

Municipality of Tirana, Government of Albania

Republic of Albania

The Project for Tirana Thematic Urban Planning

Final Report

Volume 3: General Profiles of Priority Projects



Japan International Cooperation Agency (JICA)

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The Project for Tirana Thematic Urban Planning

Final Report

General Profiles of Priority Projects

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General Profile of Priority Project

Road and Urban Transport Sector

No.01

(1/2)

10.01

1/2

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-1-1	Northern Extension of the Main Boulevard - Part 1	TA. FA	Municipality of Tirana	Commune of Paskuqan
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Part 1 of the extension of the Boulevard is part of the largest priority development area in Tirana and will serve to structure a new downtown area of the city. Also, the extension of the Boulevard will serve to connect two main arterial roads of Tirana City, namely, the Middle Ring Road and the new north section of the Outer Ring Road. It will also support the improvement of the public transport system, that is, the North-South Tramline Development (RUT 3-1-2).	Preparation	79.4	
		Initial Investment	4,271.3	
		Recurrent O&M Cost (Per Year)	5.2	
Sub-projects Components	RUT 1-1-1 Northern Extension of the Main Boulevard – Part 1 Project Length = 1.95 Km (Total Length =5.05 Km) – New Construction, Length = 1.95 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	2 years	
		Expected Completion Years	2015	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)	RUT 1-1-2 RUT 3-1-2	
Project Location or Coverage Area	Northern extension of the Main Boulevard in RUT 1-1-1 is connected to the south by the existing Middle Ring Road (Unaza), to the north is connected by the new north part of Outer Ring Road. For coverage area, Jordan Misja Road can be considered as a boundary to the east and Siri Kodra Road as a boundary to the west. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Primary road (Northern Extension of the Main Boulevard - Part 1) section: Traffic volume (2027): 4,700 PCU/hour, V/C ratio: 0.59
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Primary road with 4 traffic lanes and 2 tram lanes <div data-bbox="376 472 1461 1227"> <p>RUT 1-1-1 Development of Main Boulevard-Part 1</p> <p>Pakuqan Commune</p> <p>Legend</p> <ul style="list-style-type: none"> Main Boulevard RUT 1-1-1 Main Boulevard RUT 1-1-2 Outer Ring Road (North Section) RUT 1-2-2 Outer Ring Road (Existing) Middle Ring Road (Existing) Intermediate Ring Road Inner Ring Road Existing Road Network Tram Lines Tirana CBD Area Traffic Cell System RUT 2-1-1 Railway Station&InterCity Bus Terminal Area Railway Container Terminal Area Metropolitan Logistic Center Yellow Line (City Boundary) Tirana Building Water </div> <div data-bbox="376 1263 1461 1832"> <p>RUT 1-1-1 Typical Cross Section</p> </div>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	11,063 Million Lek	EIRR	26.9%
	Notes	<ul style="list-style-type: none"> - As RUT 1-1-1 (Northern Extension of the Main Boulevard - Part 1) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

No.02

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-1-2	Northern Extension of the Main Boulevard - Part 2	TA. FA	Municipality of Tirana	Commune of Paskuqan
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Part 2 of the extension of the Main Boulevard, as was described also in the project profile of RUT 1-1-1 (the extension of the Boulevard - part 1), will support the largest priority development area in Tirana and will serve to structure a new downtown area of the city. The extension of the Boulevard will serve to complete the missing link of the Tirana Main Boulevard. It will also support the improvement of the public transport system, that is, development of Paskuqan Tramline.	Preparation	22.3	
		Initial Investment	818.6	
		Recurrent O&M Cost (Per Year)	2.8	
Sub-projects Components	RUT 1-1-2 Northern Extension of the Main Boulevard – Part 2 Project Length = 1.04 Km (Total Length = 5.05 Km) – New Construction, Length = 1.04 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	2 years	
		Expected Completion Years	2020	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-1-1 RUT 3-1-3	
Project Location or Coverage Area	Northern extension of the Main Boulevard in RUT 1-1-2 is connected to the south by the new north part of Outer Ring Road. For coverage area, Paskuqan Park area can be considered as a boundary to the north. For this project one more alternative was also analyzed during the study, supposing a further extension of the Main Boulevard through Paskuqan Park. The second alternative was not accepted for environmental reasons. For coverage area, the northern Tirana and the Commune of Paskuqan can be considered. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement*2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations*3	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Primary road (Northern Extension of the Main Boulevard - Part 2) section: Traffic volume (2027): 700 PCU/hour, V/C ratio: 0.09
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2019 (medium term) - Primary road with 4 traffic lanes and 2 tram lanes <div data-bbox="375 470 1460 1220"> </div> <div data-bbox="375 1265 1460 1825"> </div> <p>RUT 1-1-2 Typical Cross Section</p>

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	2,122 Million Lek	EIRR	42.2%
	Notes	<ul style="list-style-type: none"> - As RUT 1-1-2 (Northern Extension of the Main Boulevard - Part 2) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.03

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-2-1	Development of Outer Ring Road - South Section	TA.FA	Municipality of Tirana Central Government	Commune of Farka
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Development of the south section of the Outer Ring Road is already under construction. The south section of the Outer Ring Road is expected to be effective in dispersion of the traffic over the entire road network in Tirana and alleviation of the traffic congestion. It is also an important freight corridor.	Preparation	55.8	
		Initial Investment	3,156.5	
		Recurrent O&M Cost (Per Year)	6.0	
Sub-projects Components	RUT 1-2-1 Development of Outer Ring Road - South Section Project Length = 5.5 Km (Total Length = 21.43 Km) - New Construction, Length = 5.5 Km <ul style="list-style-type: none">Under Construction = 3.78 KmTo be Constructed = 1.72 Km RUT 1-2-1 is one of the Projects that are under process and the work for the first section can be considered as almost finished.	Time Horizon for the Completion		
		Preparatory		
		Main Work	3 years	
		Expected Completion Years	2015	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-2-3 RUT 1-4-3	
Project Location or Coverage Area	Southern extension of Tirana Outer Ring Road in RUT 1-2-1 is connected to the west with the existing Outer Ring Road, to the east is connected with the new east section of Outer Ring Road. It also makes connections with the primary roads such as Kavaja, Elbasan, and Medar Shtylla Roads. For coverage area, the Commune of Farka can be considered as a boundary to the south, Kavaja Road as a boundary to the west, and Elbasan Road as a boundary to the east. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Central Government will be allocated for the required civil works and for land expropriation.			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">Resettlement needed: ASplitting community: C 2) Natural Environment <ul style="list-style-type: none">Negative impact: A 3) Pollution <ul style="list-style-type: none">Air pollution: ANoise and vibration: B			

Quantitative Analysis and Rationales	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Primary road (South Section of Outer Ring Road) section: Traffic volume (2027): 1,900 PCU/hour, V/C ratio: 0.25
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: currently under construction - Primary road with 6 traffic lanes <div data-bbox="379 472 1461 1223"> </div> <div data-bbox="391 1263 1458 1697"> </div>

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	5,900 Million Lek	EIRR	22.2%
	Notes	<ul style="list-style-type: none"> - As RUT 1-2-1 (Development of Outer Ring Road (South Section)) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

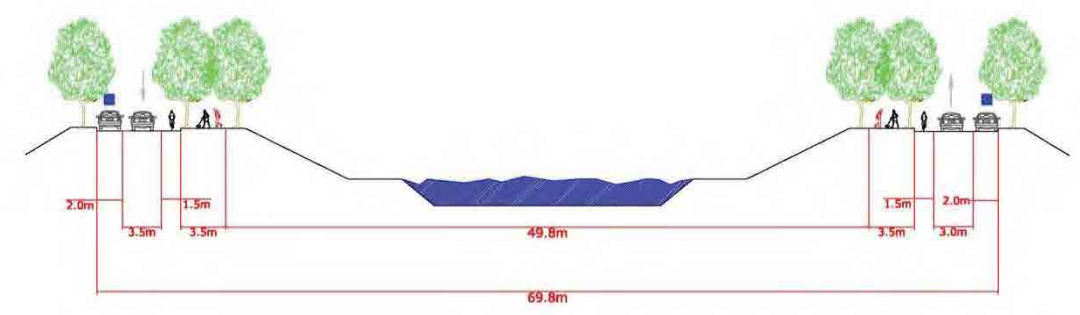
No.04

(1/3)

03.04					(15)
Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations	
RUT 1-2-2	Development of Outer Ring Road - North Section (with River Access Road)	TA. FA	Municipality of Tirana Central Government	Commune of Paskuqan	
Project Description			Investment Cost (Mill. ALL)		
Main Objectives	Development of the north section of the Outer Ring Road is one of the priority projects of this study. The north section of the Outer Ring Road is expected to be effective in dispersion of the traffic over the entire road network in Tirana and alleviation of the traffic congestion. It is also an important freight corridor. Along with the rehabilitation of the Tirana River, it is also preferred to provide the access roads utilizing the embankment of the river.	Preparation	367.6 (Inc. 70.8 for river access road)		
		Initial Investment	17,936.6 (Incl. 6,124.8 for river access road)		
		Recurrent O&M Cost (Per Year)	38.7 (Incl. 17.1 for river access road)		
Sub-projects Components	RUT 1-2-2 Development of Outer Ring Road - North Section Project Length = 8.08 Km (Total Length = 21.43 Km) - New Construction, Length = 2.19 Km - Reconstruction, Length = 5.89 Km - River Access Road, Length = 12.80 Km RUT 1-2-2 is the only Project that comprises Priority Project 1, since the traffic demand on the east section of Outer Ring Road is expected to be small.	Time Horizon for the Completion			
		Preparatory	1 year		
		Main Work	4 years		
		Expected Completion Years	2018		
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-1-1 RUT 1-1-2 RUT 1-2-3		
Project Location or Coverage Area	Northern extension of the Tirana Outer Ring Road in RUT 1-2-2 is connected to the west with the existing Outer Ring Road, to the east is connected with the new east section of Outer Ring Road. It also makes connections with the primary roads such as Tirana Main (Zogu I) Boulevard and Arber Road, which will serve as a gateway to northeastern Albania and Macedonia. The project also includes the west section of Demokracia Road between Outer Ring and Kamza (Kastriotet) Roads. It also includes the local access roads along the Tirana River between the east section of the Outer Ring Road and Kamza (Kastriotet) Road. For coverage area, the Commune of Paskuqan can be considered as a boundary to the north, the Municipality of Kamza as a boundary to the northwest, and the Commune of Dajti as a boundary to the east. (see Maps attached)				
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies			
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities			
Private Sector Involvement *2	PPP	Communities Involvement	Other Parties		
	Non	B	C		
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector		
	C	B	D		
Resource Allocation for the Project	Resource from the Municipality of Tirana or the Central Government will be allocated for the required civil works and resource from the Central Government budget will be allocated for land expropriation.				

Environmental Considerations³	<ol style="list-style-type: none"> 1) Social Environment <ul style="list-style-type: none"> - Resettlement needed: A - Splitting community: C 2) Natural Environment <ul style="list-style-type: none"> - Negative impact: C 3) Pollution <ul style="list-style-type: none"> - Air pollution: A - Noise and vibration: B
Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Demokracia Road) section: Traffic volume (2012): 100 PCU/hour, V/C ratio: 0.23 Traffic volume (2027): 5,900 PCU/hour, V/C ratio: 0.75
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2015 (short term) - Primary road with 6 traffic lanes <div data-bbox="368 763 1476 1489"> <p>JICA STUDY TEAM The Project For Tirana Thematic Urban Planning</p> <p>LEGEND</p> <ul style="list-style-type: none"> Tirana River Local River Access Road Primary Road (Existing) Primary Road (New Road Plan) Primary Road (Reconstruction) Secondary Road (Existing) Secondary Road (New Road Plan) Secondary Road (Reconstruction) Secondary Road (conditional on demand) Local Road Railway Old City Yellow Line New City Yellow Line (from MoT) Grade Separation River Bridge <p>Outer Ring Road (North Section) Project (RUT 1-2-2) in Tirana</p> <p>0 0.5km 1km</p> </div> <div data-bbox="368 1518 1476 2004"> <p>RUT 1-2-2 Typical Outer Ring Road Cross Section (North Section)</p> </div>

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Project Concept, Scheme or Drawings	 <p>RUT 1-2-2 Typical Cross Section of an Access Road along the Tirana River</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators^{*4}	NPV	165,334 Million Lek	EIRR	52.1%
	Notes	<ul style="list-style-type: none"> - As RUT 1-2-2 (Development of Outer Ring Road (North Section)) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.05

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-2-3	Development of Outer Ring Road - East Section	TA. FA	Municipality of Tirana	Commune of Dajti Commune of Farka
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This Part of Tirana Outer Ring Road is one of the main arterial roads that serve to complete the Tirana Outer Ring Road. This road development will contribute to the eastern development of Tirana. It will also reduce the burden of through truck traffic on the radial roads in Tirana and will serve as an important transport corridor especially for heavy vehicles.	Preparation	560.3	
		Initial Investment	18,840.2	
		Recurrent O&M Cost (Per Year)	15.8	
Sub-projects Components	RUT 1-2-3 Development of Outer Ring Road - East Section Project Length = 5.9 Km (Total Length = 21.43 Km) – New Construction, Length = 5.9 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	5 years	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Expected Completion Years	2022	
		Related/Linked Projects (Project Codes)	RUT 1-2-1 RUT 1-2-2 RUT 1-4-5	
Project Location or Coverage Area	East section of the Tirana Outer Ring Road in RUT 1-2-3 is connected to the south by the new south section of Outer Ring Road, to the north is connected by the new north section of Outer Ring Road. For coverage area, the Commune of Pakuqan can be considered as a boundary to the north, the Commune of Dajti as a boundary to the east, and the Commune of Farka as a boundary to the south. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana or the Central Government will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: A 3) Pollution - Air pollution: B - Noise and vibration: B			

Quantitative Analysis and Rationales	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Primary road (Outer Ring Road - East Section) section: Traffic volume (2027): 900 PCU/hour, V/C ratio: 0.11
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2018 (medium term) - Primary road with 6 traffic lanes <div data-bbox="379 465 1465 1227"> </div> <div data-bbox="379 1261 1465 1798"> </div> <p>RUT 1-2-3 Typical Outer Ring Road Cross Section (East Section)</p>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	175,048 Million Lek	EIRR	47.0%
	Notes	<ul style="list-style-type: none"> - The Assumptions and Evaluation Indicators are for a combination of RUT 1-2-2 and RUT 1-2-3 - As RUT 1-2-3 (Development of Outer Ring Road (East Section)) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.06

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-3-1	Development of Inner Ring Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This priority project includes missing link development of the Tirana Inner Ring Road from Urani Pano Road to Barrikada Road with a total length of 130 meters, and reconstruction of existing Urani Pano Road, with a total length of 130 meters. This road development will contribute to provide a smooth accessibility to the center of Tirana, in order to support project of the pedestrian streets/Traffic Cell System inside the Inner Ring Road.		Preparation	5.1
			Initial Investment	622.2
			Recurrent O&M Cost (Per Year)	0.7
Sub-projects Components	RUT-1-3-1 Development of Tirana Inner Ring Road Project Length = 0.26 Km (Total Length = 1.78 Km) - New Construction, Length = 0.13 Km - Reconstruction, Length = 0.13 Km RUT 1-3-1 is part of Priority Project 2, which is composed of the following: RUT 1-3-1, RUT 1-3-3		Time Horizon for the Completion	
			Preparatory	6 months
			Main Work	2 years
			Expected Completion Years	2014
Expected Beneficiaries	Citizens of Tirana		Related/Linked Projects (Project Codes)	RUT 2-1-1
Project Location or Coverage Area	Tirana Inner Ring Road (missing link) in RUT 1-3-1 is connected to the west with the existing Inner Ring Road (Urani Pano Road), to the east is connected with the existing part of Inner Ring Road. For coverage area, Dibra Road can be considered as a boundary to the east and Zog I Boulevard as a boundary to the west. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement*2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations*3	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

Quantitative Analysis and Rationales	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Primary road (missing link) section: Future traffic volume (2027): 6,900 PCU/hour, V/C ratio: 1.31
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Primary one-way road with 4 traffic lanes <div data-bbox="379 472 1465 1227"> </div> <div data-bbox="384 1263 1460 1823"> </div> <p style="text-align: center;">RUT 1-3-1 Typical Cross Section</p>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	10,216 Million Lek	EIRR	92.1%
	Notes	<ul style="list-style-type: none"> - As RUT 1-3-1 (Development of Inner Ring Road) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

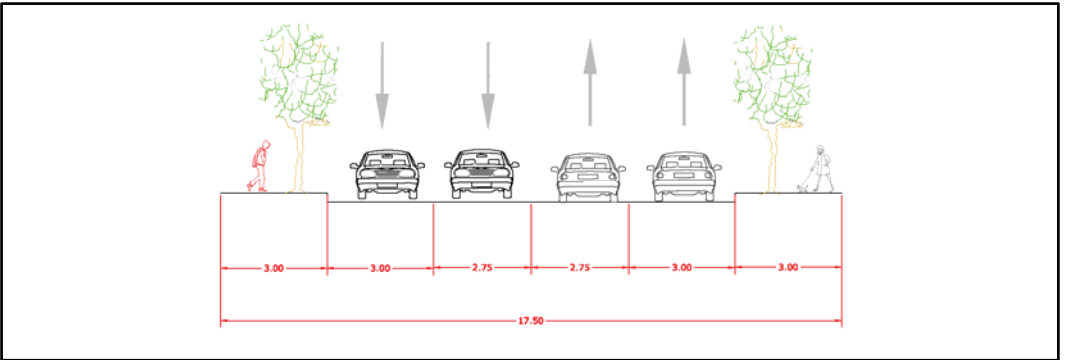
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(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-3-2	Development of Intermediate Ring Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This road development includes widening and reconstruction of some existing links and also development of other missing links, in order to complete the entire Tirana Intermediate Ring. A radial & ring road pattern will reduce the burden of future traffic on the Tirana Central Business District (CBD). Tirana Intermediate Ring will serve as an alternative route to avoid future traffic congestion on the Tirana Inner and Middle Ring Roads.		Preparation	34.1
			Initial Investment	3,831.3
			Recurrent O&M Cost (Per Year)	7.8
Sub-projects Components	RUT-1-3-2 Development of Tirana Intermediate Ring Road Project Length = 2.16 Km (Total Length = 2.92 Km) - New Construction, Length = 1.54 Km - Reconstruction, Length = 0.62 Km		Time Horizon for the Completion	
			Preparatory	1 year
			Main Work	3 years
			Expected Completion Years	2020
Expected Beneficiaries	Citizens of Tirana		Related/Linked Projects (Project Codes)	RUT 1-4-1 RUT 1-4-2
Project Location or Coverage Area	Tirana Intermediate Ring Road in RUT 1-3-2 as one of the major roads to be developed can be considered to have a large coverage area inside the CBD. It is connected with all the main city arterial roads, to the west with the existing Kavaja and Durres Roads, to the east is connected with Dibra and Hoxha Tahsim Roads, to the north with Main Boulevard Zog I, and to the south with Middle Ring Road along the Lana River. For coverage area, the Tirana CBD can be considered. (see Maps attached)			
Rationales	Relevance to National Policy		Relevance to the Tirana Regulatory Plan and/or Existing Policies	
	Support the Development of the Economy		"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities	
Private Sector Involvement ^{*2}	PPP		Communities Involvement	Other Parties
	Non		B	C
Necessity of External Supports	Technical Assistance		Financial Assistance	Cooperation with Private Sector
	C		B	D
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (Ali Pashe Gucia Road) section: Present traffic volume (2012): 400 PCU/hour, V/C ratio: 1.34 Future traffic volume (2027): 2,400 PCU/hour, V/C ratio: 0.67
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2018 (medium term) - Secondary road with 4 vehicle lanes - Secondary road with 2 parking lanes, where the space is available. <div data-bbox="375 526 1460 1288"> <p>RUT 1-3-2 Development of Intermediate Ring Road</p> <p>Legend</p> <ul style="list-style-type: none"> Intermediate Ring Road (New Construction) RUT 1-3-2 Intermediate Ring Road (Reconstruction) RUT 1-3-2 Intermediate Ring Road (Existing) Outer Ring Road Middle Ring Road (Existing) Middle Ring Road RUT 1-3-3 Inner Ring Road Existing Road Network Tram Lines Tirana CBD Area Traffic Cell System RUT 2-1-1 Traffic Cell System RUT 2-1-2 Yellow Line (City Boundary) Tirana Building Water </div> <div data-bbox="391 1321 1444 1825"> <p>RUT 1-3-2 Typical Cross Section</p> </div>

(3/3)

Project Concept, Scheme or Drawings	 <p style="text-align: center;">RUT 1-3-2 Critical Cross Section (A-A1)</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	1,988 Million Lek	EIRR	17.3%
	Notes	<ul style="list-style-type: none"> - As RUT 1-3-2 (Development of Intermediate Ring Road) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

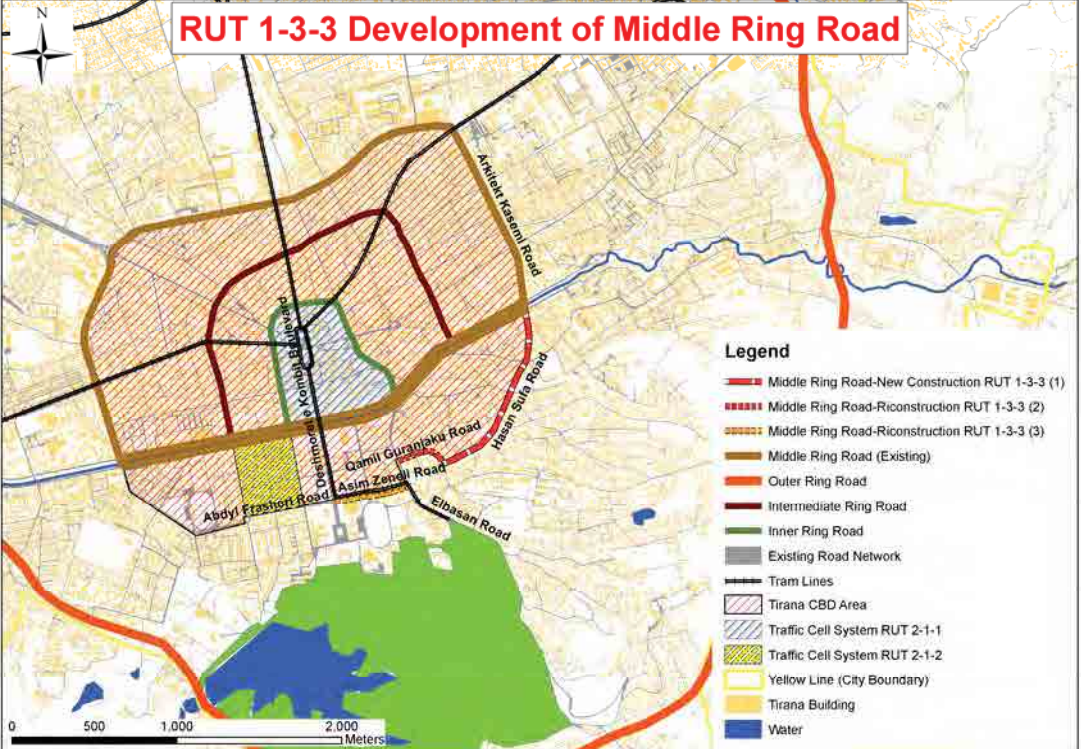
General Profile of Priority Project

Road and Urban Transport Sector

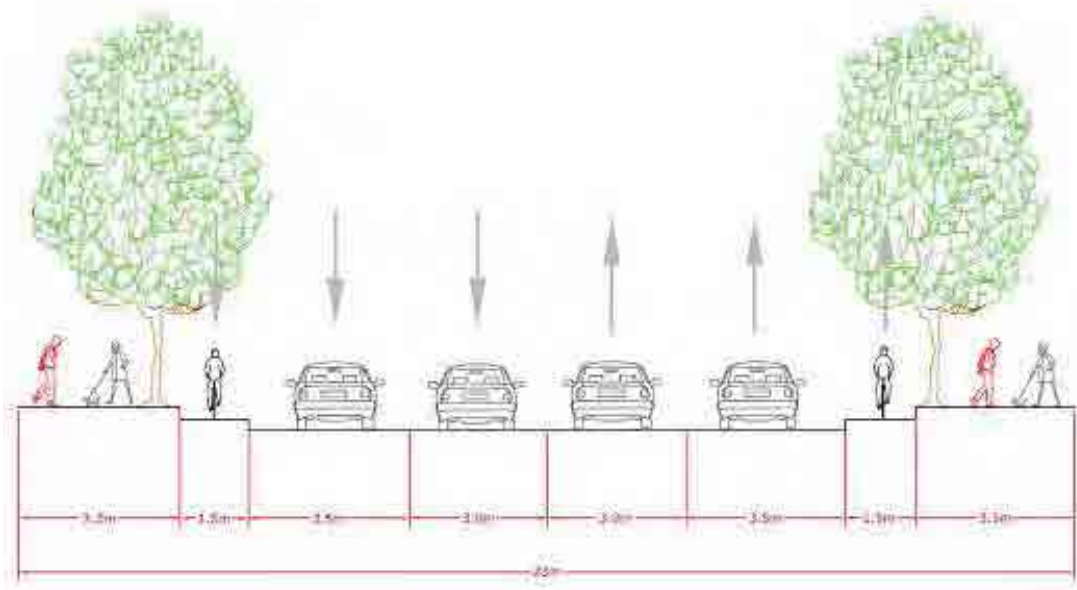
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(1/4)

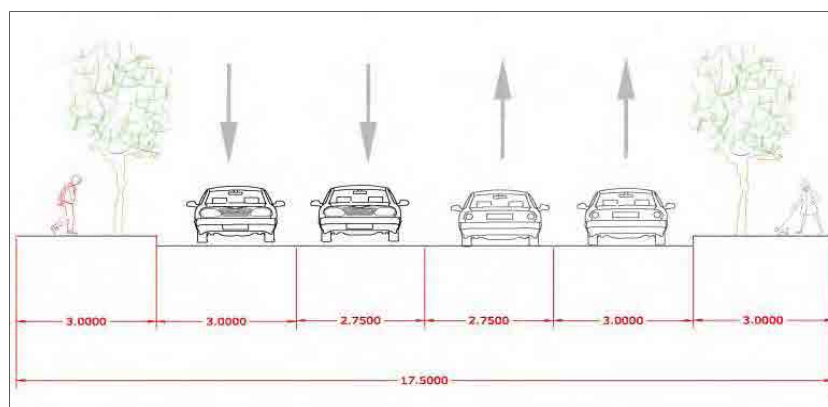
Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-3-3	Development of Middle Ring Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Development of the Tirana Middle Ring Road, as one of the priority projects, is an extension of the existing Tirana Middle Ring Road which functions as primary and secondary ring roads passing through the southeastern part of Tirana, where the current land use development is not associated with a suitable and functional road network. Also, part of this road should be upgraded, to support the North-South Tramline Development (RUT 3-1-2).	Preparation	28.9	
		Initial Investment	1,850.2	
		Recurrent O&M Cost (Per Year)	4.3	
Sub-projects Components	RUT 1-3-3 Development of Tirana Middle Ring Road Project Length = 1.92 Km (Total Length = 9.48 Km) - New Construction, Length = 0.96 Km - Reconstruction, Length = 0.96 Km RUT 1-3-3 is part of Priority Project 2, which is composed of the following: RUT 1-3-1, RUT 1-3-3	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	2 years	
		Expected Completion Years	2015	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-3-1 RUT 1-5-4 RUT 3-1-2	
Project Location or Coverage Area	The missing southeastern part of Tirana Middle Ring Road in RUT 1-3-3 connects Arkitekt Kasemi Road and Abdyl Frasheri Road in the south of the Lana River, splitting at Elbasan Road and continuing up to Tirana Main (Deshmoret e Kombit) Boulevard. For coverage area, Middle Ring Road along the river can be considered as a boundary to the northeast and Tirana Main (Deshmoret e Kombit) Boulevard as a boundary to the southwest. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement *2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations *3	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (H. Sufa Road) section: Traffic volume (2027): 2,500 PCU/hour, V/C ratio: 0.48 - Secondary road (Qemal Guranjaku Road) section: Traffic volume (2012): 200 PCU/hour, V/C ratio: 0.44 Traffic volume (2027): 2,400 PCU/hour, V/C ratio: 0.68 - Secondary road (Asim Zeneli Road) section: Traffic volume (2012): 200 PCU/hour, V/C ratio: 0.26 Traffic volume (2027): 3,100 PCU/hour, V/C ratio: 1.17 <p>Average traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Traffic volume (2012): 200 PCU/hour, V/C ratio: 0.38 - Traffic volume (2027): 2,600 PCU/hour, V/C ratio: 0.84
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Primary road (H. Sufa Road) with 4 traffic lanes - Secondary road (Qemal Guranjaku Road) with 4 traffic lanes - Secondary road (Asim Zeneli Road) with 2 traffic lanes and 2 tram lanes  <p>RUT 1-3-3 Development of Middle Ring Road</p> <p>Legend</p> <ul style="list-style-type: none"> Middle Ring Road-New Construction RUT 1-3-3 (1) Middle Ring Road-Reconstruction RUT 1-3-3 (2) Middle Ring Road-Reconstruction RUT 1-3-3 (3) Middle Ring Road (Existing) Outer Ring Road Intermediate Ring Road Inner Ring Road Existing Road Network Tram Lines Tirana CBD Area Traffic Cell System RUT 2-1-1 Traffic Cell System RUT 2-1-2 Yellow Line (City Boundary) Tirana Building Water

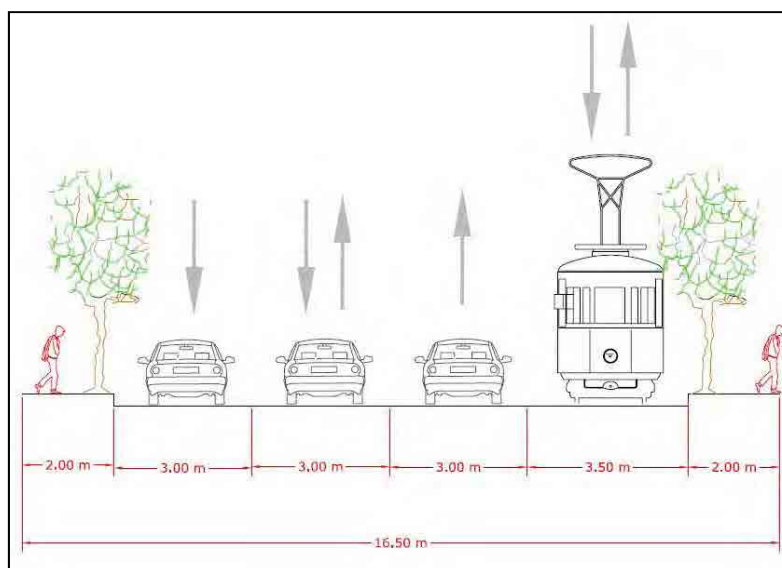
Project
Concept,
Scheme or
Drawings



RUT 1-3-3 (1) Typical Primary Cross Section (H. Sufa Road)



RUT 1-3-3 (2) Typical Secondary Cross Section (Qemal Guranjaku Road)



RUT 1-3-3 (3) Typical Secondary Cross Section (Asim Zeneli Road)

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	6,139 Million Lek	EIRR	32.7%
	Notes	<ul style="list-style-type: none"> - As RUT 1-3-3 (Development of Middle Ring Road) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

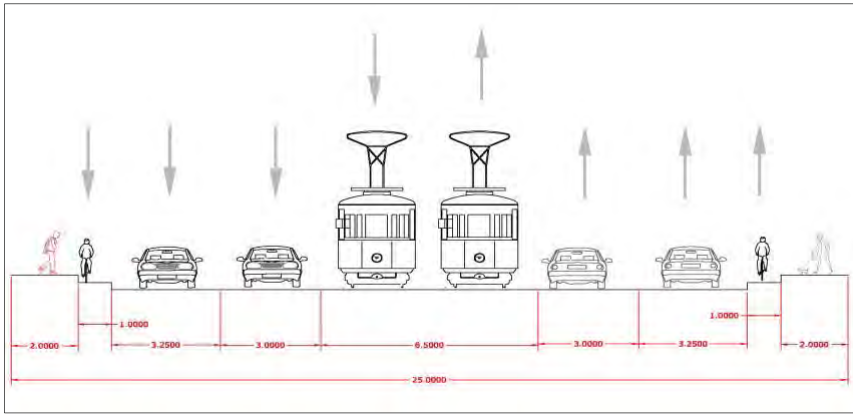
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(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-4-1	Development of Radial Road: Dibra Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This is an existing radial urban primary road connecting the center of Tirana with the northeast part of the city, and it currently serves as an important transport corridor, even if necessary widening is not completed. A road widening from 2 to 4 lanes is necessary. Dibra Road is also planned to serve as a tramline corridor and it is one of the priority projects.		Preparation	15.2
			Initial Investment	1,278.1
			Recurrent O&M Cost (Per Year)	3.4
Sub-projects Components	RUT-1-4-1 Development of Radial Road: Dibra Road Project Length = 1.26 Km (Total Length = 2.51 Km) - Reconstruction, Length = 1.26 Km RUT 1-4-1 is part of Priority Project 3, which is composed of the following: RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1 RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2		Time Horizon for the Completion	
			Preparatory	6 months
			Main Work	3 years
			Expected Completion Years	2015
Expected Beneficiaries	Citizens of Tirana		Related/Linked Projects (Project Codes)	RUT 1-3-1 RUT 3-1-1 RUT 2-2-2 RUT 1-6-1
Project Location or Coverage Area	Development of Dibra Road in RUT 1-4-1 is connected to the southwest with the existing and planned Inner Ring Road, to the northeast is connected with the existing Middle Ring Road. For coverage area, the northeast part of Tirana Central Business District (CBD) can be considered. (see Maps attached)			
Rationales	Relevance to National Policy		Relevance to the Tirana Regulatory Plan and/or Existing Policies	
	Support the Development of the Economy		"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities	
Private Sector Involvement ^{*2}	PPP		Communities Involvement	Other Parties
	Non		B	C
Necessity of External Supports	Technical Assistance		Financial Assistance	Cooperation with Private Sector
	C		B	D
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: A - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Dibra Road) section: Present traffic volume (2012): 1,400 PCU/hour, V/C ratio: 1.47 Future traffic volume (2027): 2,000 PCU/hour, V/C ratio: 0.37
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Primary road with 4 traffic lanes, 2 bicycle lanes and 2 tram lanes <div data-bbox="375 504 1460 1265"> </div> <div data-bbox="367 1299 1468 1758"> </div> <p>RUT 1-4-1 Typical Cross Section (A-A')</p>

(3/3)

Project Concept, Scheme or Drawings	 <p style="text-align: center;">RUT 1-4-1 Critical Cross Section (B-B')</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	1,613 Million Lek	EIRR	19.7%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-1 (Development of Radial Road: Dibra Road) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

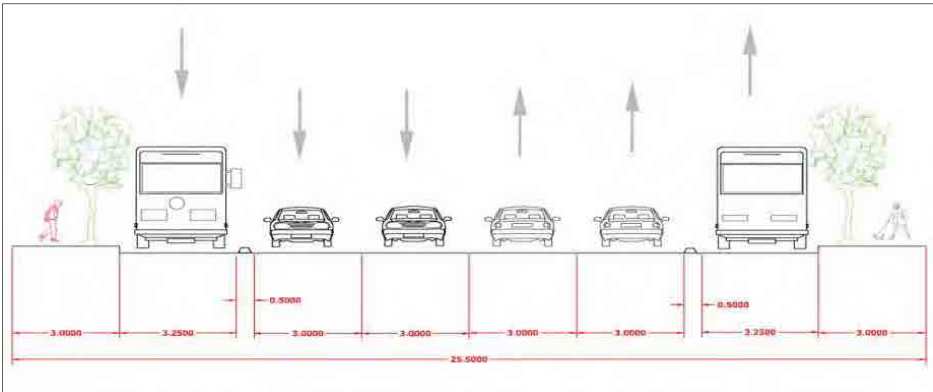
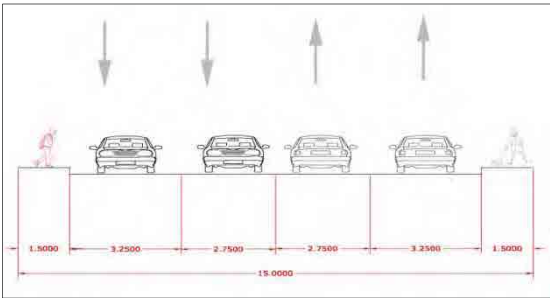
Road and Urban Transport Sector

No.10

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-4-2	Development of Radial Road: Hoxha Tahsim & Xhanfize Keko Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This road is one of the priority projects and one of the important corridors to be developed in the east of Tirana. Dedicated bus lanes along this corridor are planned to be developed and also 4 lanes for private traffic are necessary. It is expected to serve traffic in the east part of the city as well as in the suburbs developed near the Dajti Mountain.	Preparation		52.3
		Initial Investment		2,587.6
		Recurrent O&M Cost (Per Year)		8.2
Sub-projects Components	RUT-1-4-2 Development of Radial Road: Hoxha Tahsim and Xhanfize Keko Roads Project Length = 3.06 Km (Total Length = 3.06 Km) - Reconstruction, Length = 3.06 Km RUT 1-4-2 is part of Priority Project 3, which is composed of the following: RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1 RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		3 years
		Expected Completion Years	2017	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-2-3 RUT 2-2-1 RUT 1-6-2	
Project Location or Coverage Area	Development of Hoxha Tahsim and Xhanfize Keko Roads in RUT 1-4-2 is connected to the west with Avni Rustemi Square, to the east is connected with the future east part of Outer Ring Road and the road to the Dajti Mountain. For coverage area, most of the east part of Tirana can be considered. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement*2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations*3	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: A - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Hoxha Tahsim and Xhanfize Keko Roads) section: Traffic volume (2012): 1,400 PCU/hour, V/C ratio: 1.45 Traffic volume (2027): 3,100 PCU/hour, V/C ratio: 0.58
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2015 (short term) - Primary road with 4 traffic lanes and 2 dedicated bus lanes <div data-bbox="375 504 1460 1265"> </div> <div data-bbox="367 1299 1468 1915"> </div> <p>RUT 1-4-2 Typical Standard Cross Section (A-A')</p>

Project Concept, Scheme or Drawings	 <p>RUT 1-4-2 Alternative Typical Minimum Cross Section (A-A')</p>  <p>RUT 1-4-2 Critical Cross Section (B-B')</p> <p>* To be applied for a section of 100 m</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	1,500 Million Lek	EIRR	15.9%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-2 (Development of Radial Road: Hoxha Tahsim and Xhanfize Keko Roads) generate higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

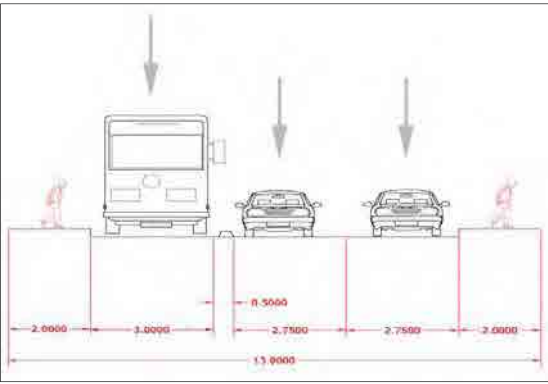
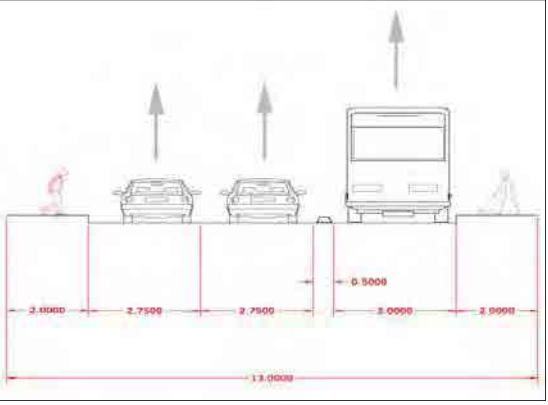
Road and Urban Transport Sector

No.11

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-4-3	Development of Radial Road: Komuna e Parisit & Medar Shtylla Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This road is one of the priority projects and one of the important main corridors to be developed. Dedicated bus lanes along this corridor are planned to be developed and also 4 lanes for private traffic are necessary. It is expected to serve traffic in the southwest part of the city as well as in the suburbs developed in the south (Commune of Farka).	Preparation	4.9	
		Initial Investment	323.6	
		Recurrent O&M Cost (Per Year)	4.4	
Sub-projects Components	RUT-1-4-2 Development of Radial Road: Komuna e Parisit and Medar Shtylla Roads Project Length = 1.66 Km (Total Length = 1.66 Km) <ul style="list-style-type: none">- New Construction, Length = 0.6 Km- Reconstruction, Length = 1.06 Km RUT 1-4-3 is part of Priority Project 3, which is composed of the following: RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1 RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	3 years	
		Expected Completion Years	2016	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-2-1 RUT 2-2-1	
Project Location or Coverage Area	Development of Komuna e Parisit & Medar Shtylla Roads in RUT 1-4-3 is connected to the southwest with the Outer Ring Road, to the north is connected with the existing Middle Ring Road. For coverage area, most of the southwest part of Tirana can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement*2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations*3	1) Social Environment <ul style="list-style-type: none">- Resettlement needed: A- Splitting community: C 2) Natural Environment <ul style="list-style-type: none">- Negative impact: B 3) Pollution <ul style="list-style-type: none">- Air pollution: A- Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Komuna e Parisit Road) section: Traffic volume (2012): 600 PCU/hour, V/C ratio: 0.33 Traffic volume (2027): 1,200 PCU/hour, V/C ratio: 0.23 - Primary road (Medar Shtylla Road) section (northbound): Traffic volume (2012): 1,300 PCU/hour, V/C ratio: 0.89 Traffic volume (one way) (2027): 1,300 PCU/hour, V/C ratio: 0.49 - Primary road (Tish Daia Road) section (southbound): Traffic volume (one way) (2027): 400 PCU/hour, V/C ratio: 0.14
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Primary road (Komuna e Parisit Road) with 4 traffic lanes and 2 dedicated bus lanes - Primary road with special cases: <ul style="list-style-type: none"> o Tish Daia Road: one-way (southbound) o Medar Shtylla Road: one-way (northbound) <div data-bbox="379 801 1461 1556"> </div> <div data-bbox="368 1570 1469 2007"> </div> <p>RUT 1-4-3 Typical Cross Section (A-A', Komuna e Parisit Road)</p>

Project Concept, Scheme or Drawings	<div style="text-align: center;">  <p>RUT 1-4-3 Special Cross Section (B-B', Tish Daia Road)</p>  <p>RUT 1-4-3 Special Cross Section (C-C', Medar Shtylla Road)</p> </div>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	312 Million Lek	EIRR	23.2%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-3 (Development of Radial Road: Komuna e Parisit & Medar Shtylla Roads) generate higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.12

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-4-4	Development of Radial Road: Aleksander Moisiu Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This is an existing radial primary urban road connecting the northeast areas of the city. A road widening from 2 to 4 lanes is necessary. Aleksander Moisiu Road is also planned to serve as a tramline corridor and it is one of the priority projects.	Preparation	19.1	
		Initial Investment	1,155.1	
		Recurrent O&M Cost (Per Year)	2.5	
Sub-projects Components	RUT-1-4-4 Development of Radial Road: Aleksander Moisiu Road Project Length = 0.92 Km (Total Length = 0.92 Km) - Reconstruction, Length = 0.92 Km RUT 1-4-4 is part of Priority Project 3, which is composed of the following: RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1 RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	2 years	
		Expected Completion Years	2017	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)	RUT 1-4-2 RUT 1-4-6 RUT 3-1-1	
Project Location or Coverage Area	Development of Aleksander Moisiu Road in RUT 1-4-4 is connected to the northwest with existing Myslym Keta Road and Dibra Road, to the southeast is connected with existing Xhanfize Keko Road. For coverage area, the northeast part of Tirana can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement *2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations *3	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: A - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Aleksander Moisiu Road) section: Present traffic volume (2012): 900 PCU/hour, V/C ratio: 0.60 Future traffic volume (2027): 2,400 PCU/hour, V/C ratio: 0.45
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2016 (short term) - Primary road with 4 traffic lanes and 2 tram lanes <div data-bbox="375 504 1460 1265"> <p>RUT 1-4-4 Development of Radial Road: Aleksander Moisiu Road</p> </div> <div data-bbox="367 1288 1468 1848"> <p>RUT 1-4-4 Typical Cross Section</p> </div>

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	2,091 Million Lek	EIRR	15.8%
	Notes	<ul style="list-style-type: none"> - The Assumptions and Evaluation Indicators are for a combination of RUT 1-4-2 and RUT 1-4-4 - As RUT 1-4-4 (Development of Radial Road: Aleksander Moisiu Road) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

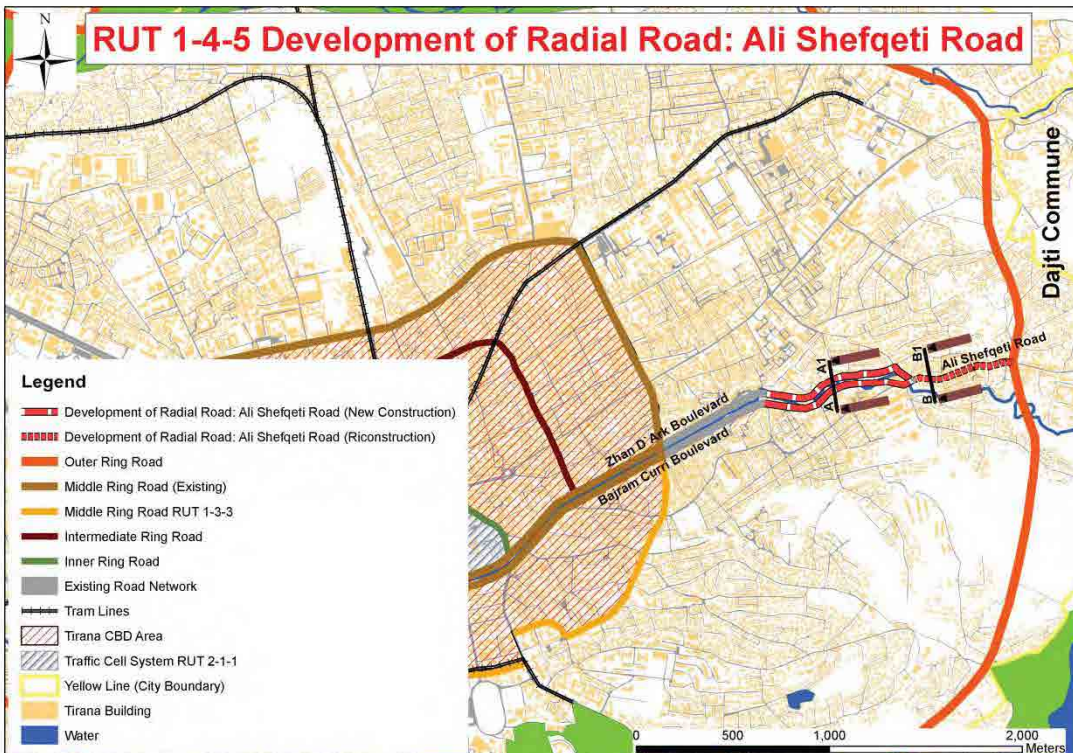
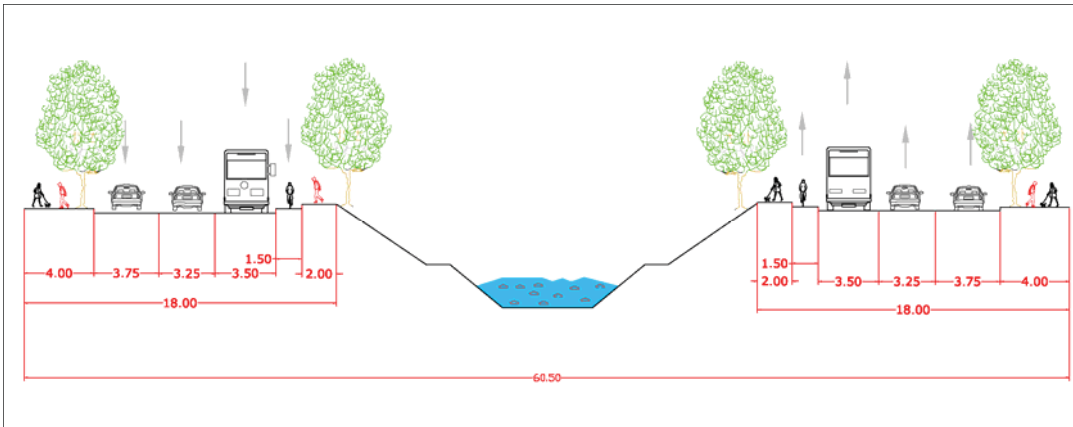
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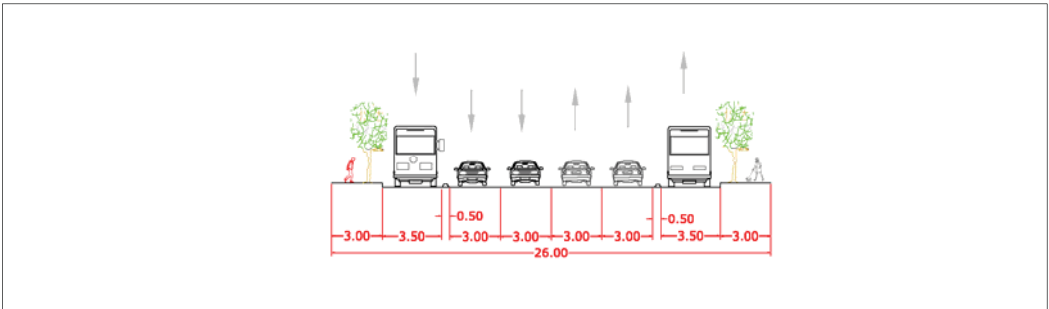
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(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-4-5	Development of Radial Road: Ali Shefqeti Road	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This road is one important corridor to be developed through existing Zhan D'Ark and Bajram Curri Boulevards. This road has to be connected with Outer Ring Road (east section) using Ali Shefqeti Road. Rehabilitation of river embankment also has been planned. It is a primary arterial road and needs to be developed as a 4-lane road for private traffic with 2 dedicated bus lanes. Development of this radial road will serve to complete the east part of Tirana road network.	Preparation		31.3
		Initial Investment		2,197.3
		Recurrent O&M Cost (Per Year)		9.7
Sub-projects Components	RUT-1-4-5 Development of Radial Road: Ali Shefqeti Road Project Length = 2.18 Km <ul style="list-style-type: none">- New Construction, Length = 1.63 Km- Reconstruction, Length = 0.54 Km	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		2 years
		Expected Completion Years		2020
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)		RUT 1-2-3 RUT 1-5-3 RUT 2-2-1 RUT 2-2-2
Project Location or Coverage Area	Development of Ali Shefqeti Road in RUT 1-4-5 is connected to the west with existing Zhan D'Ark and Bajram Curri Boulevards, to the east is connected with Outer Ring Road (east section). For coverage area, the east part of Tirana can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">- Resettlement needed: A- Splitting community: C 2) Natural Environment <ul style="list-style-type: none">- Negative impact: B 3) Pollution <ul style="list-style-type: none">- Air pollution: A- Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> Primary road (Ali Shefqeti Road) section: Present traffic volume (2012): 300 PCU/hour, V/C ratio: 0.26 Future traffic volume (2027): 3,600 PCU/hour, V/C ratio: 1.34
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> Starting implementation year: 2019 (medium term) Primary road with 4 traffic lanes, 2 bicycle lanes and 2 dedicated bus lanes (Lana River section) Primary road with 4 traffic lanes and 2 dedicated bus lanes (Ali Shefqeti Road)   <p>RUT 1-4-5 Typical Cross Section (A-A1)</p>

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Project Concept, Scheme or Drawings	 <p style="text-align: center;">RUT 1-4-5 Typical Cross Section (B-B1)</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators^{*4}	NPV	4,410 Million Lek	EIRR	49.4%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-5 (Development of Radial Road: Ali Shefqeti Road) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.14

(1/3)

NO.14

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-4-6	Development of Radial Road: Myslym Keta Road	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This is an existing radial primary urban road connecting the northeast areas of the city. A road widening from 2 to 4 lanes is necessary. This road has to be connected to a national road, namely, Arber Road. It is part of the national road development program. This road is expected to serve as an important northeast gateway of Tirana.	Preparation	29.7	
		Initial Investment	2,006.3	
		Recurrent O&M Cost (Per Year)	8.0	
Sub-projects Components	RUT-1-4-6 Development of Radial Road: Myslym Keta Road Project Length = 2.99 Km (Total Length = 2.99 Km) – Reconstruction, Length = 2.99 Km	Time Horizon for the Completion		
		Preparatory	1year	
		Main Work	2 years	
		Expected Completion Years	2020	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-2-2 RUT 1-2-3 RUT 1-4-4	
Project Location or Coverage Area	Development of Myslym Keta Road in RUT 1-4-6 is connected to the southwest with existing Aleksander Moisiu Road and Dibra Road, to the northeast is connected with Arber Road, also with the northern and eastern part of Outer Ring Road. For coverage area, the northeast part of Tirana can be considered. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: A - Noise and vibration: B			

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<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Myslym Keta Road) section: Present traffic volume (2012): 500 PCU/hour, V/C ratio: 0.51 Future traffic volume (2027): 1,300 PCU/hour, V/C ratio: 0.25
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2019 (medium term) - Primary road with 4 traffic lanes <div data-bbox="379 510 1461 1263"> <p>RUT 1-4-6 Development of Radial Road: Myslym Keta Road</p> </div> <div data-bbox="379 1303 1461 1756"> </div> <p>RUT 1-4-6 Typical Cross Section</p>

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	234 Million Lek	EIRR	12.6%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-6 (Development of Radial Road: Myslym Keta Road) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.15

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-4-7	Development of Radial Road: Kavaja Road	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	This road, as one of the priority projects, is one important corridor to be developed through existing Kavaja and Konferenca e Pezes Roads. A flyover has been planned for through traffic between Kavaja Road and Outer Ring Road. It is a primary arterial road and needs to be developed as a 4-lane road with a sufficient width. East-west (Kinostodio-Kombinat Tramline) is also proposed on this road.	Preparation	27.5	
		Initial Investment	2,143.2	
		Recurrent O&M Cost (Per Year)	6.7	
Sub-projects Components	RUT-1-4-7 Development of Radial Road: Kavaja Road Project Length = 0.45 Km - Reconstruction, Length = 0.45 Km RUT 1-4-7 is part of Priority Project 3, which is composed of the following: RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1 RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2	Time Horizon for the Completion		
		Preparatory	6 months	
		Main Work	3 years	
		Expected Completion Years	2015	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)	RUT 3-1-1 RUT 1-2-1	
Project Location or Coverage Area	Development of Kavaja Road in RUT 1-4-7 is connected to the west with the existing Konferenca e Pezes Road, to the east is connected with the existing Kavaja Road and to the north with the existing Outer Ring Road. For coverage area, the west part of Tirana can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: A - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Kavaja Road) section: Present traffic volume (2012): 6,200 PCU/hour, V/C ratio: 2.38 Future traffic volume (2027): 17,600 PCU/hour, V/C ratio: 2.22
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Primary road with 4 traffic lanes, 2 bicycle lanes and 2 tram lanes <div data-bbox="375 504 1460 1265"> </div> <div data-bbox="375 1299 1460 1803"> </div> <p>RUT 1-4-7 Typical Cross Section</p>

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	61,508 Million Lek	EIRR	91.3%
	Notes	<ul style="list-style-type: none"> - As RUT 1-4-7 (Development of Radial Road: Kavaja Road) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

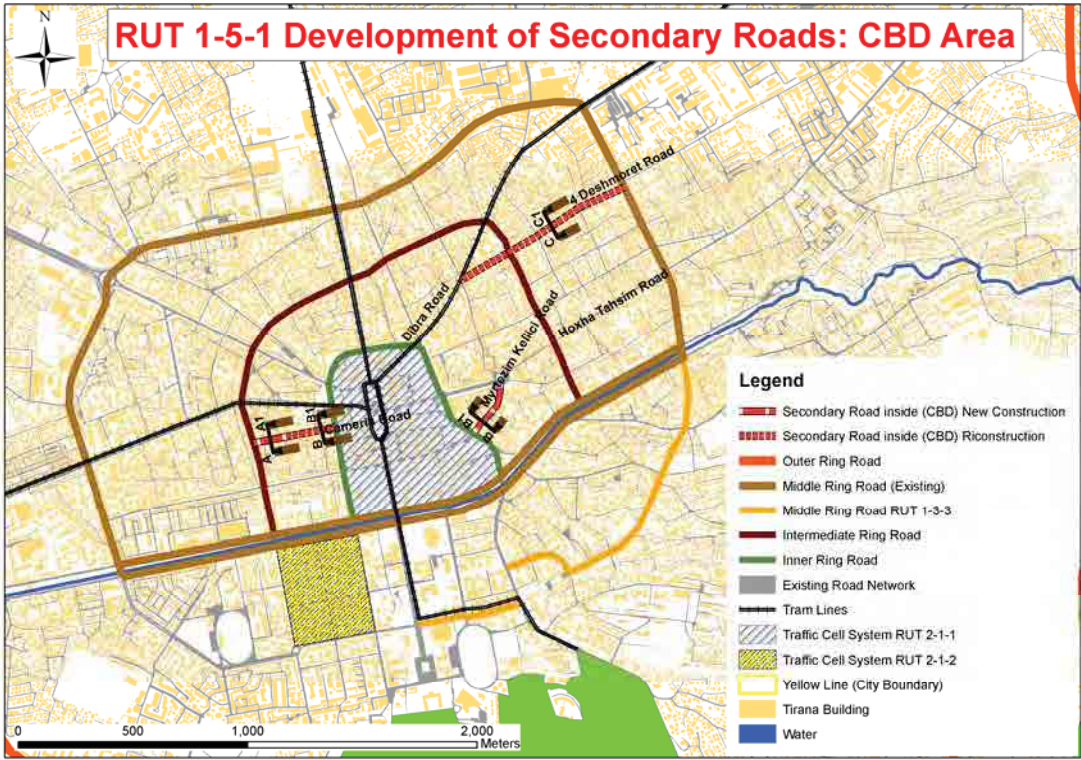
^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

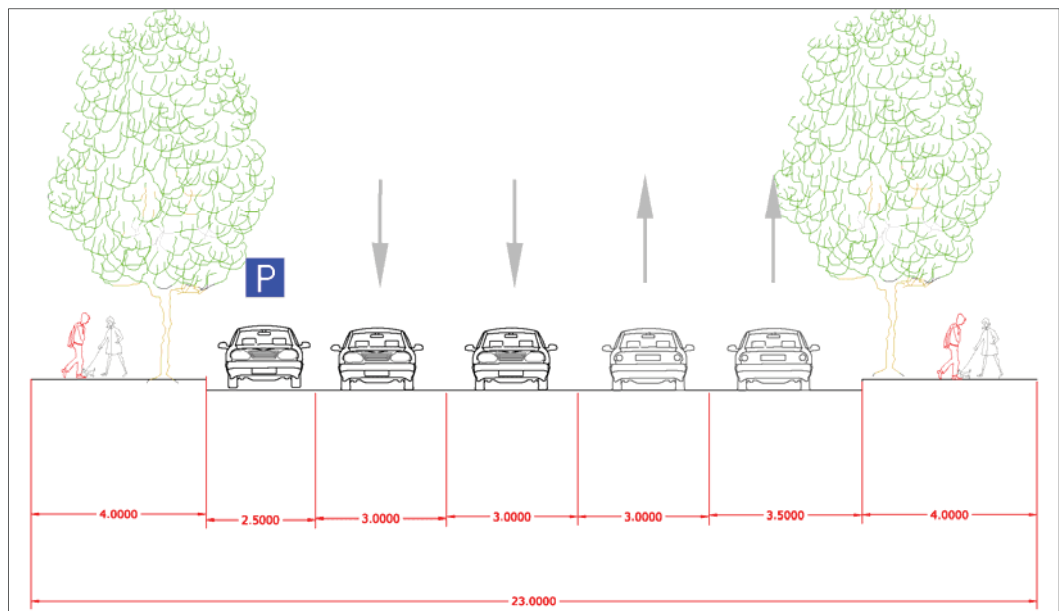
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(1/4)

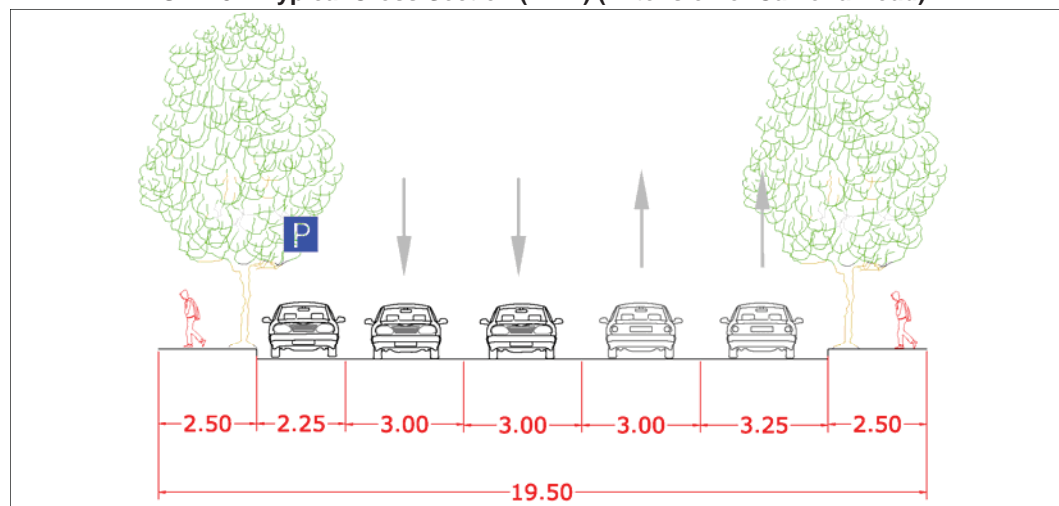
Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-5-1	Development of Secondary Roads: CBD Area	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in CBD by connecting missing links and improvement of roads. This road development will contribute to the center development of Tirana, especially creation of the pedestrian streets or “traffic cell” system. It will also reduce the congestion of traffic on the main roads in the CBD area.	Preparation		13.0
		Initial Investment		1,747.8
		Recurrent O&M Cost (Per Year)		3.8
Sub-projects Components	RUT 1-5-1 Development of Secondary Roads: CBD Area Project Length = 1.43 Km <ul style="list-style-type: none">– New Construction, Length = 0.40 Km– Reconstruction, Length = 1.03 Km	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		5 years
		Expected Completion Years		2022
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)		RUT 2-1-1 RUT 2-2-2 RUT 1-3-2 RUT 1-4-1
Project Location or Coverage Area	The secondary roads in the CBD area in RUT 1-5-1 are composed of 4 Deshmoret, Myrtezim Kellici and Cameria Roads. 4 Deshmoret Road is connected to the east with the existing Middle Ring Road, and to the west is connected with Dibra Road. Cameria Road is connected to the east with the existing Inner Ring Road and to the west with the missing link of Intermediate Ring Road. Myrtezim Kellici Road is connected to the west with the existing Inner Ring Road, and to the east is connected with Hoxha Tahsim Road. For coverage area, Tirana CBD can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement *2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana or the Central Government will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation.			
Environmental Considerations *3	1) Social Environment <ul style="list-style-type: none">- Resettlement needed : A- Splitting community: C 2) Natural Environment <ul style="list-style-type: none">- Negative impact: B 3) Pollution <ul style="list-style-type: none">- Air pollution: B- Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (4 Deshmoret Road) section: Traffic volume (2012): 300 PCU/hour, V/C ratio: 0.27 Traffic volume (2027): 1,300 PCU/hour, V/C ratio: 0.74 - Secondary road (Cameria Road) section: Traffic volume (2012): 400 PCU/hour, V/C ratio: 0.76 Traffic volume (2027): 300 PCU/hour, V/C ratio: 0.08 - Secondary road (Myrtezim Kellici Road) section: Traffic volume (2027): 500 PCU/hour, V/C ratio: 0.29 <p>Average traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Traffic volume (2012): 300 PCU/hour, V/C ratio: 0.36 - Traffic volume (2027): 1,100 PCU/hour, V/C ratio: 0.61
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Secondary roads with 2 or 4 traffic lanes with parking lane(s) 

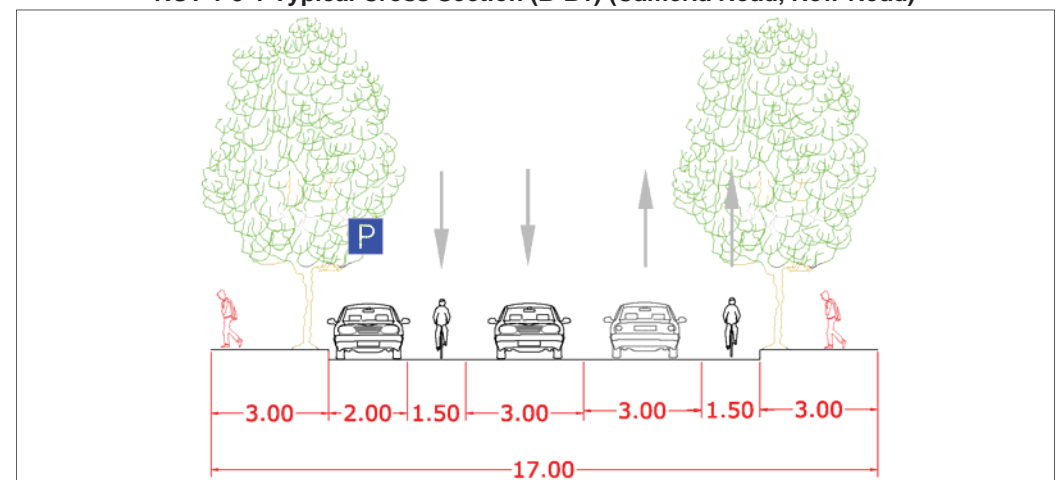
Project
Concept,
Scheme or
Drawings



RUT 1-5-1 Typical Cross Section (A-A1) (Extension of Camera Road)



RUT 1-5-1 Typical Cross Section (B-B1) (Camera Road, New Road)



RUT 1-5-1 Typical Cross Section (C-C1) (4 Deshmoret Road)

(4/4)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	152 Million Lek	EIRR	13.0%
	Notes	<ul style="list-style-type: none"> - The Assumptions and Evaluation Indicators are for Myrtezim Kellici Road - As RUT 1-5-1 (Development of Secondary Roads: CBD Area) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:


Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

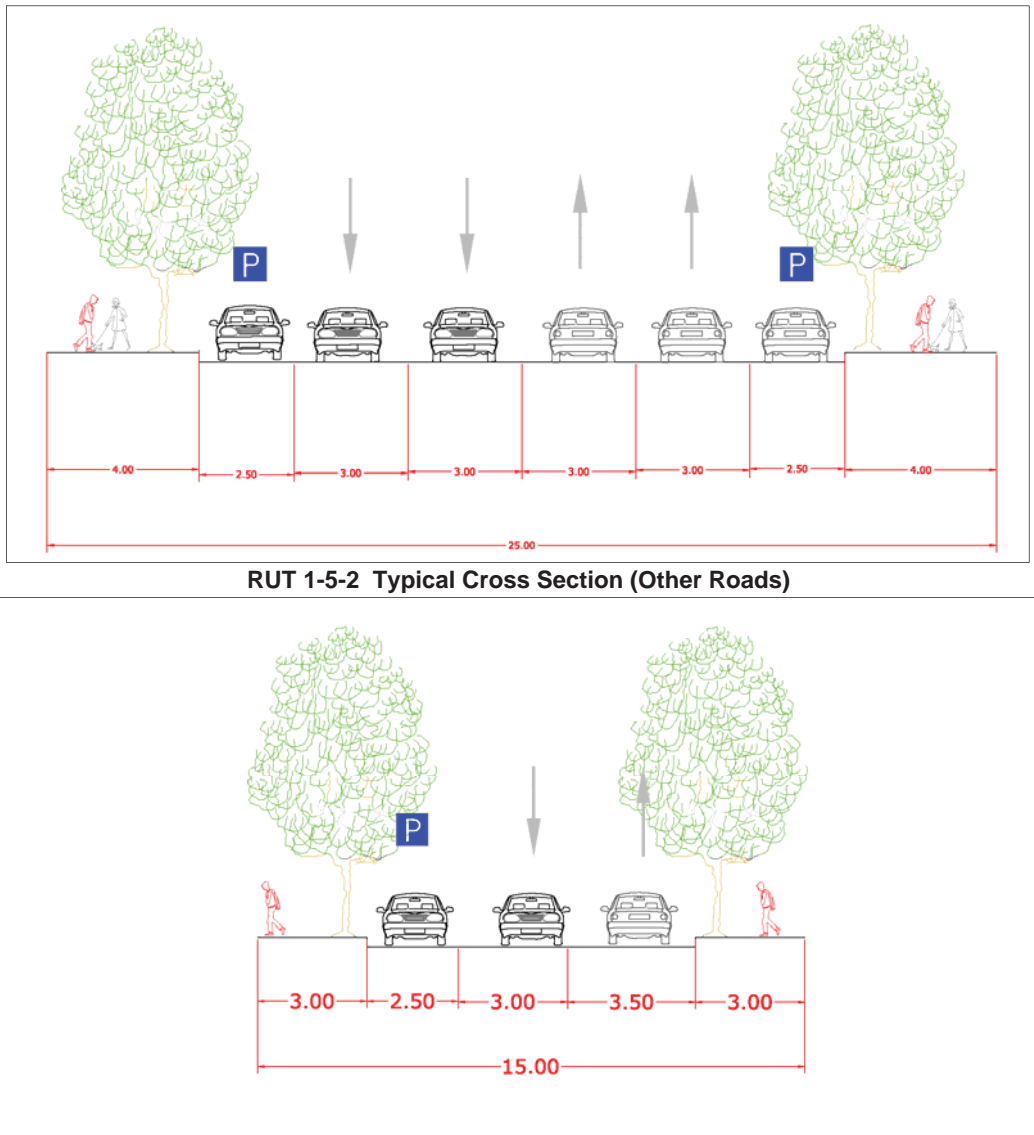
^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

No.17

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-5-2	Development of Secondary Roads: Northern Area	TA. FA	Municipality of Tirana	Commune of Paskuqan
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in northern area, including part of a new ring road (4 th Ring Road) and existing connecting links. This road development will contribute to the northern development of Tirana. It will also reduce the congestion of traffic on the main roads in northern area.	Preparation		83.9
		Initial Investment		6,441.5
		Recurrent O&M Cost (Per Year)		13.4
Sub-projects Components	RUT 1-5-2 Development of Secondary Roads: Northern Area Project Length = 5.65 Km <ul style="list-style-type: none">New Construction, Length = 1.86 KmReconstruction, Length = 3.79 Km	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		3 years
Expected Beneficiaries	Citizens of Tirana metropolitan area	Expected Completion Years		2016
		Related/Linked Projects (Project Codes)		RUT 1-1-1 RUT 1-2-2 RUT 1-4-1
Project Location or Coverage Area	The secondary roads in the northern area in RUT 1-5-2 are composed of existing 5 Maj, Besim Fagu, Gaqo Tashko, Njazi Meka, Haxhi Xhediku and Abedin Cici Roads. 5 Maj Road is connected to the south with the existing Middle Ring Road, and to the north is connected with Besim Fagu Road. Besim Fagu and Gaqo Tashko Roads are connected to the west with existing 5 Maj Road and to the east with Myslym Keta Road, Njazi Meka and Abedin Cici Roads are connected to the south with Besim Fagu Road, and to the north are connected with Outer Ring Road, also a new section including Haxhi Xhediku Road (part of 4 th Ring Road) is connected to the west with Dritan Hoxha Road and to the east with 5 Maj Road. For coverage area, Tirana northern area can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">Resettlement needed : ASplitting community: C 2) Natural Environment <ul style="list-style-type: none">Negative impact: B 3) Pollution <ul style="list-style-type: none">Air pollution: BNoise and vibration: B <div>To minimize the cost and resettlement, for development of a new “4th Ring Road”, the Study Team recommends an alternative route utilizing existing roads. Refer to the Main Report (Section 4.6.3) for detail.</div>			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (5 Maji Road) section: Traffic volume (2012): 1,800 PCU/hour, V/C ratio: 1.84 Traffic volume (2027): 3,800 PCU/hour, V/C ratio: 1.09 - Secondary road (Njazi Meka and Abedin Cici Roads) section: Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 1.83 Traffic volume (2027): 2,400 PCU/hour, V/C ratio: 0.70 - Secondary road (Besim Fagu Road) section: Traffic volume (2012): 300 PCU/hour, V/C ratio: 0.52 Traffic volume (2027): 800 PCU/hour, V/C ratio: 0.23 <p>Average traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Traffic volume (2012): 900 PCU/hour, V/C ratio: 1.22 - Traffic volume (2027): 2,300 PCU/hour, V/C ratio: 0.66
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Secondary roads with 2 or 4 traffic lanes and parking lane(s) 

Project Concept, Scheme or Drawings	 <p>RUT 1-5-2 Typical Cross Section (Other Roads)</p> <p>RUT 1-5-2 Typical Cross Section (A-A1) (Gaço Tashko Road)</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	16,702 Million Lek	EIRR	27.9%
	Notes	<ul style="list-style-type: none"> - As RUT 1-5-2 (Development of Secondary Roads: Northern Area) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.18

(1/4)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-5-3	Development of Secondary Roads: Eastern Area	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in eastern area by connecting the primary roads and improving existing roads. This road development will contribute to the eastern development of Tirana. It will also reduce the congestion of traffic on the main roads in eastern area.	Preparation	36.5	
		Initial Investment	2,514.2	
		Recurrent O&M Cost (Per Year)	10.0	
Sub-projects Components	RUT 1-5-3 Development of Secondary Roads: Eastern Area Project Length = 3.61 Km <ul style="list-style-type: none">New Construction, Length = 0.22 KmReconstruction, Length = 3.39 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	5 years	
Expected Beneficiaries	Citizens of Tirana	Expected Completion Years	2022	
		Related/Linked Projects (Project Codes)	RUT 1-2-3 RUT 1-4-2 RUT 1-4-4 RUT 1-4-5	
Project Location or Coverage Area	The secondary roads in the eastern area in RUT 1-5-3 are composed of existing Imer Ndregjoni, Zihni Sako, Kahraman Ylli, Marie Kraja, Filip Shiroka, Sadik Petrela and Endri Keko Roads. Imer Ndregjoni and Zihni Sako Roads are connected to the south with Xhanfize Keko Road, and to the north are connected with Dibra Road. Kahraman Ylli Road is connected to the south with Xhanfize Keko Road and to the north with Aleksander Moisiu Road. Filip Shiroka Road is connected to the east with Outer Ring Road, and to the west is connected with Marie Kraja Road. Sadik Petrela Road is connected to the north with Xhanfize Keko Road, and to the south is connected with Ali Shefqeti Road. Endri Keko Road is connected to the west with Zhan D'Ark Boulevard and to the east with Sadik Petrela Road. For coverage area, Tirana eastern area can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">Resettlement needed : ASplitting community: C 2) Natural Environment <ul style="list-style-type: none">Negative impact: B 3) Pollution <ul style="list-style-type: none">Air pollution: BNoise and vibration: B			

Quantitative Analysis and Rationales

Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):

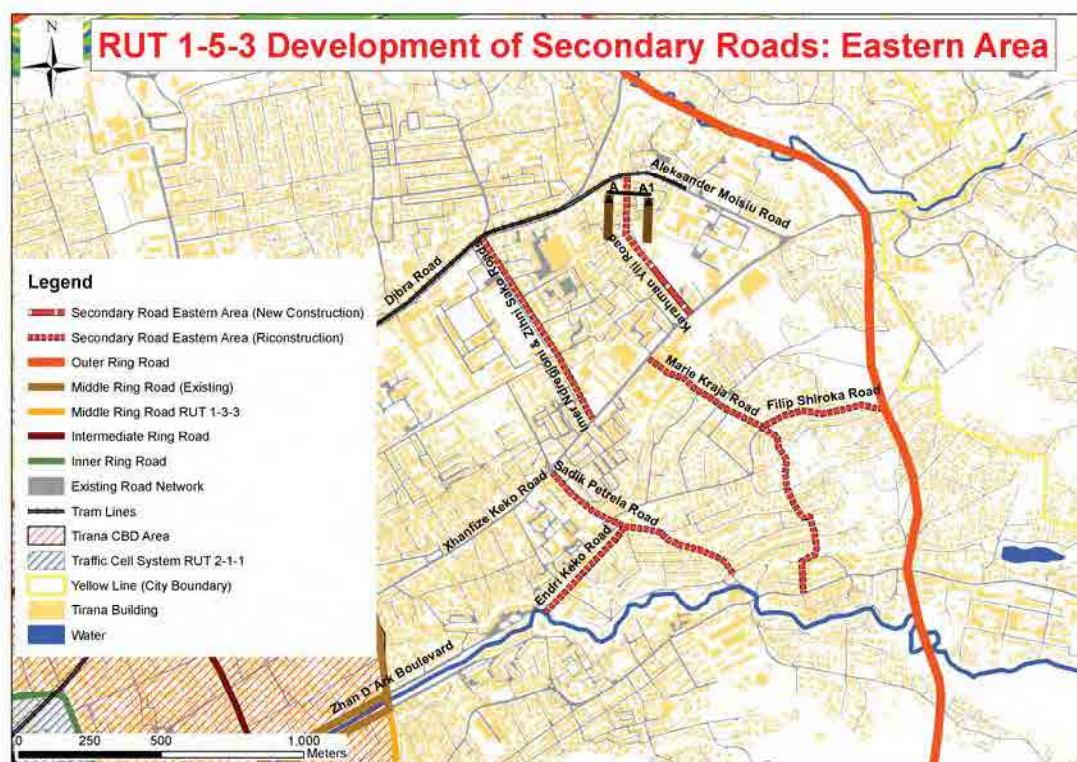
- Secondary road (Imer Ndrejoni and Zihni Sako Roads) section:
Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 0.97
Traffic volume (2027): 2,500 PCU/hour, V/C ratio: 0.71
- Secondary road (Kahraman Ylli Road) section:
Traffic volume (2012): 200 PCU/hour, V/C ratio: 0.26
Traffic volume (2027): 300 PCU/hour, V/C ratio: 0.19
- Secondary road (Marie Kraja Road) section:
Traffic volume (2012): 700 PCU/hour, V/C ratio: 1.36
Traffic volume (2027): 2,700 PCU/hour, V/C ratio: 0.77
- Secondary road (Filip Shiroka Road) section:
Traffic volume (2027): 1,800 PCU/hour, V/C ratio: 0.51
- Secondary road (Sadik Petrela Road) section:
Traffic volume (2012): 300 PCU/hour, V/C ratio: 0.63
Traffic volume (2027): 4,400 PCU/hour, V/C ratio: 1.26
- Secondary road (Endri Keko Road) section:
Traffic volume (2027): 4,600 PCU/hour, V/C ratio: 1.32

Average traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):

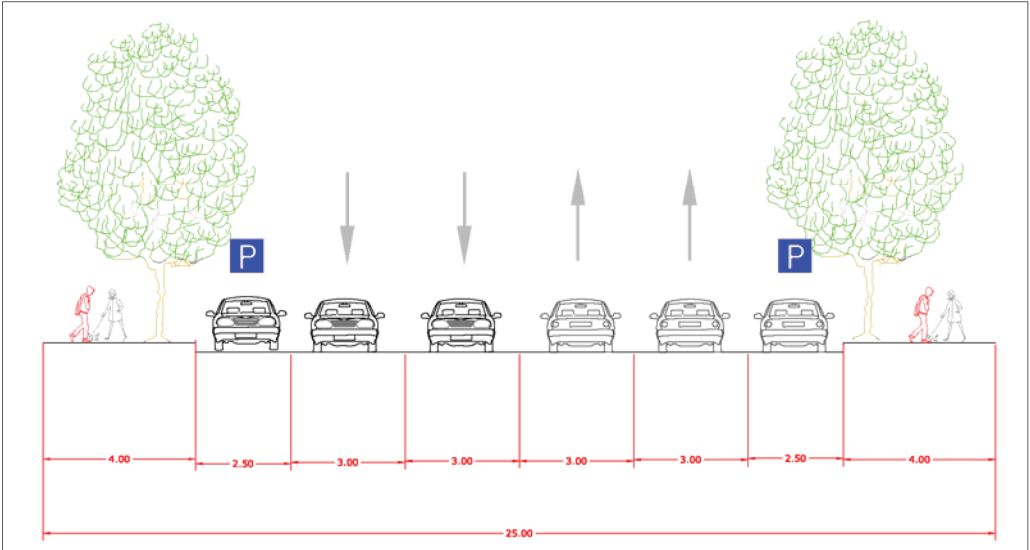
- Traffic volume (2012): 600 PCU/hour, V/C ratio: 0.94
- Traffic volume (2027): 2,200 PCU/hour, V/C ratio: 0.64

Project Concept, Scheme or Drawings

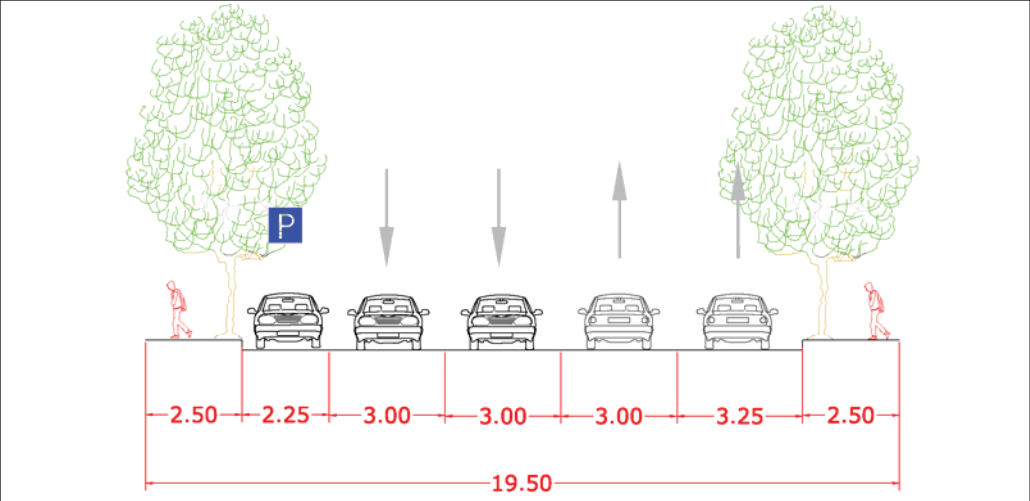
- Starting implementation year: 2018 (medium term)
- Secondary roads with 4 traffic lanes and parking lane(s)



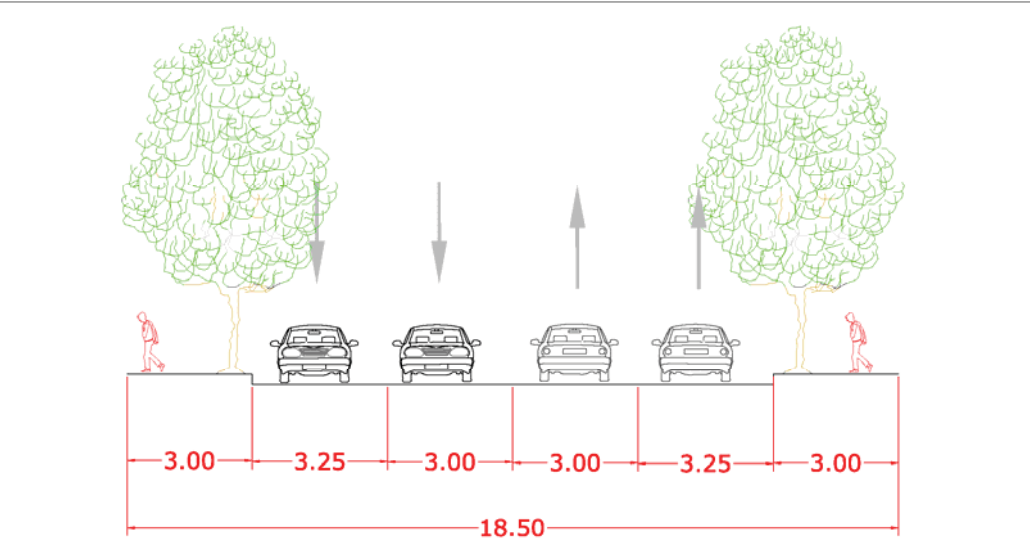
Project
Concept,
Scheme or
Drawings



RUT 1-5-3 Typical Cross Section (Imer Ndregjoni & Zihni Sako Roads)



RUT 1-5-3 Typical Cross Section (A-A1) (Karahman Ylli Road)



RUT 1-5-3 Typical Cross Section (Other Roads)

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Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	5,266 Million Lek	EIRR	33.3%
	Notes	<ul style="list-style-type: none"> - As RUT 1-5-3 (Development of Secondary Roads: Eastern Area) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.19

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-5-4	Development of Secondary Roads: Southeastern Area	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in the southeastern area by upgrading mostly the existing roads. This road development will contribute to the southeastern development of Tirana. It will also reduce the congestion of traffic on the main roads in the southeastern area.	Preparation	31.9	
		Initial Investment	2,019.0	
		Recurrent O&M Cost (Per Year)	8.9	
Sub-projects Components	RUT 1-5-4 Development of Secondary Roads: Southeastern Area Project Length = 3.79 Km <ul style="list-style-type: none">New Construction, Length = 0.13 KmReconstruction, Length = 3.66 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	3 years	
		Expected Completion Years	2024	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)	RUT 1-2-3 RUT 1-3-3	
Project Location or Coverage Area	The secondary roads in the southeastern area in RUT 1-5-4 are composed of existing Ali Visha, Todi Shkurti, Mihal Grameno, 3 Vellezerit Kondi and Shefqet Ndroqi Roads. Ali Visha, Todi Shkurti and Mihal Grameno Roads are connected to the east with Outer Ring Road, and to the west are connected with Middle Ring Road. 3 Vellezerit Kondi and Shefqet Ndroqi Roads are connected to the east with Outer Ring Road, and to the west are connected with Elbasan Road. For coverage area, Tirana southeastern area can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">Resettlement needed : ASplitting community: C 2) Natural Environment <ul style="list-style-type: none">Negative impact: B 3) Pollution <ul style="list-style-type: none">Air pollution: BNoise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (Ali Visha and Todi Shkurti Roads) section: Present traffic volume (2012): Less than 100 PCU/hour, V/C ratio: 0.06 Future traffic volume (2027): 1,100 PCU/hour, V/C ratio: 0.32 - Secondary road (Mihal Grameno Road) section: Future traffic volume (2027): 1,800 PCU/hour, V/C ratio: 0.51 - Secondary road (3 Vellezerit Kondi and Shefqet Ndroqi Roads) section: Future traffic volume (2027): 2,600 PCU/hour, V/C ratio: 0.75
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2022 (medium term) - Secondary roads with 4 traffic lanes and a parking lane <div data-bbox="379 705 1465 1467"> <p>RUT 1-5-4 Development of Secondary Roads: Southeastern Area</p> </div> <div data-bbox="391 1500 1465 1982"> </div> <p>RUT 1-5-4 Typical Cross Section (A-A1)</p>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	2,471 Million Lek	EIRR	34.0%
	Notes	<ul style="list-style-type: none"> - As RUT 1-5-4 (Development of Secondary Roads: Southeastern Area) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.20

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-5-5	Development of Secondary Roads: Southwestern Area	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in the southwestern area by connecting the primary and secondary roads and improving the existing roads. This road development will contribute to the southwestern development of Tirana. It will also reduce the congestion of traffic on the main roads in the southwestern area.	Preparation		12.7
		Initial Investment		859.6
		Recurrent O&M Cost (Per Year)		3.8
Sub-projects Components	RUT 1-5-5 Development of Secondary Roads: Southwestern Area Project Length = 1.6 Km <ul style="list-style-type: none">New Construction, Length = 1.3 KmReconstruction, Length = 0.3 Km	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		5 years
		Expected Completion Years	2022	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)		RUT 1-2-1 RUT 1-4-3
Project Location or Coverage Area	The secondary roads in the southwestern area in RUT 1-5-5 are composed of existing Fadil Bodinaku, Haxhi Kika and Kosovareve Roads. Fadil Bodnaku and Haxhi Kika Roads are connected to the west with Outer Ring Road, and to the east are connected with Tish Daia Road. Kosovareve Road is connected to the east with Kristo Luarasi Road, and to the west is connected with Liman Kaba Road. For coverage area, Tirana southwestern area can be considered. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Support the Development of the Economy	"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">Resettlement needed : ASplitting community: C 2) Natural Environment <ul style="list-style-type: none">Negative impact: B 3) Pollution <ul style="list-style-type: none">Air pollution: BNoise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Future traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Secondary road (Fadil Bodinaku and Haxhi Kika Roads) section: Traffic volume (2027): 1,700 PCU/hour, V/C ratio: 0.67 <p>Average traffic volume in the morning peak (6:00-9:00 a.m.) (2027):</p> <ul style="list-style-type: none"> - Traffic volume (2027): 1,300 PCU/hour, V/C ratio: 0.50
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2018 (medium term) - Secondary roads with 4 traffic lanes and a parking lane <div data-bbox="383 638 1460 1388"> <p>RUT 1-5-5 Development of Secondary Roads: Southwestern Area</p> </div> <div data-bbox="414 1422 1428 1881"> </div> <p>RUT 1-5-5 Typical Cross Section (A-A1)</p>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	552 Million Lek	EIRR	18.4%
	Notes	<ul style="list-style-type: none"> - As RUT 1-5-5 (Development of Secondary Roads: Southwestern Area) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

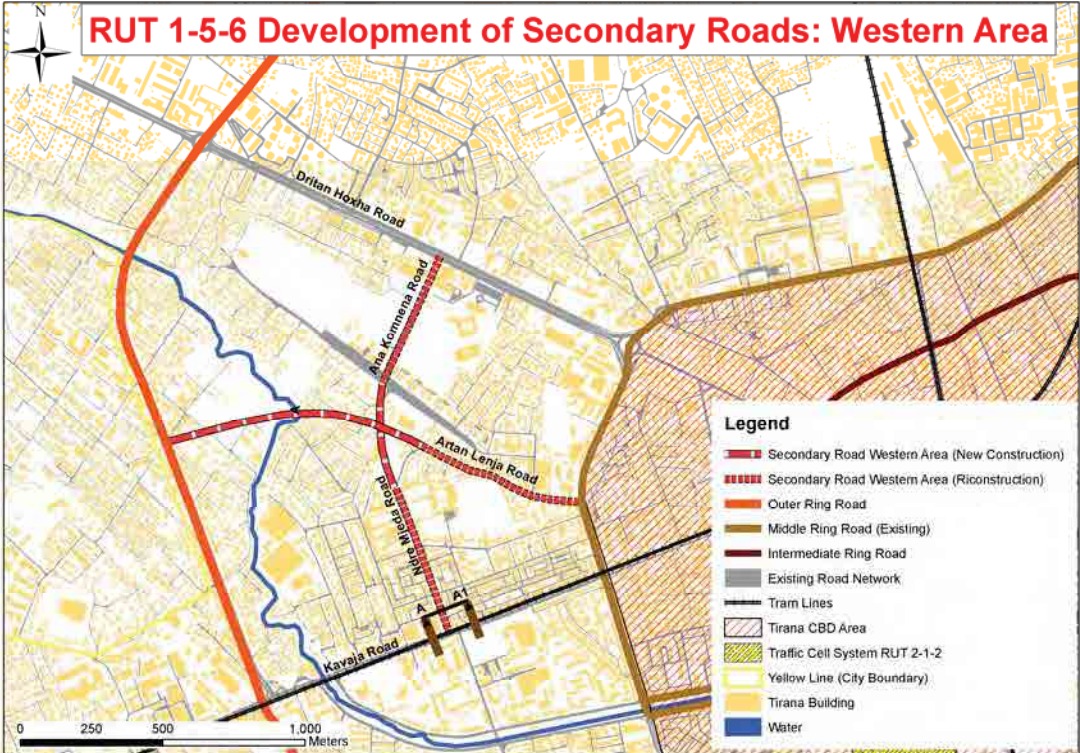
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

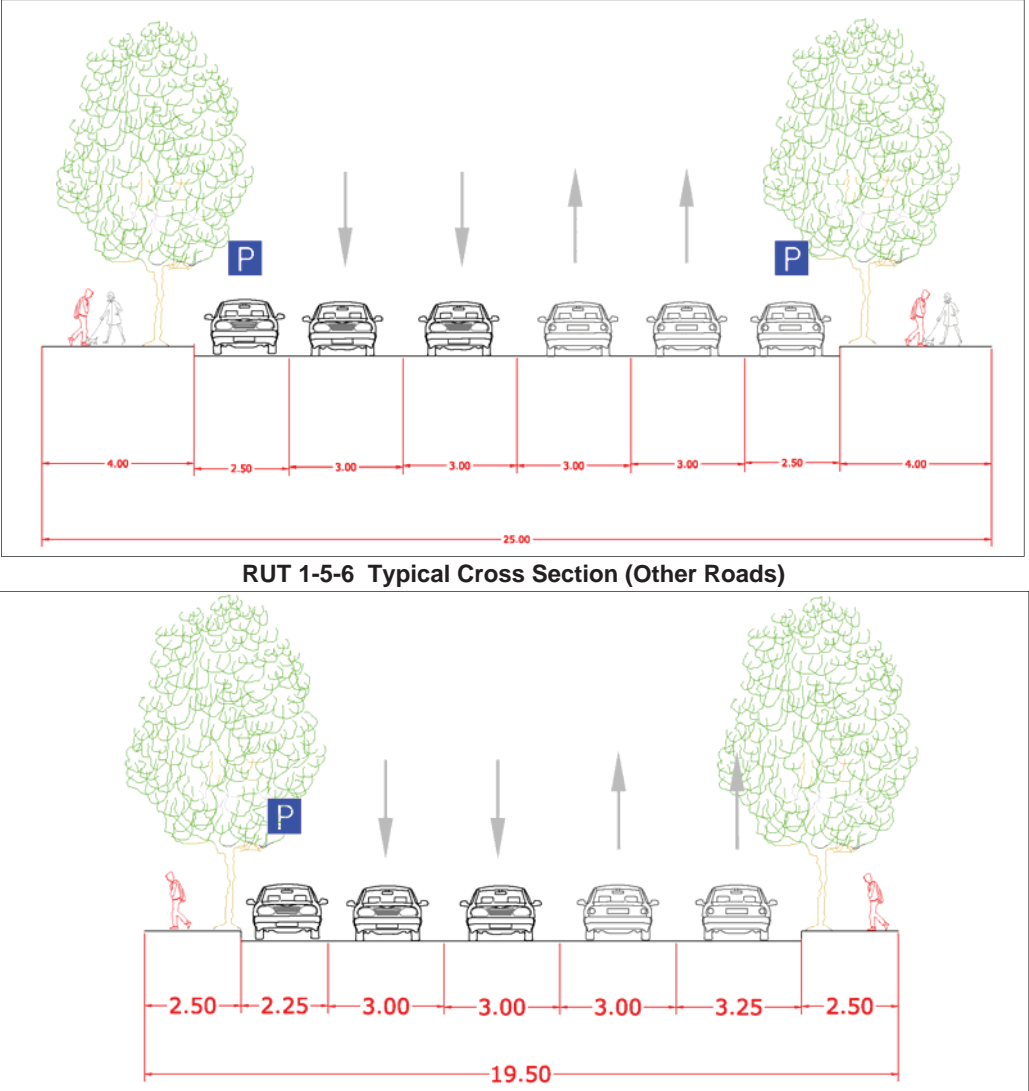
^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

No.21

(1/3)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-5-6	Development of Secondary Roads: Western Area	TA. FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in western area, including part of a new ring road (4 th Ring Road) and existing connecting links. This road development will contribute to the western development of Tirana. It will also reduce the congestion of traffic on the main roads in western area.	Preparation	33.0	
		Initial Investment	3,036.4	
		Recurrent O&M Cost (Per Year)	8.7	
Sub-projects Components	RUT 1-5-6 Development of Secondary Roads: Western Area Project Length = 4.5 Km <ul style="list-style-type: none">- New Construction, Length = 1.3 Km- Reconstruction, Length = 3.2 Km	Time Horizon for the Completion		
		Preparatory	1 year	
		Main Work	5 years	
		Expected Completion Years	2022	
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)	RUT 1-4-7	
Project Location or Coverage Area	The secondary roads in the western area in RUT 1-5-6 are composed of existing Ndre Mjeda, Ana Komnena and Artan Lenja Roads. Ndre Mjeda Road is connected to the south with Kavaja Road, and to the north is connected with Artan Lenja and Ana Komnena Roads (including a new section, part of 4 th Ring Road). Ana Komnena Road is connected to the south with Artan Lenja and Ndre Mjeda Roads and to the north with Dritan Hoxha Road. Artan Lenja is connected to the east with the existing Middle Ring Road, and to the west is connected with Ndre Mjeda Road. Also a new section, as extension of Artan Lenja Road is connected to the west with Outer Ring Road. For coverage area, Tirana western area can be considered. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations ^{*3}	1) Social Environment <ul style="list-style-type: none">- Resettlement needed : A- Splitting community: C 2) Natural Environment <ul style="list-style-type: none">- Negative impact: B 3) Pollution <ul style="list-style-type: none">- Air pollution: B- Noise and vibration: B To minimize the cost and resettlement, for development of a new “4 th Ring Road”, the Study Team recommends an alternative route utilizing existing roads. Refer to the Main Report (Section 4.6.3) for detail.			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (Ana Komnena Road) section: Traffic volume (2012): 100 PCU/hour, V/C ratio: 0.23 Traffic volume (2027): 4,400 PCU/hour, V/C ratio: 1.26 - Secondary road (Artan Lenja Road) section: Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 1.89 Traffic volume (2027): 3,700 PCU/hour, V/C ratio: 1.08 - Secondary road (Ndre Mjeda Road) section: Traffic volume (2012): 600 PCU/hour, V/C ratio: 1.14 Traffic volume (2027): 3,000 PCU/hour, V/C ratio: 0.85 <p>Average traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Traffic volume (2012): 800 PCU/hour, V/C ratio: 1.37 - Traffic volume (2027): 3,400 PCU/hour, V/C ratio: 0.98
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2018 (medium term) - Secondary roads with 4 traffic lanes and parking lane(s) 

Project Concept, Scheme or Drawings	 <p>RUT 1-5-6 Typical Cross Section (Other Roads)</p> <p>RUT 1-5-6 Typical Cross Section (A-A1) (Ndre Mjeda Road)</p>				
Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	26,001 Million Lek	EIRR	56.6%
	Notes	<ul style="list-style-type: none"> - As RUT 1-5-6 (Development of Secondary Roads: Western Area) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

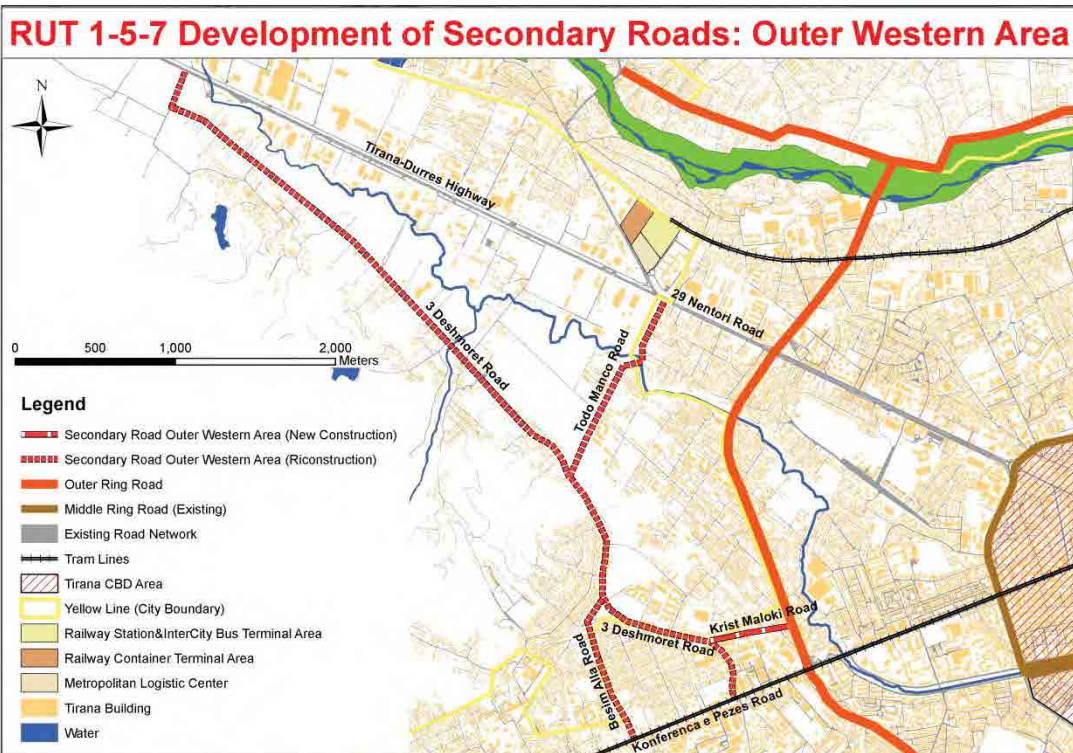
General Profile of Priority Project

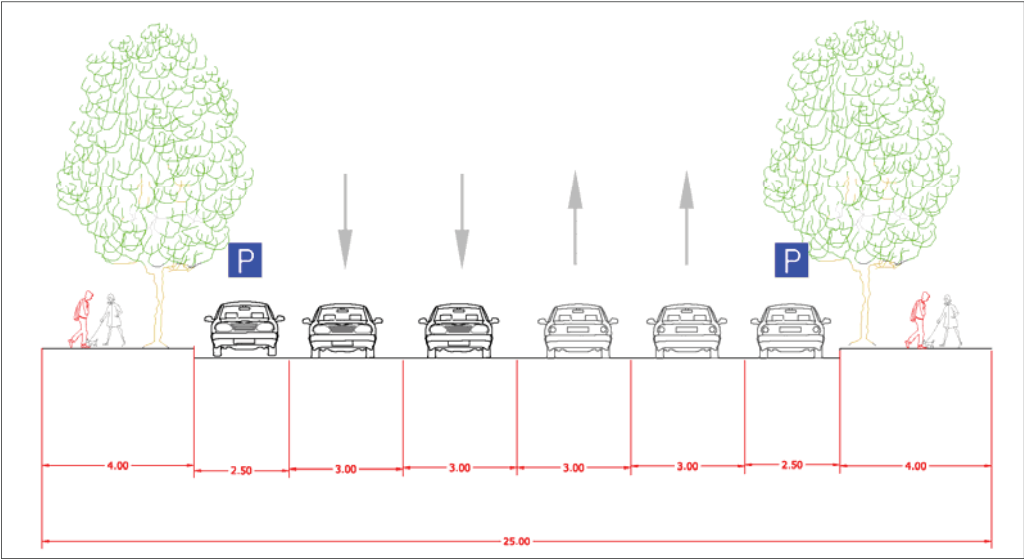
Road and Urban Transport Sector

No.22

(1/3)

RUT 1-5-7					(1/3)		
Code	Name of Project		Type of Project *1	Executing Agencies		Relevant Organizations	
RUT 1-5-7	Development of Secondary Roads: Outer Western Area		TA. FA	Municipality of Tirana		Commune of Kashar	
Project Description				Investment Cost (Mill. ALL)			
Main Objectives	These secondary roads are planned to be developed to support the traffic in the outer western area by upgrading mostly the existing roads. This road development will contribute to the outer western development of Tirana. It will also reduce the congestion of traffic on the main roads in the outer western area.			Preparation		80.3	
				Initial Investment		4,356.2	
				Recurrent O&M Cost (Per Year)		22.0	
Sub-projects Components	RUT 1-5-7 Development of Secondary Roads: Outer Western Area Project Length = 8.2 Km - New Construction, Length = 0.5 Km - Reconstruction, Length = 7.7 Km			Time Horizon for the Completion			
				Preparatory		1 year	
				Main Work		3 years	
				Expected Completion Years		2020	
Expected Beneficiaries	Citizens of Tirana metropolitan area			Related/Linked Projects (Project Codes)		RUT 1-4-7 RUT 3-3-2	
Project Location or Coverage Area	The secondary roads in the outer western area in RUT 1-5-7 are composed of existing Besim Alla, 3 Deshmoret, Todo Manco and Krist Maloki Roads. Besim Alla Road is connected to the south with Konferenca e Pezes Road, and to the north is connected with 3 Deshmoret Road. 3 Deshmoret Road is connected to the south with Konferenca e Pezes Road and to the north with Tirana-Durres Highway. Todo Manco is connected to the south with 3 Deshmoret Road, and to the north is connected with 29 Nentori Road. Krist Maloki Road is connected to the west with 3 Deshmoret Road and to the east with Outer Ring Road. For coverage area, Tirana outer western area can be considered. <div>(see Maps attached)</div>						
Rationales	Relevance to National Policy		Relevance to the Tirana Regulatory Plan and/or Existing Policies				
	Support the Development of the Economy		"Ecologically and Economically Sustainable City" Enhancement of Road Network Capacity that Supports Economic Activities				
Private Sector Involvement*2	PPP		Communities Involvement		Other Parties		
	Non		B		C		
Necessity of External Supports	Technical Assistance		Financial Assistance		Cooperation with Private Sector		
	C		B		D		
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation						
Environmental Considerations*3	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B						

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (3 Deshmoret Road) section: Traffic volume (2012): 500 PCU/hour, V/C ratio: 0.97 Traffic volume (2027): 3,400 PCU/hour, V/C ratio: 0.98 - Secondary road (Besim Alla Road) section: Traffic volume (2012): 200 PCU/hour, V/C ratio: 0.26 Traffic volume (2027): 300 PCU/hour, V/C ratio: 0.09 - Secondary road (Todo Manco Road) section: Traffic volume (2027): 500 PCU/hour, V/C ratio: 0.16 - Secondary road (Krist Maloki Road) section: Traffic volume (2027): 800 PCU/hour, V/C ratio: 0.23
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2018 (medium term) - Secondary roads with 4 traffic lanes and parking lanes  <p>RUT 1-5-7 Development of Secondary Roads: Outer Western Area</p> <p>Legend:</p> <ul style="list-style-type: none"> Secondary Road Outer Western Area (New Construction) Secondary Road Outer Western Area (Reconstruction) Outer Ring Road Middle Ring Road (Existing) Existing Road Network Tram Lines Tirana CBD Area Yellow Line (City Boundary) Railway Station&InterCity Bus Terminal Area Railway Container Terminal Area Metropolitan Logistic Center Tirana Building Water

<p>Project Concept, Scheme or Drawings</p>	 <p style="text-align: center;">RUT 1-5-7 Typical Cross Section</p>				
<p>Preliminary Project Economic Evaluation</p>	<p>Assumptions</p>	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	<p>Evaluation Indicators ^{*4}</p>	<p>NPV</p>	<p>21,855 Million Lek</p>	<p>EIRR</p>	<p>42.4%</p>
	<p>Notes</p>	<ul style="list-style-type: none"> - As RUT 1-5-7 (Development of Secondary Road: Outer Western Area) generates much higher EIRR than 10%, it should be implemented since it brings well enough net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.23

(1/3)

Code	Name of Project	Type of Project *1	Executing Agencies	Relevant Organizations
RUT 1-5-8	Development of Secondary Roads: Northeastern Area	TA. FA	Municipality of Tirana	Commune of Dajti Commune of Paskuqan
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	These secondary roads are planned to be developed to support the traffic in northeastern area by upgrading the existing roads. This road development will contribute to the northeastern development of Tirana. It will also reduce the congestion of traffic on the main roads in northeastern area.	Preparation		52.1
		Initial Investment		1,928.0
		Recurrent O&M Cost (Per Year)		6.7
Sub-projects Components	RUT 1-5-7 Development of Secondary Roads: Northeastern Area Project Length = 2.5 Km – Reconstruction, Length = 2.5 Km	Time Horizon for the Completion		
		Preparatory		1 year
		Main Work		5 years
		Expected Completion Years		2027
Expected Beneficiaries	Citizens of Tirana metropolitan area	Related/Linked Projects (Project Codes)		RUT 1-2-2 RUT 1-2-3 RUT 1-4-6
Project Location or Coverage Area	The secondary roads in the northeastern area in RUT 1-5-8 are composed of existing Faik Kulla Road and links that can be considered with the same name. Faik Kulla Road is connected to the west with Outer Ring Road, and to the east is connected with Myslym Keta Road. For coverage area, Tirana northeastern area can be considered. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Support the Development of the Economy	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement *2	PPP	Communities Involvement	Other Parties	
	Non	B	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	B	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for land expropriation			
Environmental Considerations *3	1) Social Environment - Resettlement needed : A - Splitting community: C 2) Natural Environment - Negative impact: B 3) Pollution - Air pollution: B - Noise and vibration: B			

<p>Quantitative Analysis and Rationales</p>	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Secondary road (Faik Kulla Road) section: Present traffic volume (2012): 300 PCU/hour, V/C ratio: 0.55 Future traffic volume (2027): 600 PCU/hour, V/C ratio: 0.22
<p>Project Concept, Scheme or Drawings</p>	<ul style="list-style-type: none"> - Starting implementation year: 2023 (long term) - Secondary roads with 4 traffic lanes and parking lanes <div data-bbox="384 517 1466 1270"> <p>RUT 1-5-8 Development of Secondary Roads: Northeastern Area</p> </div> <div data-bbox="408 1308 1434 1865"> </div> <p>RUT 1-5-7 Typical Cross Section</p>

(3/3)

Preliminary Project Economic Evaluation	Assumptions	<ul style="list-style-type: none"> - Lek/Euro: 139.1 (as of March 2012) - Discount rate: 10% - Economic benefit items are savings in travel time and travel costs between with and without project cases - Operation for benefit calculation: 16 hours/day, 330 days/year 			
	Evaluation Indicators ^{*4}	NPV	2,126 Million Lek	EIRR	23.3%
	Notes	<ul style="list-style-type: none"> - The Assumptions and Evaluation Indicators are for a combination of RUT 1-4-6 and RUT 1-5-8 - As RUT 1-5-8 (Development of Secondary Roads: Northeastern Area) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. 			

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

No.24

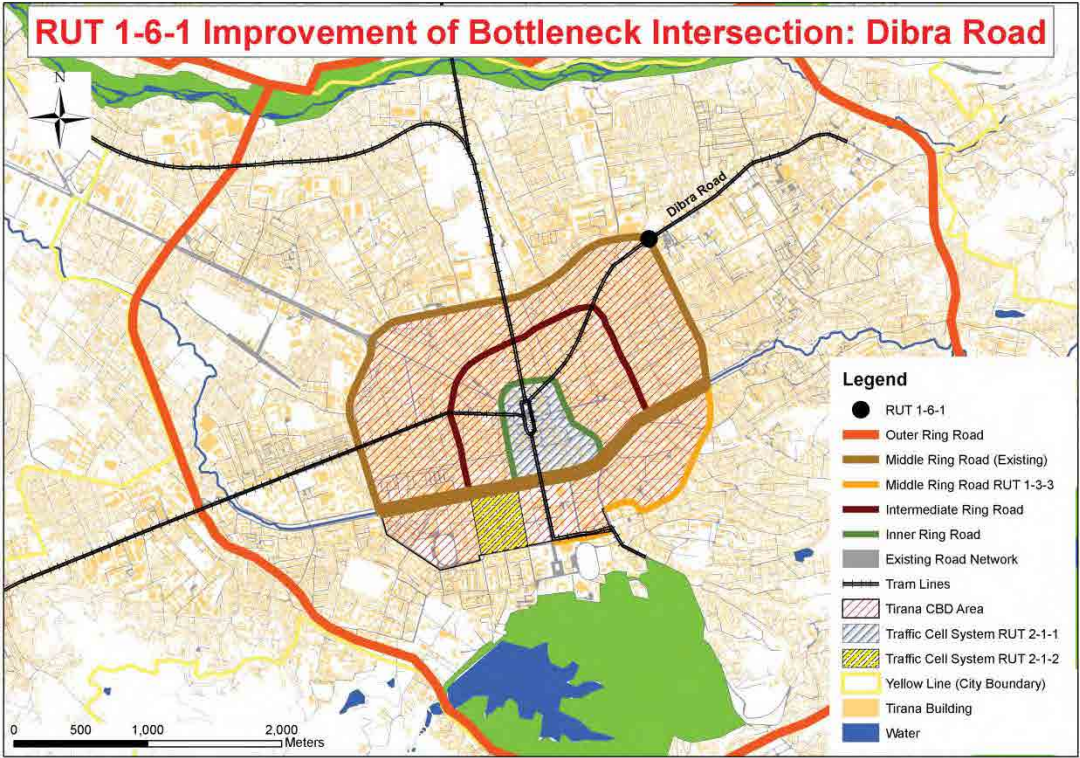
(1/2)

NO.24

(1/2)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-6-1	Improvement of Bottleneck Intersection: Dibra Road	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Improvement of Bottleneck Intersection, Dibra Road is expected to be effective in alleviation of the congestion over the existing Middle Ring Road and Dibra Road as one of the main radial roads of Tirana. Also a higher travel speed, shorter travel time, less fuel consumption and less pollution are expected.	Preparation	0.1	
		Initial Investment	2.3	
		Recurrent O&M Cost (Per Year)	0.5	
Sub-projects Components	RUT 1-6-1 Improvement of Bottleneck Intersection: Dibra Road At-grade Intersection Project. – Reconstruction of at-grade intersection.	Time Horizon for the Completion		
		Preparatory	6 months	
		Main Work	6 months	
		Expected Completion Years	2013	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)	RUT 1-4-1	
Project Location or Coverage Area	Improvement of Bottleneck Intersection, Dibra Road, RUT 1-6-1 is connected to the east-west with Dibra Road, to the north and south is connected with the existing Middle Ring Road. These roads can be considered also as coverage area. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Reduce Traffic Bottlenecks	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	C	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: C - Splitting community: C 2) Natural Environment - Negative impact: C 3) Pollution - Air pollution: B - Noise and vibration: B			

(2/2)

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Middle Ring Road) section: Traffic volume (2012): 1,900 PCU/hour, V/C ratio: 1.50 Traffic volume (2027): 3,000 PCU/hour, V/C ratio: 1.13 - Primary road (Dibra Road) section: Traffic volume (2012): 1,900 PCU/hour, V/C ratio: 0.95 Traffic volume (2027): 3,100 PCU/hour, V/C ratio: 1.18 				
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Improvement at bottleneck sections by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign. 				
Preliminary Project Economic Evaluation	Assumptions				
	Evaluation Indicators ^{*4}	NPV	-	EIRR	-
	Notes				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

General Profile of Priority Project

Road and Urban Transport Sector

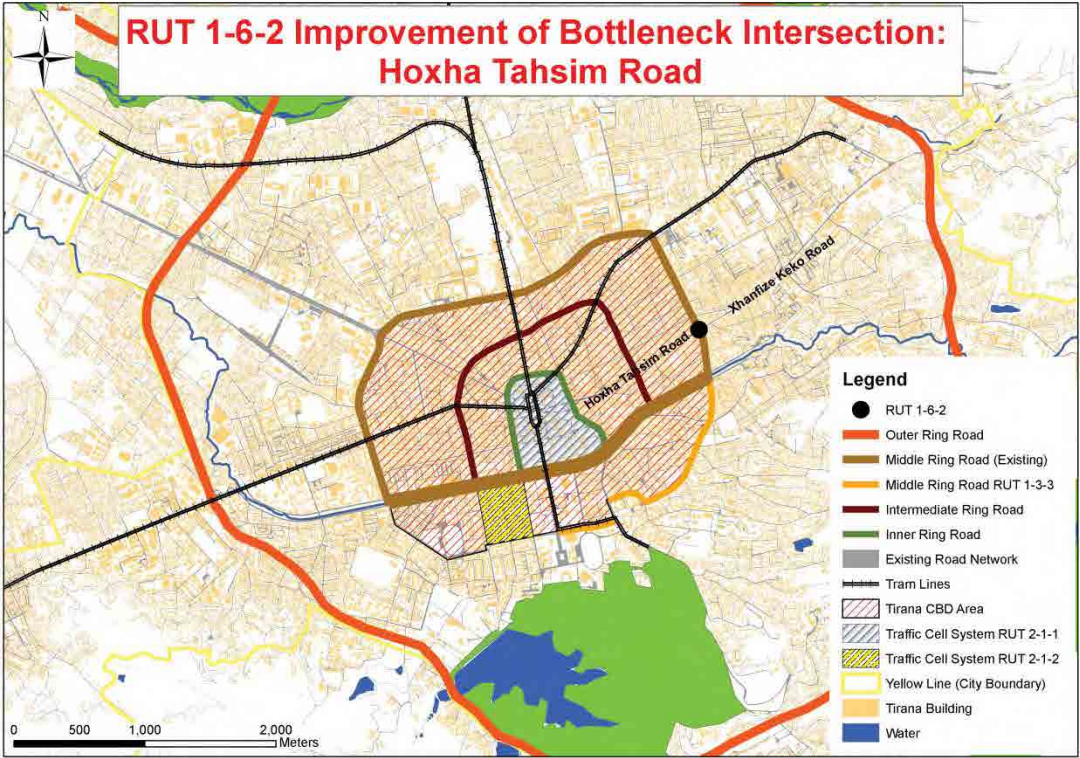
No.25

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NO.25

(1/2)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-6-2	Improvement of Bottleneck Intersection: Hoxha Tahsim Road	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Improvement of Bottleneck Intersection, Hoxha Tahsim Road is expected to be effective in alleviation of the congestion over the existing Middle Ring Road and Hoxha Tahsim Road. Also a higher travel speed, shorter travel time, less fuel consumption and less pollution are expected.	Preparation		0.1
		Initial Investment		2.3
		Recurrent O&M Cost (Per Year)		0.5
Sub-projects Components	RUT 1-6-2 Improvement of Bottleneck Intersection: Hoxha Tahsim Road At-grade Intersection Project. – Reconstruction of at-grade intersection.	Time Horizon for the Completion		
		Preparatory		6 months
		Main Work		6 months
		Expected Completion Years		2013
Expected Beneficiaries	Citizens of Tirana		Related/Linked Projects (Project Codes)	RUT 1-4-2
Project Location or Coverage Area	Improvement of Bottleneck Intersection, Hoxha Tahsim Road, RUT 1-6-2 is connected to the east-west with Hoxha Tahsim Road, to the north and south is connected with the existing Middle Ring Road. These roads can be considered also as coverage area. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Reduce Traffic Bottlenecks	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	C	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: C - Splitting community: C 2) Natural Environment - Negative impact: C 3) Pollution - Air pollution: B - Noise and vibration: B			

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Middle Ring Road) section: Traffic volume (2012): 1,400 PCU/hour, V/C ratio: 1.09 Traffic volume (2027): 1,300 PCU/hour, V/C ratio: 0.49 - Secondary road (Hoxha Tahsim Road) section: Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 1.99 Traffic volume (2027): 2,300 PCU/hour, V/C ratio: 0.88 				
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Improvement at bottleneck sections by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign 				
Preliminary Project Economic Evaluation	Assumptions				
	Evaluation Indicators ^{*4}	NPV	-	EIRR	-
	Notes				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

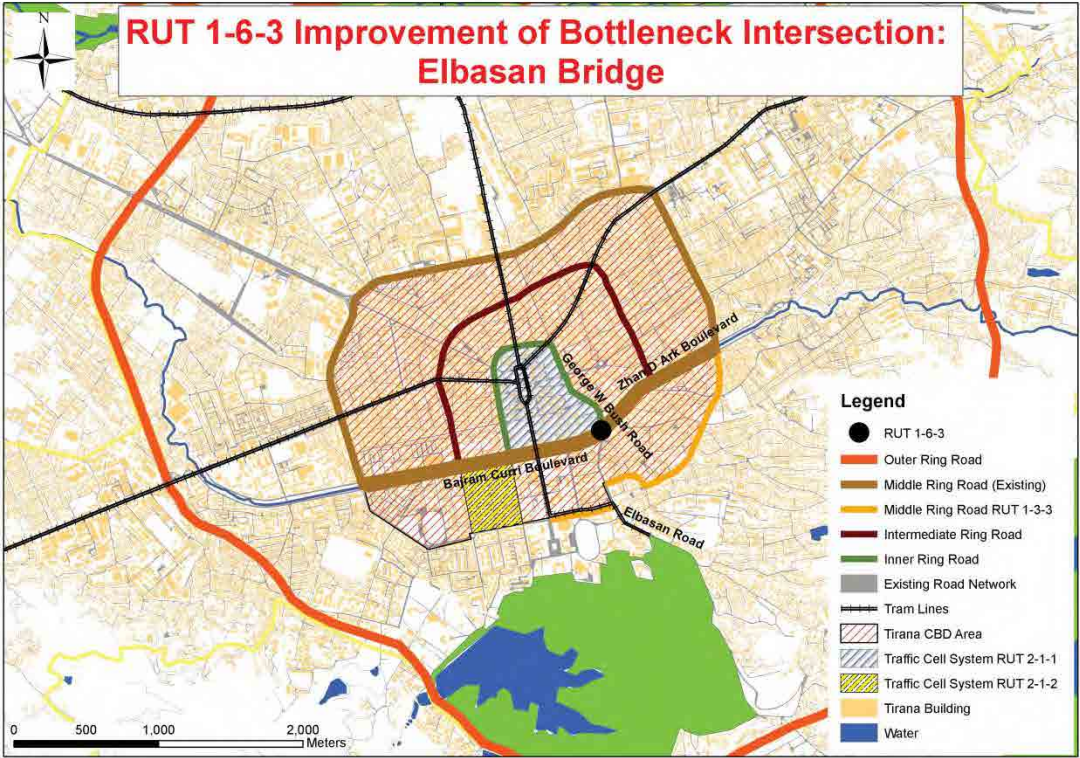
General Profile of Priority Project

Road and Urban Transport Sector

No.26

(1/2)

NO.20					(1/2)	
Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations		
RUT 1-6-3	Improvement of Bottleneck Intersection: Elbasan Bridge	TA.FA	Municipality of Tirana			
Project Description			Investment Cost (Mill. ALL)			
Main Objectives	Improvement of Bottleneck Intersection, Elbasan Bridge is expected to be effective in alleviation of the congestion over the existing Middle Ring Road, Elbasan Road and George W Bush Road. Also a higher travel speed, shorter travel time, less fuel consumption and less pollution are expected.		Preparation		0.1	
			Initial Investment		2.3	
			Recurrent O&M Cost (Per Year)		0.5	
Sub-projects Components	RUT 1-6-3 Improvement of Bottleneck Intersection: Elbasan Bridge At-grade Intersection Project. – Reconstruction of at-grade intersection.		Time Horizon for the Completion			
			Preparatory		6 months	
			Main Work		6 months	
			Expected Completion Years		2013	
Expected Beneficiaries	Citizens of Tirana		Related/Linked Projects (Project Codes)		RUT 2-1-1	
Project Location or Coverage Area	Improvement of Bottleneck Intersection, Elbasan Bridge, RUT 1-6-3 is connected to the east-west with the existing Middle Ring Road (Zhan D'Ark and Bajram Curri Boulevards), to the north is connected with George W Bush Road and to the south is connected with Elbasan Road. These roads can be considered also as coverage area. (see Maps attached)					
Rationales	Relevance to National Policy		Relevance to the Tirana Regulatory Plan and/or Existing Polices			
	Reduce Traffic Bottlenecks		“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities			
Private Sector Involvement ^{*2}	PPP		Communities Involvement		Other Parties	
	Non		C		C	
Necessity of External Supports	Technical Assistance		Financial Assistance		Cooperation with Private Sector	
	C		C		D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works.					
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: C - Splitting community: C 2) Natural Environment - Negative impact: C 3) Pollution - Air pollution: B - Noise and vibration: B					

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Middle Ring Road) section: Traffic volume (2012): 2,800 PCU/hour, V/C ratio: 1.43 Traffic volume (2027): 4,100 PCU/hour, V/C ratio: 1.04 - Primary road (George W. Bush and Elbasan Roads) section: Traffic volume (2012): 1,700 PCU/hour, V/C ratio: 1.49 Traffic volume (2027): 3,800 PCU/hour, V/C ratio: 0.97 				
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2013 (short term) - Improvement at bottleneck sections by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign 				
Preliminary Project Economic Evaluation	Assumptions				
	Evaluation Indicators ^{*4}	NPV	-	EIRR	-
	Notes				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented:

Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **Non:** Not Necessary

^{*3}: Negative Impact in Environmental Considerations: Rated as - **A:** Serious; **B:** Some; **C:** Negligible

^{*4}: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

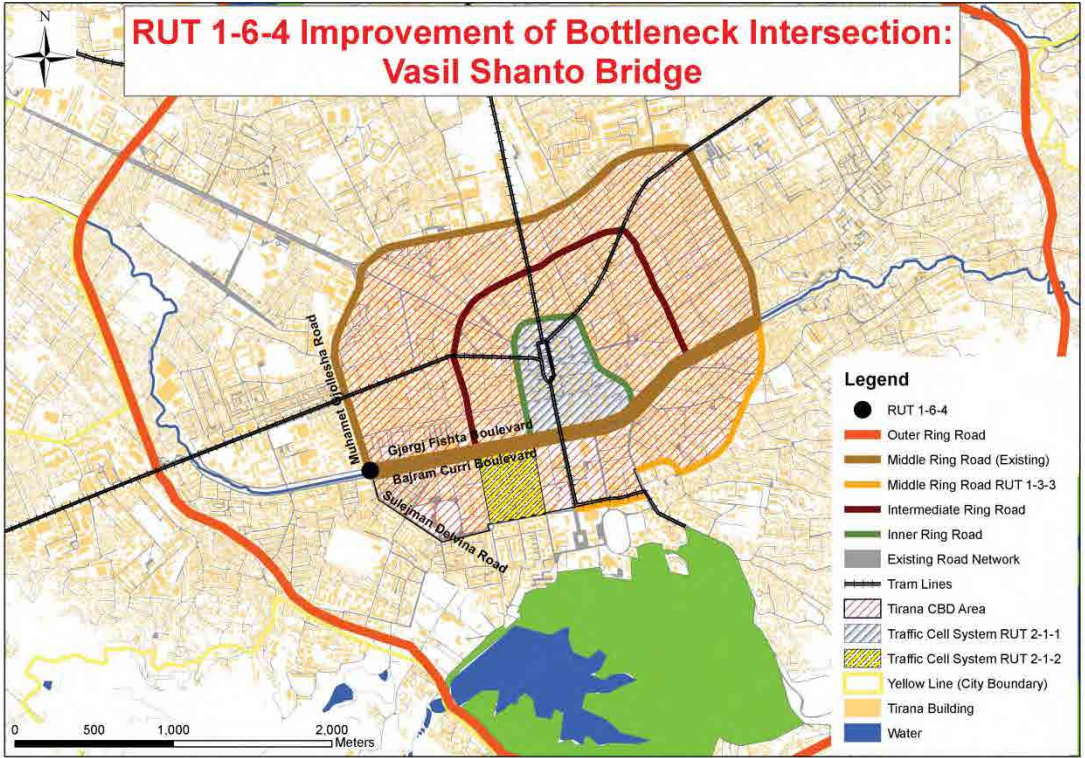
General Profile of Priority Project

Road and Urban Transport Sector

No.27

(1/2)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-6-4	Improvement of Bottleneck Intersection: Vasil Shanto Bridge	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Improvement of Bottleneck Intersection, Vasil Shanto Bridge is expected to be effective in alleviation of the congestion over the existing Middle Ring Road, Sulejman Delvina Road and Gjergj Fishta Road. Also a higher travel speed, shorter travel time, less fuel consumption and less pollution are expected.	Preparation	0.1	
		Initial Investment	12.8	
		Recurrent O&M Cost (Per Year)	0.5	
Sub-projects Components	RUT 1-6-4 Improvement of Bottleneck Intersection: Vasil Shanto Bridge At-grade Intersection Project. – Reconstruction of at-grade intersection.	Time Horizon for the Completion		
		Preparatory	6 months	
		Main Work	6 months	
		Expected Completion Years	2014	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)		
Project Location or Coverage Area	Improvement of Bottleneck Intersection, Vasil Shanto Bridge, RUT 1-6-4 is connected to the east with the existing Middle Ring Road (Zhan D'Ark and Bajram Curri Boulevards), to the east is connected with extension of Bajram Curri Boulevard and Gjergj Fishta Boulevard, the north is connected with Muhamet Gjolllesha Road and to the south is connected with Sulejman Delvina Road. These roads can be considered also as coverage area. (see Maps attached)			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Polices		
	Reduce Traffic Bottlenecks	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	C	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: C - Splitting community: C 2) Natural Environment - Negative impact: C 3) Pollution - Air pollution: B - Noise and vibration: B			

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Gjergj Fishta and Bajram Curri Boulevards) section: Traffic volume (2012): 2,300 PCU/hour, V/C ratio: 1.77 Traffic volume (2027): 4,800 PCU/hour, V/C ratio: 1.22 - Primary road (Muhamet Gjolllesha and Sulejman Delvina Roads) section: Traffic volume (2012): 1,300 PCU/hour, V/C ratio: 1.46 Traffic volume (2027): 2,400 PCU/hour, V/C ratio: 1.40 				
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Improvement at bottleneck sections by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign 				
Preliminary Project Economic Evaluation	Assumptions				
	Evaluation Indicators ^{*4}	NPV	-	EIRR	-
	Notes				

Notes:

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General Profile of Priority Project

Road and Urban Transport Sector

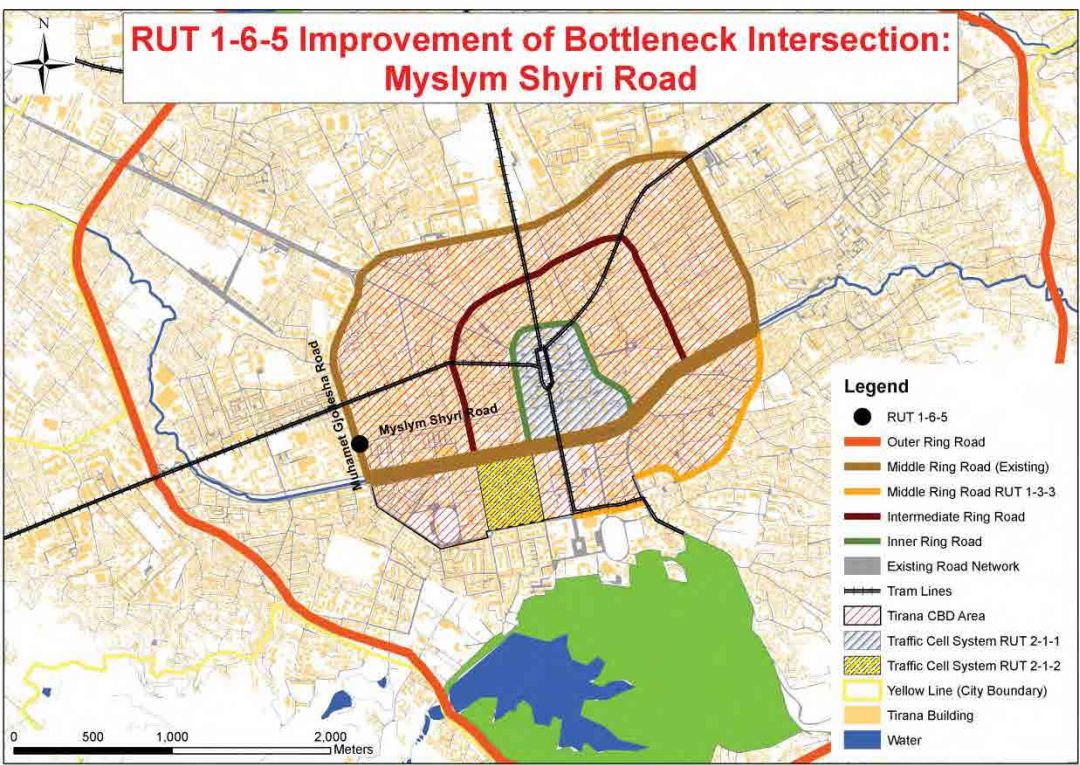
No.28

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NO.20

(1/2)

Code	Name of Project	Type of Project ^{*1}	Executing Agencies	Relevant Organizations
RUT 1-6-5	Improvement of Bottleneck Intersection: Myslym Shyri Road	TA.FA	Municipality of Tirana	
Project Description			Investment Cost (Mill. ALL)	
Main Objectives	Improvement of Bottleneck Intersection, Myslym Shyri Road is expected to be effective in alleviation of the congestion over the existing Middle Ring Road and Myslym Shyri Road. Also a higher travel speed, shorter travel time, less fuel consumption and less pollution are expected.	Preparation	0.1	
		Initial Investment	2.5	
		Recurrent O&M Cost (Per Year)	0.5	
Sub-projects Components	RUT 1-6-5 Improvement of Bottleneck Intersection: Myslym Shyri Road At-grade Intersection Project. – Reconstruction of at-grade intersection.	Time Horizon for the Completion		
		Preparatory	6 months	
		Main Work	6 months	
		Expected Completion Years	2014	
Expected Beneficiaries	Citizens of Tirana	Related/Linked Projects (Project Codes)		
Project Location or Coverage Area	Improvement of Bottleneck Intersection, Myslym Shyri Road, RUT 1-6-5 is connected to the north-south with the existing Middle Ring Road (Muhamet Gjollësja Road), to the east is connected with Myslym Shyri Road. These roads can be considered also as coverage area. <div>(see Maps attached)</div>			
Rationales	Relevance to National Policy	Relevance to the Tirana Regulatory Plan and/or Existing Policies		
	Reduce Traffic Bottlenecks	“Ecologically and Economically Sustainable City” Enhancement of Road Network Capacity that Supports Economic Activities		
Private Sector Involvement ^{*2}	PPP	Communities Involvement	Other Parties	
	Non	C	C	
Necessity of External Supports	Technical Assistance	Financial Assistance	Cooperation with Private Sector	
	C	C	D	
Resource Allocation for the Project	Resource from the Municipality of Tirana will be allocated for the required civil works.			
Environmental Considerations ^{*3}	1) Social Environment - Resettlement needed: C - Splitting community: C 2) Natural Environment - Negative impact: C 3) Pollution - Air pollution: B - Noise and vibration: B			

Quantitative Analysis and Rationales	<p>Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):</p> <ul style="list-style-type: none"> - Primary road (Middle Ring Road) section: Traffic volume (2012): 1,400 PCU/hour, V/C ratio: 1.67 Traffic volume (2027): 2,500 PCU/hour, V/C ratio: 0.93 - Secondary road (Myslym Shyri Road) section: Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 1.06 Traffic volume (2027): 400 PCU/hour, V/C ratio: 0.21 				
Project Concept, Scheme or Drawings	<ul style="list-style-type: none"> - Starting implementation year: 2014 (short term) - Improvement at bottleneck sections by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign 				
Preliminary Project Economic Evaluation	Assumptions				
	Evaluation Indicators ^{*4}	NPV	-	EIRR	-
	Notes				

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