ato pretendime qe parashtrojne keto shoqata ne ankesen e tyre nuk qendrojne dhe jane te pa baza. Nuk mund te marrim parasysht ankesa te tilla nga njerez qe hiqen sikur perfaqesojne shoqata pa nje aktivitet konkret ne territorin e Himares. Per kete, kerkojme nga ana juaj vazhdimin normal te punimeve te ketij investimi. Jemi te hapur per cdo sqarim.

Ju Faleminderit per bashkepunimin dhe mirekuptimin tuaj.


Jorgo GORO
KRYETARI



REPUBLIC OF ALBANIA
HIMARA MUNICIPALITY

No. Extra Prot.

Himara, on 24.03.2014

Subject: Response

To: Mrs. Majlinda Hoxha, Coordinator, PCU - ICZMCP

Tirane

Mrs. Hoxha,

According to the complaint dated 12.03.2014 of various associations and organization of Himara concerning the waste Transfer Station, we clarify that all complainants, who signed the letter have not express any concerns or claims so far on the meetings held on that regard in Himara Municipality. The persons concerned do not possess properties in that site that can be affected. Their claims have been addressed only for political reasons and to block the development of this important investment for our community. The claims that these associations raised in the letter didn't stay and have not any basis. We cannot considered such complaints addressed by people that pretend as represent associations, but, have not real activity in the territory of Himara. For that reason, we request you to normally continue the works for this investment. We are opened for any clarifications.

Thank you for the cooperation and understanding.

Jorgo Goro
Mayor
(Signature & stamp)

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