REPUBLIC OF ALBANIA · ALBANIAN ROAD AUTHORITY

PLANNING AND PREPARATION OF THE RESULTS-BASED ROAD MAINTENANCE AND SAFETY PROJECT (RRMSP)

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SOCIO-ECONOMIC IMPACT ASSESSMENT

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Abbreviations and Acronyms

MoTI	Ministry of Transport and Infrastructure
ARA	Albanian Road Authority
BD	Bidding documents
EMF	Environmental Management Framework
EMPs	Environmental Management Plans
ALL	Albanian currency
M&E	Monitoring and Evaluation
OPRC	Output and performance based road contracts
PDO	Project Development Objectives
RAP	Resettlement Action Plans
RPF	Resettlement Policy Framework
RRMSP	Results based Road Maintenance and Safety Project
RSAP	Road Safety Action Plans
RSC	Road Safety Council
SIA	Social Impact Assessment
TA	Technical Assistance
TOR	Term of references
USD	United Sated Dollar

1 INTRODUCTION

As in many other Eastern European countries, road construction and maintenance in Albania has suffered from under-investment during the past several decades. This has resulted in deterioration of existing roads through lack of maintenance, which has then been compounded by the lack of response to increased traffic volumes generated during the last few years. In recent years, a number of roads have been rehabilitated and further roads are currently in process of rehabilitation or improvement. The establishment of improved systems and standards of maintenance is important in order to ensure that these network improvements are sustained.

The Government of Albania, in order to secure measures to increase the efficiency and effectiveness with which the management and maintenance of the country's road network is carried out, has secured a grant from ECAPDEV[1] to support the preparation of the Result-based Road Maintenance and Safety Project (RRMSP), with the objective of preparing a maintenance and contracting strategy covering the 5-year period of the Project. The Maintenance Strategy Report explains the various technical and economic investigations and analyses which have been carried out in order to determine the necessary rehabilitation and maintenance works, together with their estimated costs, the optimum levels of service and associated maintenance requirements and all other aspects necessary to prove the economic effectiveness of the project and develop a set of performance-based contract documents.

One of the RRMSP tasks identified under component 3 (namely Task 3.3) is to conduct a Socio-Economic Impact Assessment, performed on the communities that are likely to benefit from the Project, and provide proposals to maximize pro-poverty impact and promote shared prosperity on Project's area of influence.

The study has been prepared taking in analysis the communes of Paper, Shtiqen, and Bucimas, appropriately chosen as considered to ensure a good degree of representativeness of country's future project areas. Data on main social and economic indicators has been gathered from central and local authorities, in-depth interviews, and focus group discussions, from which resulted that nearly all respondents generally perceive project related results would be of substantial benefit in improving the quality of life of residents in these areas. Negative comments were registered only in relation to higher traffic rates expected and its consequences in terms of accidents and road fatalities.

[1] ECA Region Capacity Development Trust Fund

Locations of the selected Communes

The main findings from the assessment conducted are included in chapter 4, together with proposals and recommendation aiming at maximizing positive effects of the project on the low income part of the population.

1.1 Background

The percentage of rural population in Albania has been constantly decreasing in the last years. Whilst 52% of the population lived in rural areas in 2006, this figure has considerably decreased, amounting to

44.6% in 2013. Although Albania shows a positive trend in terms of economic indicators, 14.3% of the population still lives in poverty, representing one of the highest percentages in the region. Country's rural population poverty equals 15.3%, and is even higher in small size villages like the communes part of this study, where most of their population lives in poverty, basing their livelihood on agricultural and livestock activities.

According to surveys, of both poverty and its causes, it was noted that after employment and income, many Albanians consider infrastructure problems to be one of the main causes of their economic difficulties and low standard of living. Generally, rural producers stated that a lack of adequate transportation, primarily good roads, was one of their greatest problems related to market issues. Rural inhabitants comment that poor roads negatively affect easy movement and access to markets, health and education services, and aliment rural to urban migration.

In Albania the road network is still constrained in both coverage and quality, and its condition is unsatisfactory due to the lack of maintenance. Road network constraints are considered one of the main reasons for unequal development of different regions of the country, and analysis show that there is unequivocal correlation between the quality of road infrastructure of a regions and the level of poverty of its population.

1.2 Study purpose and objectives

The objective of the report is to assess socio-economic impacts of the Project, and inform the design and implementation arrangements to maximize pro-poverty impact and promote shared prosperity on project's area of influence, focusing on three representative road sections and the villages likely to benefit from road maintenance and rehabilitation. This goes beyond the social safeguards actions and reports detailed in Component 3 of the Project (Environmental and Social Safeguard Documents). Main activities include collection and analysis of relevant qualitative and quantitative data, conducting an assessment of potential poverty and social impacts in the regional roads rehabilitation, with recommendations for enhancement. The study gives special attention to analyzing project's impact on low income and other vulnerable groups (women, elder, disabled), Small and Medium Size Enterprises (SMEs), and small-scale farmers.

1.3 Overview of the report

The study of the socio-economic impacts of the project comprises:

- Data collection regarding demographic and socio-economic condition of the population, and current state of the roads in the selected communes (data gathered from central and local authorities)
- Identification of difficulties of local communities deriving by current condition of roads (through meetings with local Authorities, residents, interviews, focus groups),
- Perception of the chosen communities on the impact in their lives of rehabilitation and maintenance of local and rural roads (perception acquired by in-depth interviews),

- Concerns of main stakeholders: vulnerable groups, invalids, pensioners, farmers, businessmen, administrators of schools and health centers, and their perceptions on impact of roads rehabilitation and maintenance (acquired through focus group discussions),
- Conclusions and recommendations according to results and findings, proposing ways to maximize pro-poverty impacts of the Project.

2 METHODOLOGY

The consultant organized the preparation of this report as follows:

- Initial information collected from central and local authorities
- On site data collection campaigns organized through in-depth interviews and focus group discussions conducted with local population
- Desk study - assessing all collected information, identifying main findings and proposing recommendations.

In developing the report, the following surveys were conducted:

- Settlement Demographic survey
- Household survey
- Shopkeeper survey
- Prices of key foodstuffs survey
- Access to Healthcare and Education services survey
- Driver survey
- Passenger survey

2.1 Selection of study area

The selection of three communes (Paper, Shtiqen, Bucimas) part of the socio-economic impact assessment study was done on the basis of proximity to project roads and district centres, size, residents occupation, income level, and livelihoods patterns.
They present the following similarities: existence of roads, which are supposed to be part of the RRMSP project, population characterized by low income, possibility for adoption of modern agricultural technology, as these communes' economy is agriculturally based, existence of a market within the territory of the commune or in the nearest municipality (up to 10 km) which is the center of rural economic activities, etc.

The growth of an economy depends on the availability of resources and the advancement of technology, among other things. The availability of resources in an economy during a period of time is a necessary, but not a sufficient condition to achieve a certain level of output. In order to achieve economic growth,

the following should be considered: the infrastructural background, and the way resources are used, or what can be called the available technology.
Due to primitive infrastructure and obsolete technological knowledge, a country with abundant resources may have a very low level of output. On the other hand, an advanced technology under an appropriate infrastructure may lead to a higher level of output, even in a country with relatively poor resource endowment.
This technological change may lead in achieving a given output with a lower amount of inputs. The technological change becomes much more effective when an appropriate infrastructure exists in an economy.

The existence of a market into the territory of the commune or in the nearest municipality is a very important indicator. Generally, the communes are extended in rural areas, where the main activity is agriculture. Farmers usually produce output for their own consumption and for trading purposes. Absence of a market in the territory of the commune (or if it is situated far from it) would represent an obstacle for the increase of agricultural production and trade of goods, and consequently will have a negative impact in the economic income of families (the majority of which base their livelihood in agriculture). It is obvious that better roads facilitate trading activities, transportation of goods and services with minor costs and in less time.

Below are described the main characteristics of the three selected communes:

Paper (Elbasan)
It is a rural area, with low income and vulnerable groups, situated along the primary network (road SH7 passes right through the village). This road has a considerable volume of traffic and is characterized by a high number of accidents. There are already two proposals of potential interventions in order to enhance this road's level of service and improve road safety, consisting in the construction of two roundabouts (aiming at reducing vehicles speed in proximity of urban areas), and a different cross section distribution that reduces the actual width of car's lanes, providing appropriate space for sidewalks.
This area has optimal conditions to develop agricultural production(favorable land quality, irrigation channels, etc.), but farmers face considerable difficulties in reaching markets to sell products. Another major problem this community presents is related to road safety. Children from adjacent villages need to walk 1-2 hours through a very dangerous and trafficked road to reach the school in Paper.

Bucimas (Pogradec)
It is a touristic and rural area. Rehabilitation and maintenance of roads, in addition to agriculture, will positively impact tourism development as well, and consequently will influence better economic condition of local inhabitants. The village is adjacent to the national road SH3. There does not exist any market of agricultural and farming products within the village, and farmers lack in competitiveness as they face higher costs due to every day travel to Pogradec.

(Kukes)
It is a rural area, with low income and vulnerable groups. The "Airport of Kukes" is situated in the commune's territory. The north highway divides the Commune of Shtiqen in two parts, and no appropriate link roads to join them are foreseen. Most of everyday activities are connected to Kukes city (children's education, employment and work activities of the residents),therefore improved

infrastructure would have a great impact in this area. Some investments in the local roads has been made, but the quality of roads remains low.

2.2 Scoping survey and selection of sample

The Consultant, through a scoping survey, defined sample interview groups and carried out surveys regarding :settlement demographic, household, shop-keeper/businesses, drivers, and passenger. The study team selected as sample a number of households with the following criteria:

A random sampling technique was applied. This randomness of the assignment assures that the treatment and control groups are statistically equivalent and comparable, and differ only in their perception of road interventions. According to the World Bank, this method assures that the comparison is free from selection bias which typically affects impact evaluations.

A number of 15-20 interviews (for each of the communes) was conducted with household heads of the randomly selected sample. Each person interviewed represented a family, despite of the economic activity and regardless the fact that an individual is an employee, carries out a mercantile or a service activity, he/she is considered a household.

2.3 Impact indicators and survey questionnaires

Different indicators were used to assess the impact of road rehabilitation and maintenance. The Study team developed six different sets of questionnaires in English and Albanian.
Settlement Demographic Survey: A separate set of questionnaires was used at village level, to collect information about the distance of the village from the road, its population, schools and clinics, agricultural land base and available amenities in the village. These questionnaires were completed through interviews with commune representatives. The data generated through the Settlement Demographic Survey addressed the economic condition of the surveyed settlements, particularly regarding available resources and service facilities in those communities.

Household Survey: Structured household questionnaires were used to gather information on family size, employment characteristics, wealth and assets, education, healthcare practices, agricultural production, and gender issues. Household heads were interviewed to provide the information needed.

Shopkeeper/Businesses Survey: This survey sought to obtain information about shop ownership, goods sold, and product prices. In addition to this questionnaire, the number of shops was also counted by categories of goods sold during market overview survey.

Freight and Passengers Transport: The survey of freight companies and people transport was focused on rural areas, collecting data on distance of transport and the main destinations. Structured interviews were held with people, in order to collect information on transportation routes, vehicle types used for transport, travel time, costs, and prices.

Driver's Survey: Driver's interviews were undertaken on the occasion of these surveys, at minibus and taxi depots. Villagers that owned a car were also interviewed. The questionnaires provided information regarding topics such as vehicle operators' frequency of travel, travel patterns, ownership, costs, income, and security along the road.

Passenger Survey: This survey provided basic data on origin/destination, travel times, fares, and income levels to determine the incidence of poverty among passengers. Passenger surveys were undertaken primarily at minibus depots and along the road.

2.4 Methods of assessment

The study team (based on the target study) adopted approaches such as reflexive, generic and shadow comparisons to validate the survey findings. These approaches could justify or validate the indicative impacts of the roads.

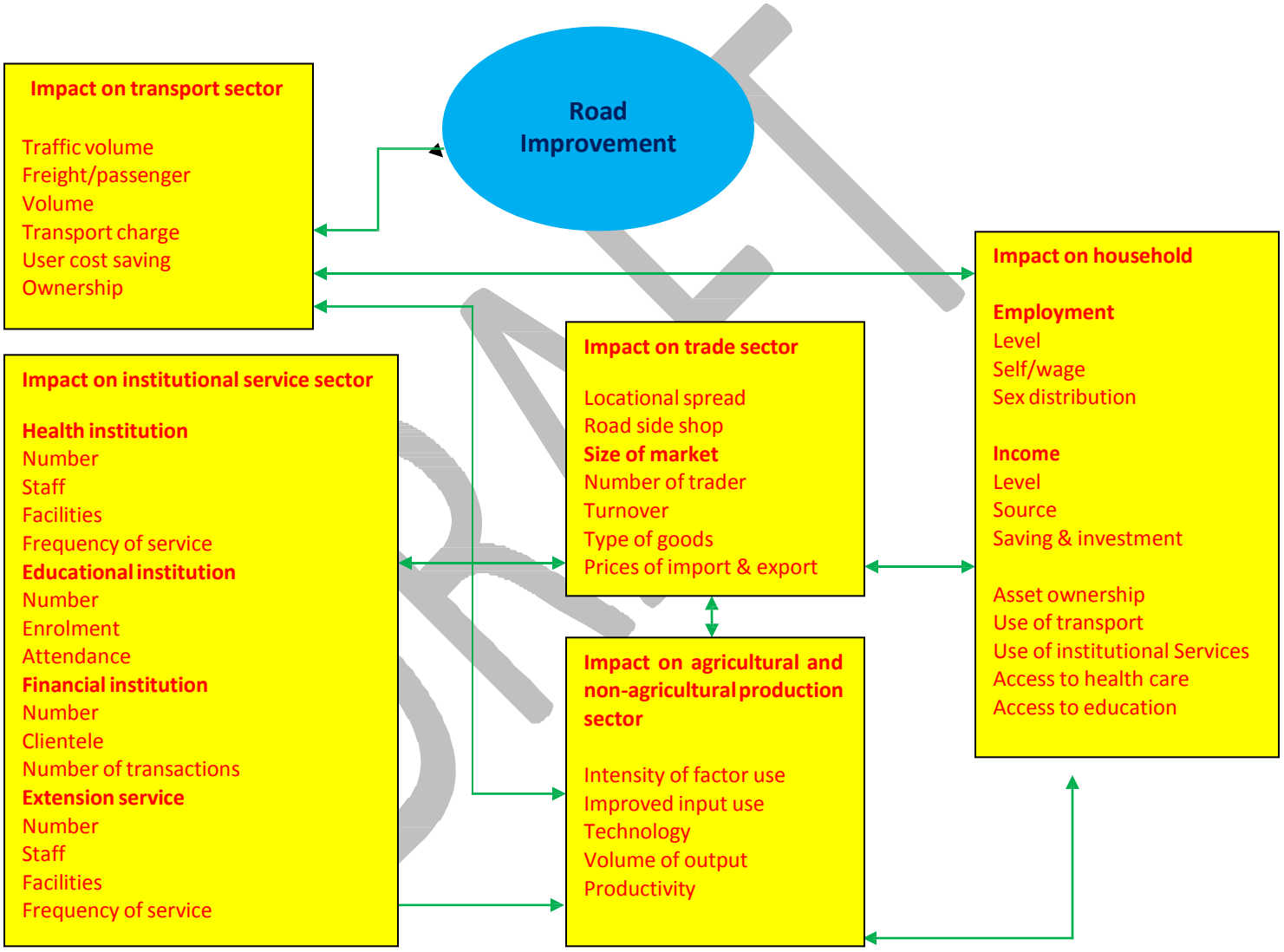
In reflexive comparisons, the participants themselves provided the control information by comparing themselves before and after the potential intervention.

With generic comparisons, the impact of the intervention on beneficiaries was compared with established norms for typical changes occurring in the target population.

Shadow comparisons consisted in the judgment of experts and/or selected participants on what is usually expected by the target population compared to actual outcomes.

The study provides views and perceptions of people in project affected areas, with limitations in terms of quantifying real impact of road maintenance and rehabilitation, as project activities are yet to be implemented. However, it provides reliable qualitative and quantitative data on the current conditions of the local population, gives clear indications on the impact of the project expected by local communities, and provides proposals to promote further pro-poverty benefits.

Flow Chart: Envisaged Impact of Road Improvement



3 SOCIO-ECONOMIC IMPACT ASSESSMENT

To achieve the purpose of the study, the consultant collected information from:

- Available data on the demographic indicators, employment, income, livelihood patterns, service levels, etc. from public national and local registers. Also, data was ensured in meetings with the Heads of communes, chiefs of the registrar's office, chiefs of the office assistance, specialists covering agriculture and other sectors, etc.

- Conduction of interviews with local residents based on specific prepared questionnaires. Interviews were conducted using standard methods, focusing on vulnerable groups and residents of different villages of the commune. Besides the compilation of the information, the objective of the interviews was to identify the perception of the population on the social and economic impact of roads' rehabilitation and maintenance. The consultant conducted a total of 55 interviews.

- Conduction of focus group discussions. The meetings were attended by representatives of public institutions (like school directors, directors of the health center), families, business representatives, farmers, and vulnerable groups (women, elders, disabled).

3.1 Commune of Paper

The Commune of Paper is part of Elbasani's district, along Elbasan-Rrogozhine road (SH7). In Paper – Vidhas section, the Consultant proposed some potential improvement interventions consisting in the construction of two roundabouts (one in Paper, the other in Vidhas), together with the redesign of the current cross section into a new one that provides the inclusion of sidewalks for pedestrians and bicycles, as this area presents a high number of accidents and fatalities.

Based on the official information provided by local authorities, and the data collected by the Consultant during interviews and focus group discussions, respective findings are presented below:

General information

The commune of Paper is composed by 13 villages, namely: Balldre, Jatesh, Vidhas, Ullishtaj, Paper, Lugaj, Valas, Broshke, Muras, Pajun, Paper Sollak, Bizhute and Vidhas Asgjel.

The size of Paper area is 80 km^2. Communal and rural roads have a length of 92 km, of which only 4 km or 4.3% is paved with asphalt. About 50% of them are gravel roads. The commune has a railway station (situated in Paper village), and the railway length inside the commune territory is 13 km. It is in poor condition, although still used for the transport of goods and passengers.

There is also an urban line transport(Paper-Elbasan), and private transportation for interurban travels (not organized as a company).

Population

The resident population in Paper amounts in 9250 inhabitants, of which 4740 are males and 4510 females. The density is 116 inhabitants per square km, and counts a total of 2430 families. There are 170 disabled, 233 incapable people (eyeless, and cripple), and 197 other kind of incapable people, resulting in a total of 6.5% of population, which needs particular care and attention.

Education

The commune includes one upper secondary school (in Paper village), four lower secondary schools, and seven primary schools. The number of pupils enrolled is 1650, and the children not registered every year at school amount to 3-4 (0.25%).

The distribution of the population by highest level of education attained shows that nearly 60% of the new generation has upper secondary education, and 40% lower secondary. Elders have generally primary or lower secondary education. Only 300 people have carried out university studies, of which 100 are currently employed.

Health services

Health service is represented only by a health center in Paper. The nearest hospital is situated in Elbasan city, about 20 Km far. There are 4 people affected by HIV/Aids.

Communal services

Sanitation sewage system currently exists only in the villages of Balldre, Lugaj and Ullishte, while in other villages of the commune households still use septic tanks. Currently 80% of households use woods for heating and the other uses 20% gas and electrical power. The main resource of lighting is electrical power. Only 70% of villages adopts a waste collection system. The commune uses a truck/container to organize this service.

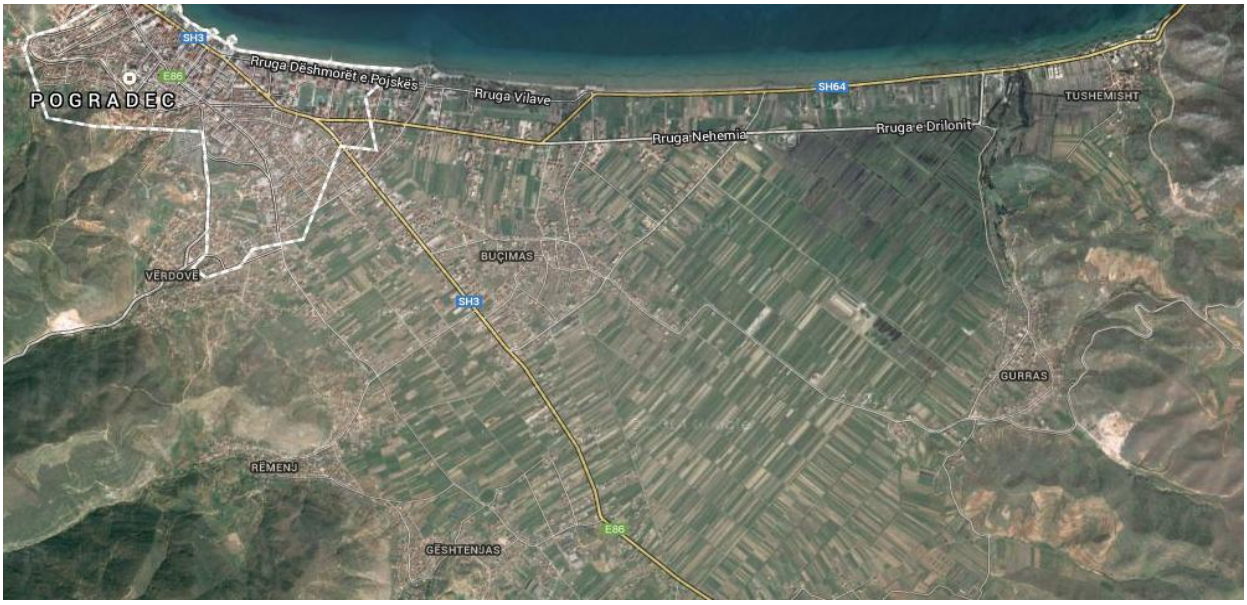
Economic activities and indicators

The Paper commune is extended in a rural area, so the main economic activities are agriculture and livestock breeding. Households provide their incomes for about 95% by agriculture, and the remaining 5% by working in state organizations or remittances. The annual average income per family is $2700/year. Every year, a considerably number of villagers leave to work in other cities (seasonal emigration).

There are two metalworking activities, a brick factory, and three olive oil manufactories.

3.2 Commune of Bucimas

Bucimas is extended in the district of Pogradec, confining with the national Pogradec-Korce road in the south, and the local Pogradec-Tushemisht road in north (currently under reconstruction).



Below are summarized the data collected from local authorities and the meetings (interviews and focus group discussions) with local residents.

General information

The commune of Bucimas comprises 8 villages, respectively: Bucimas, Tushemisht, Verdove, Remenj, Guras, Geshtenjas, Peshkepi and Bacallik. Commune's territory lays in a 72 km^2 area, with a length of communal and rural roads of 30 km, of which only 13 km (43%) are paved with asphalt. The rest are gravel roads, including a 10% of touristic roads.

Population

Bucimas has 21.000 inhabitants, of which 10.080 (48%) are males and 10.920 (52%) females. The density of the population is 291 inhabitants per square km, and the families' number living in the commune is 5.600.

Education

The commune has one upper secondary school situated in Bucimas village, five lower secondary schools, and one primary school. There is also a private foundation("Nehemia") offering an educational activity at all levels(kindergarten, primary schools, lower and upper secondary schools, and university).
The number of pupils enrolled at school is 2.500, and the number of children that are not registered to school every year is 6-7 (0.3%).The distribution of the population by highest level of education attained shows that there is a domination of upper secondary education (mostly the young generation).About 60% of the elders has carried out upper secondary education, and the remaining 40% has attended lower secondary and primary education.
In Bucimas approximately 2000 persons (10%) of population has carried out university studies, of which only 500 are currently employed (in public and private sector).

Health service

Health service is represented by 8 health centers, one in each village. There is no hospital situated in the commune (the nearest one is in Pogradec).No persons affected by HIV/Aids are registered.

Communal services

Sanitation sewage system currently exists only in the villages of Tushemisht, and partially in Verdova village, while in other villages of the commune households use septic tanks. The collection of urban waste is a communal activity, operated twice a week in seven villages. In the commune there is a private travel service managing urban and interurban transport. Usually, people's transportation is arranged with private minibuses. Currently, most of the households use woods for heating (a small part uses also gas).The main resource of lighting is electrical power. Only 10% of the population (at commune level) disposes fixed telephony.

Economic activities and indicators

The commune of Bucimas is extended in a rural and touristic area, so the main economic activities are agriculture, livestock, and tourism. 70% of households secure their income by working in agriculture, 15% by emigration revenues, 12.5% by tourism, and 2.5 % by employment in public institutions. The annual average income per family is about $2200. Income by agricultural activities amounts in $600/year per family, or 27.3 % of total income. Inside commune's territory are carried out the following economic activities: ten carpenters, three marble manufactories, eight car services, seven fuel distributions, twelve bar-restaurants, fifty coffee-bars, and forty food stores.

3.3 Commune of Shtiqen

Shtiqen is extended in Kukes Region, along the Kukes-Morine highway. In this area is located Kukes Airport, which is approximately 2 km far from the center of Shtiqen village.

General information

The Commune of Shtiqen includes in a 42 square km area 5 villages: Shtiqen, Muje, Gjalic, Koder-Lume, Krenze. Communal and rural roads have a length of 22.3 km, of which 7.6 km (or 34%) are paved with asphalt. The rest are gravel roads.

Population

The resident population is 5.230 inhabitants, 1.003 of which are registered in the Municipality of Kukes even though they reside in Shtiqen. According to gender distribution, 51% of population (2670 inhabitants) are males and 49 % (2560 inhabitants) are females. Population density is 124 inhabitants per square km, and a total of 800 families lives in the commune, including 63 disabled persons, 78 incapable, and 26 attendants.

Education

Education services include one upper secondary school situated in Shtiqen village (covering also lower levels of educations), one lower secondary, and one primary school. The number of pupils enrolled in school is 700.

The distribution of population by highest level of education attained shows the domination of upper secondary education for younger generations. Third age registers approximately 70 % with upper secondary education and 30% has finished primary and lower secondary education.

Approximately 300 persons (6%) of population has carried out university studies, of which only 100 are currently employed.

Health service

Health service is represented by only one health center in Shtiqen village, and four ambulances in other villages. The nearest hospital is situated in Kukes city, about 10 Km far. No HIV/Aids affected persons are registered.

Communal services

There is no sanitation sewage system in the villages of Shtiqen's commune, and households use septic tanks system. Collection of urban waste is a communal activity, operated twice a week for every village. Freight and passengers urban and interurban transport is carried out by private vehicles (usually minibuses). Currently, 100% of households uses wood for heating. The main resource of lighting is electrical power, and no fixed telephony system is present.

Economic activities and indicators

The Shtiqen commune is extended in a rural area, characterized by very low income. The main economic activities are agriculture and livestock breeding. Annual average income per family is $1.200/year. Incomes by agricultural activities are $ 1.080/year per family (90% of total income), and the remaining 10% of income is provided by emigration revenues or employment in public organizations. In the commune carry out economic activities: ten food stores, three marble manufacturers, one car service, three fuel distributions, six coffee-bars and six inert points.

Analytical analysis and quantitative comparison between communes is carried out in the following chapter.

3.4 Perception of interviewed people

During work preparation the Consultant carried out in depth interviews will local community residents in order to collect the perception on the impact of road maintenance and rehabilitation. 20 interviews were conducted in Paper, 18 in Buçimas, and 17 people in Shtiqen. Interviewed persons were part of different categories such as local officials, traders, drivers, pensioners, invalids, Gypsies, etc.

4.4.1 Employment rates

The Study attempted to quantify rates of employment (in private or public companies) by household members. According to the interviewed sample in each commune, the average employment rate of household members in public or private companies resulted 14 % in Paper, 20% in Bucimas, and 10% in Shtiqen. As it can be easily seen, the rates expressed are very low, as the majority of these areas' population is self employed in agricultural and livestock breeding activities.

4.4.2 Occupation and wage

The data collected shows a more diversified occupation in Bucimas (where a road has been reconstructed lately), than the Paper and Shtiqen communes, indicating road investments to likely have triggered occupation and diversification of professions in this rural area.
As expected, skilled laborers have higher wages than the unskilled ones (shown in the below table). Monthly wages of a "general labor" are around 25.000 ALL/month, whereas a "skilled labor" (such as carpenter, mason, or mechanic) earns around 35.000 - 45.000 ALL/month or more.

Table 4.1 Professions and salaries

NR	COMMUNES	Professions	Salaries for each profession (ALL/month)
1	PAPER	Mason	35.000
		Farmer	22.000
		Mechanic	47.000
2	BUCIMAS	Carpenter	38.500
		Farmer Store	28.000
		Master	32.000
		Mechanic	43.500
3	SHTIQEN	Mason	30.000
		Farmer	26.500
		Mechanic	43.000

Generally, the selected communes show a shortage of skilled labor. After the interviews, appears that poor and unemployed people would be eager to learn new skills and professions, or to qualify in a certain field, but they complain about the missing of such facilities and institutions providing trainings and formation. Vocational schools represent a good opportunity in this sense, however, those are located in the big cities, and having to travel every day results not affordable to them.

4.4.3 Women employment

Women's employment is of great concern to the economy of rural zones in Albania. During data assessment, out of 9.250 inhabitants in Paper, only 57 women resulted employed in private or public companies. In Bucimas this figure goes to 131 out of 21.000 residents, and in Shtiqen, out of 5.230 family members only 21 women are employed. Most of the employed females work in public offices or in private services. The unemployed ones are housewives working in agriculture (dealing mostly with the production of farming products), grazing of animals, cocking, etc.

Table 4.2 Employment of women

Communes	Population Inhabitants	Women employment	
		No	%
Paper	9.250	57	0.6
Bucimas	21.000	131	0.63
Shtiqen	5.230	21	0.4

The interviewed persons were of the opinion that currently in their areas there are not much possibilities of employment offered, especially to female gender. They believe that road improvement, along with other interventions (rural development programs) might contribute in increasing job opportunities and open up new sources of revenue, markets, etc., leading to a more diversified structure and size of incomes, and reducing household vulnerability.

4.4.4 Education and access to school

It is interesting and very positive the fact that, in almost every family surveyed, 100% of the members present a certain level of literacy, meaning they can at least read and write at a basic level.

Table 4.3 Education level of population (%)

Commune	Generation	Primary School	Lower Secondary School	Upper Secondary School	University
Paper	Elders	30	69.6		0.4
	Young people		43.1	55	1.9
	University (Total)				3.3
Bucimas	Elders		40	58	2
	Young people			92	8
	University (Total)				10
Shtiqen	Elders		30	69	1
	Young people			95	5
	University (Total)				6

Nearly 100% of the children are enrolled in primary schools. Every year in Paper only 3-4 children are not registered in school, whereas in Bucimas this number rises to 6-7 children. In Shtiqen, all children are enrolled in primary schools.

The main issues that derived by interviews in relation with roads quality are mentioned below:

- Communes and their villages are located in relatively vast territories, so pupils have to walk for several kilometers to go to school (i.e. in the commune of Paper, pupils have to walk up to three kilometers, while in Shtiqen half of the pupils go to the schools in Kukes city). Generally, roads used to go to school are not provided with sidewalks, making children's movement and crossing very dangerous, as they walk for long distances along high speed roads.

- As road safety standards are low, usually pupils have to be accompanied by a family member. This means that one family member disposes less time to contribute in family's income.

- In Bucimas and Shtiqen pupils move with vans twice a day, and as this service is not free, it burdens on family budget (which is already very low in these rural areas).

- As pupils have to walk for long distances, they often arrive late at school, or wet during winter time. They are tired from long distances of travel, and find themselves not in proper conditions to assimilate teaching.

4.4.5 Access to health care

It is evident from conducted interviews that women visit healthcare centers more frequently than men. The frequency of women's visits to the nearest healthcare centers is almost equivalent for Paper and Shtiqen (2-3/year),higher frequency of visits are observed by women living in Bucimas (4-5/year).

Table 4.4 Data on health institutions

NR	COMMUNES	Nr. of health centers	Nr. of ambulances	Persons infected by HIV/AIDS
1	PAPER	1	1	4
2	BUCIMAS	8	1	0
3	SHTIQEN	1	4	0

74.3% of the interviewed persons expressed that they had used van or taxi to travel to hospital (or requested help from friends and relatives that own a car),and only 25.7% expressed they had used a personal car.
Most people think that the conditions in health centers are at a low level. They show absence of qualified personnel, and villagers are forced to visit the hospitals at the nearest towns for qualified health care.
All respondents believe that improving the quality of roads will help reduce travel time, and cost to access qualified health services. It will also contribute in receiving faster medical assistance, which sometimes has proven to be fundamental.

4.4.6 Incidence of poverty

The data collected shows a low income and poor quality of living in the areas under study. From the sample interviews conducted resulted that the average household monthly income in Paper is 24.000 ALL/month(approximately $ 220), in Bucimas 25.000 ALL/month (approx.$ 230), and in Shtiqen 14.000 ALL(approx. $ 130).

The average family size of the sample in Paper's commune resulted 5.2 members, in Bucimas 4.1, and in Shtiqen 5.8. Furthermore, the monthly average income per capita of the interviewed households were respectively 4.615 ALL (US$ 42.3), 6.097 ALL (US$ 56) and 2.413 ALL (US$ 22.5). By elaborating the data, it results that the daily average per capita incomes are 1.4 USD in Paper, 1.86 USD in Bucimas, and 0.75 USD in Shtiqen.

According to INSTAT, country's central region poverty line is 2.6 USD per capita per day, and in mountainous region is 1.6 USD.

As we can see from these figures, the life quality standard is very low. Generally, households in these areas live below the poverty line. 4.1% of households in Paper receive social assistance, 15 % in Bucimas, and 56% in Shtiqen.

The interviews in the three communes found that almost all the interviewed households believe improvement of road quality will have an impact in reducing their poverty.

Table 4.5 Average income per family and per capita

NR	COMMUNE	Average income per family ALL/month	Average family members	Average income per capita ALL/month	Averageincome per capita USD/day
1	PAPER	24.000	5.2	4.615	1.4
2	BUCIMAS	25.000	4.1	6.097	1.86
3	SHTIQEN	14.000	5.8	2.413	0.75

Table 4.6 Families receiving economic aid

NR	COMMUNE	Nr. of families	Nr. of families receiving economic aid	In %
1	PAPER	2.430	100	4.1%
2	BUCIMAS	5.600	850	15%
3	SHTIQEN	800	450	56%

4.4.7 Trade impact indicators

Trade in rural areas is an activity that majorly influences family incomes. Generally, it is a family business, which employs other family members. During surveys, several shop's and coffee bar owners were interviewed. From the interviews of Shop-owners was found that:

- Usually shops are individually owned.
- Shops commercialize mixed type of goods (foodstuff and industrial).
- The average sale volume per day is to be considered quite low.
- Shop owners complain about access to supply (they spend a lot of time and money due to current poor level of roads).

All shop's and coffee-bars owners believe that the rehabilitation and maintenance of roads will improve goods supply activities, provide savings in terms of time and money (including less expenses for operating and maintenance of transport vehicles), resulting in overall increase of turnover and income.

Table 4.7 Average daily turnovers

NR	COMMUNES	Nr of Bar-Restaurants	Daily turnover ALL/day	Nr of Food - Stores	Daily turnover ALL/day	Nr of Coffee - Bars	Daily turnover ALL/day
1	PAPER	8	4.300	34	3.700	42	4.000
2	BUCIMAS	12	5.200	40	4.600	50	3.300
3	SHTIQEN	0	0	10	2.400	6	1.600

4.4.8 Prices of key foodstuff

It is difficult to estimate fair prices of food products, as they are not homogenous and present high variation through time. Other than the locally produced, Albania imports many food staples, such as rice, flour, sugar, oil, pasta, meat etc. There are significant seasonal variation in prices, particularly of perishable agricultural commodities. During the peak seasons prices fall, even to a level below production cost, and during offseason, prices climb to high levels.

It is important to note that food prices in rural areas are similar to those in the cities (as a part of them are imported), resulting in a lower spending capacity, as wages in villages are lower.

The study assessed the average prices of nine key food products. These products constitute main food items that make up the family food basket. Results are expressed in the below table.

Table 4.8 Average prices of food products

NR	COMMUNES	Agricultural products and Prices (in ALL/kg)								
		Wheat	Corn	Forage	Grapes	Beans	Potatoes	Tomatoes	Sage	Apples
1	PAPER	45	60	60	65	250	40	45	150	80
2	BUCIMAS	50	55	60	60	200	25	50	150	60
3	SHTIQEN	50	45	50	50	180	20	45	120	70

4.4.9 Agricultural impact indicators

Albania represents one of the countries with lowest land per capita in Europe. On average, a family living in rural areas has 1.2 ha of agricultural land. In the communes under study, the amount of land per family is: 1.2 ha in Paper, 0.5 ha in Bucimas, and 1 ha in Shtiqen.

Farmers cultivate crops for consumption and for livestock feed. The main plants cultivated are wheat, corn, vegetables and alfalfa.

Another activity of households is livestock breeding. Generally, farmers breed mainly cows, sheep and goats.

Agriculture represents the main economic activity of the families living in these areas. Taking into account the household incomes mentioned above, agricultural activities constitute 55% of the total revenues in the commune of Paper, 28% in Bucimas, and 90% in Shtiqen.

According to responses of interviewed farmers, in Paper 78% of agricultural and livestock production is used for family consumption and the rest is sold. In Buçimas, 89% of production is used for family consumption and the rest for sale, whereas in Shtiqen 66% of production is used for family consumption and the remaining part is commercialized.

Main farmer's issues related to road's quality are described as follows:

- Poor quality of roads increases the cost of production, as farmers have no access to improved inputs and technology (mainly better fertilizers).
- Higher repairing costs for vehicles and machineries.
- The poor quality of roads (especially during winter) influences a lower usage of motor vehicles.
- Roads closures lead to delays on products reaching the market.

The farmers generally believe that the rehabilitation and maintenance of roads will contribute in improving access to better inputs, techniques, and technology, leading to enhanced productivity, higher volumes, better profit margins, which consequently increase income and general level of Welfare.

Table 4.9 Incomes from agricultural production

NR	COMMUNES	Average income per family ALL/month	Average income from agriculture (%)	Agricultural products used for own consumption (%)	Agricultural products used for sale (%)
1	PAPER	24.000	55%	78%	22%
2	BUCIMAS	25.000	28%	89%	11%
3	SHTIQEN	14.000	90%	66%	34%

Table 4.10 Breeding of livestock

NR	COMMUNES	Nr of families	Total nr of animals	Cows	Sheep	Goats	Average cows/ family	Average sheep/ family	Average goats/ family
1	PAPER	2.430	6.300	1.100	2.300	2.900	0.45	0.96	1.2
2	BUCIMAS	5.600	12.400	1.400	5.500	5.500	0.25	1	1
3	SHTIQEN	800	2.500	800	1.500	200	1	1.87	0.25

4.4.10 Drivers, transportation of goods and people

Private transport of goods and people represents an important activity in rural areas. In Paper, only 8% of families have private vehicles, in Bucimas 4.4%, and in Shtiqen 31%. The population of these areas moves every day towards nearest cities, mainly to go to markets (selling products), hospitals, schools, etc. This movement is closely connected to roads' quality as it involves travel time, affordability, and comfort. The study team interviewed both drivers of vehicles that transport people and goods and drivers that use vehicles for their personal needs. From the interviews resulted the following:

Except Paper, the other two communes do not have a public service for people and goods transportation, which is carried out by private operators (not organized in an association). Closest cities and commune centers represent the main destinations where people of these areas travel to. Generally, drivers of vehicles of the three communes have the same concerns about roads' quality. A major remark they all shared is high operating cost, directly connected to road condition. Another very important aspect they raised was road safety, which is not at a sufficient level.

Interviewed drivers quantified their yearly expenses for vehicle maintenance in 72.000 ALL in Paper, 84.1 ALL/year in Bucimas, and 65.000 ALL/year in Shtiqen. The same complaint comes from drivers using private vehicles.

Other than higher maintenance costs, they mention also a greater fuel consumption due to poor quality of roads and longer travel time.
All drivers interviewed (either the ones using their vehicles as means of living or as personal car), think that rehabilitation and road maintenance will significantly affect their activities in reducing travel costs and improving road safety. They consider roads as the main trigger for economic development of these areas.

Table 4.11 Number of vehicles per family

NR	COMMUNES	Nr of families	Nr of cars	Families' ownership (%)	Nr of minibus	Families' ownership (%)	Nr of tractors	Families' ownership (%)	Nr of trucks	Families' ownership (%)
1	PAPER	2.430	200	8.2%	33	1.4%	88	3.6%	35	1.4%
2	BUCIMAS	5.600	280	4.4%	60	1.1%	35	0.6%	20	0.4%
3	SHTIQEN	800	250	31.2%	50	6.2%	30	3.7%	0	0%

4.4.11 Passengers

Passengers were another category of road users interviewed, in order to have their opinion on project's expected outcomes (improved road conditions). From the surveys resulted that the communes have a high daily movement of residents towards other municipalities and/or city centers. Among the foremost reasons are the sale of agricultural products, livestock and their derivatives (mainly milk),as no specific collection centers for the commerce of agricultural and dairy products are provided.
Being near urban areas (Paper is situated 16 km from the city of Elbasan, Bucimas 4 km from the city of Pogradec, and Shtiqen 5 km from the city of Kukes),residents also travel in daily basis to adjacent cities to obtain more qualified services such as: medical assistance, education, purchase of goods, other facilities, etc. Other reasons of movement are the visits to friends and relatives residing in the city (mostly noted in Bucimas and Shtiqen).
Although distances to near cities are relatively short, passengers complain about ticket prices and comfort of the travel. Another issue is slow traffic (mostly in Paper and Bucimas), where vehicles move at very low speeds (sometimes up to 5 Km/hour).
They also expressed concerns about road safety. In this perspective, Paper is to be considered as a black spot area, counting roughly 10 accidents per year along the national road, while in Shtiqen this figure decreases to 5 accidents per year.
Generally, all interviewed passengers consider roads' rehabilitation and maintenance will positively impact their concerns related to travel cost, time needed to reach most frequent destinations, and road safety issues.

3.5 Group Discussions

The Consultant's team conducted focus group discussions (FGD) to talk about expected socio-economic impacts of rehabilitation and maintenance of roads, in order to register the opinion and perceptions of main involved stakeholders. The groups were chosen to be as homogenous as possible. Meetings were organized in date 23.09.2014 in Bucimas, 30.09.2014 in Shtiqen, and 07.10.2014 in Paper. Focus groups were composed by leaders and representatives of communes, directors of schools, representatives from health centers, drivers of vehicles, small and medium enterprises, farmers, and vulnerable groups (women, people with disabilities, pensioners, gypsies, etc.).

In the following paragraphs is given a summarized content and main issues raised during focus group discussions, held with each of the selected stakeholder categories.

4.5.1 Directors of schools

They commented that some improvements in road infrastructure has been done in the past but still there is much to do. Their major concern was related to roads usability (different closure in remote during winter) and safety of children traveling long distances along very dangerous roads.

1. Considering communes' large extent, pupils go to school from all surrounding villages. Usually they have to walk long distances along dangerous roads (walking on roadside, as sidewalks are missing), being often subject to adverse weather conditions (rain, snow).
2. Pupils coming from most distant villages arrive at school tired from long walks, and are often not in proper conditions to assimilate learning.
3. Roads, especially those near schools, miss sidewalks and zebra crossing.

4.5.2 Administrators of health centres

The deterioration of rural roads infrastructure has hampered responses to health emergencies in the villages. In many cases, services could not be provided to the people in need.

1. As a result of road conditions, residents have not received health services in time, or at all in the cases they are situated in rural and hindered areas. In several villages, births are not made in health centers or maternity, and during winter, remote areas are isolated due to road closure(by landslides, water or snow).
2. Doctors have difficulties in visiting sick people.
3. Campaigns of vaccination for young children have been extended in time, to ensure their vaccination.
4. Ambulances cannot reach some of the villages due to poor or inexistent road infrastructure.

4.5.3 Drivers of vehicles

This category expressed their main concern to be the high operating costs (fuel consumption, vehicle routine maintenance and repairs) of their activity. The lack of road infrastructure, combined with lack of road safety, are serious issues to them as every day road users.

1. Due to the low quality of road infrastructure, drivers spend 6.000 to 7.000 ALL/month for the repairing of their vehicles, costs that could be minimized by roads in better condition.
2. The actual condition of roads leads to higher fuel consumption, therefore to more expensive ticket prices for intercity travelers.
3. Low quality of road infrastructure leads to higher travel time.

4.5.4 Small/medium enterprises

The quality of roads hampers daily commercial activities in terms of:

1. Higher expenses and time needed to procure supplies and inputs, and higher expenses to deliver products to the final consumer. Roads in bad condition also jeopardize products' transportation, risking not to ensure safe and intact deliveries.
2. Higher costs in procuring inputs, which are then reflected in higher prices for goods and services, at the expenses of the final consumer (local communities)
3. Fast amortization and deterioration of vehicles.

4.5.5 Farmers

The improvement of road quality helps in increasing agricultural production and swiftly reach markets for the sale of goods.

1. Quality of roads help in ensuring access to improved agricultural techniques and technologies, reducing production cost. Current condition of roads prevents the use of motor vehicles in some agricultural lands, as farmers cannot introduce machineries. With a better infrastructure, they could be able to use advanced machineries, and produce goods at a lower and more convenient cost.
2. A better condition of roads will help in maximizing profit margins related to transport and sale of agricultural products to close by markets.
3. Improvement of roads' quality will help avoid damage of products during transportation, together with less maintenance costs for vehicles and machineries.

4.5.6 Invalids and disabled

The rehabilitation of roads could improve the life quality of vulnerable groups, which need particular attention and care.

1. One of the improvements they expect is shorter time to reach healthcare centers.
2. Better roads would reduce travel time, and consequently ticket prices for urban and interurban transport.
3. Generally, poor quality of road safety and related facilities hamper and endanger their movement, often causing accidents and injuries.
4. Roads must be designed and constructed with sidewalks, lighting, and provide all necessary facilities for disabled persons.

4.5.7 Pensioners

Roads' improvement is expected to ensure considerable benefit to this vulnerable category. Some of the main expectations were:

1. Lower ticket prices deriving from reduced travel time and costs for transport operators, and improved conditions for accessing healthcare and other services.
2. Roads currently provide low level of safety, and this is expected to improve during project design phases.
3. They commented that rehabilitation of roads must be accompanied by green spaces to.
4. Another comment was to consider environmental indicators of air quality and noises, which can be achieved by barriers in urban areas, and tree planting along roadside.

4.5.8 Members of Gypsy community

This category considered road improvements to produce very positive effects to their community. Some of their main comments were:

1. They could have greater opportunities to use various services offered by the municipality, such as education of children, easier access to health services and participation of youngsters and women in vocational training centers.
2. Improved roads would enable the marketing of handcrafted products like mud works and the hand paintings of women.
3. Activities would be more profitable (due to minor transport costs), increasing family income.

4 MAIN FINDINGS AND RECOMMENDATIONS

4.1 Findings of the study

From the assessment of information collected in public offices, in-depth interviews, and focus group discussions with stakeholders of the local communities of Paper, Shtiqen, and Bucimas regarding the social and economic impact of road rehabilitation and maintenance, the team draws strong conclusions on the study as follows:

Road improvement directly affects the Transport sector, and directly or indirectly the Trade sector, the Household sector, the Agricultural sector and the Institutional sector.

Transportation Service is the proximate sector on which road rehabilitation and maintenance will produce its immediate effects. Improvement of roads is expected to lead to an increase in traffic volumes, freight and passenger transport, decrease in travel time, decrease in transport charges resulting in user cost savings, and changes in the patterns of ownership in the transport sector.
An upgraded transport infrastructure produces immediate impacts on the **Trade sector.** These effects would include: location of markets, an increase of their size in terms of number of buyers, traders and turnover, changes in the composition of goods and services traded, and changes in the level of prices of goods exported from, and imported into the area. By providing easier access to markets (less travel

time and cost to reach them), improvements of trade and transport infrastructure are likely to have positive impacts on various **production and service sectors**.

The possible impacts on **agricultural production** include: intensification of input use, improved input use, transition to more advanced technology, increased volume of output, changes in output mix, and rise in the level of productivity.

It is likely that a better infrastructure will also have an impact on **non-farm activities** such as: lower consumption prices, increased diversity in products and services available locally, new employment opportunities, and higher non-agricultural wages.

Road improvement and the consequent changes in the transport sector are likely to facilitate improvements in the **institutional services sector**. Major components of this sector are: health care institutions, educational institutions, financial institutions, and extension of services. Apart from the likely impact of greater number of these institutions, both the volume and quality of services are likely to grow as a result of improvement in roads and transportation. In the case of educational institutions, favorable effects are expected with respect to the level of enrolment, attendance, and drop-outs by gender.

The direct effect of improvement in transportation and trade infrastructure and their indirect effects in production, services, and institutional sectors lead to changes in **Households.** The possible impacts at the household level are changes in both economic and non-economic attributes, including: the level and characteristics of the employment of the household members due to changes in both demand and supply of labor, the level and sources of wage and non-wage income and, by implication of the poverty situation, consumption and marketed surplus, use of transport, demand for institutional services such as healthcare and education, savings and investment, ownership of assets, and demographic features.

Other finding obtained from data assessment of the conducted surveys (interviews and focus group discussions) are presented below:

1. In the areas where there had been some road investment in the past, participants confirmed that the new road brought enhancement of economic indicators within the area, and provided a better quality of living. To be noted that the effects were present mainly in the surroundings of the road.

2. In the selected communes, the condition of local and rural roads is either poor or very poor. Most of them are unusable in winter and rainy periods. Residents highlighted an immediate need for their rehabilitation and improvement, including proper engineering design to avoid road failures, which often happen in these areas.

3. Local authorities are unable to invest for the reconstruction and rehabilitation of roads, as they have insufficient funds. The Government should pay greater efforts in supporting rural communities.

4. Rural families are displacing towards municipality's centers or closest cities. This sort of migration could be avoided through better condition roads, as one of the main reasons for displacement is the need of immediate access to markets and quality healthcare and education services.

5. The current state of local and rural roads has a strong impact on social and economic indicators of rural people. Travel expenses (to reach markets or services), high fuel consumption, vehicle's maintenance, etc., burden family budgets up to 30-40% of annual income.

6. The level of employment in rural areas is very low. This is more pronounced related to women. The improvement of road infrastructure is expected to indirectly affect the level of women employment, opening new labor sectors, and help their integration in social and economic life.

7. Poor quality of roads and low safety standards have negatively affected lives of residents and especially children. In the selected communes, particularly in Paper, lots of accidents have happened leading to heavy injuries and fatal consequences, often involving children, as in many cases they have to walk along the national road to go to schools.

8. Especially in winter, receiving healthcare services is difficult, as the movement of doctors and nurses is hampered by road closures due to flooding and landslides. Consequently, health services are received with delay by the population, or in some cases not received at all.

9. Low quality of roads negatively affects life quality of peasants and especially those of vulnerable groups, such as women, pensioners, disabled and invalids. They find transportation cost expensive, and complain about missing of proper facilities ensuring their free movement (especially disabled and invalids) and active participation in life.

10. Through improved infrastructure, farmers are likely to access new techniques and better technologies in agriculture, which are currently hindered. Consequently, a higher productivity and cost efficiency might be ensured, resulting in increased household income.

11. In rural areas, except agricultural and livestock activities, people exercise also industrial and commercial activities(carpenters, car services, shops, coffee-bars, etc). Poor quality of roads increases their expenses and operating costs to procure supplies and deliver outputs.

12. The perceptions and opinion of the participants in interviews and focus group discussions show that rehabilitation and maintenance of roads is expected to positively affect social and economic indicators of these areas, and overcome some of the major difficulties they face today in relation to transport infrastructure. They are of the opinion that road improvement will bring benefits in terms of access to market, increased production volumes and productivity, reduced travel time and costs, reduction of production cost, improvement of access to health services and education, improved road safety, etc.

To be noted that expected benefits in agriculture are also dependent on government trade and fiscal policies. The same applies to improvements in social services (healthcare and education), which substantially depend on government funding.

4.2 Recommendations

To inform the design and implementation of the proposed Project to maximize pro-poverty impact and promote shared prosperity in project's area, the study team provides the following recommendations:

1. Local communities should be involved during both design (through public hearings and consultations) and implementation phases of the projects (primarily contracting and training local workforce). Taking into consideration the opinion of the public is a principle that should be followed during the design process of the project. The study team recommends the establishment of local 'Road Boards" (RB) to ensure that road plans are properly and timely taken into direct participation of local stakeholders in the funding allocation of the activities. Particular attention should be paid during project design and implementation to vulnerable and low income categories such as women, elders (pensioners), disabled, and priority should be given to their needs.

2. "Benefit Monitoring and Evaluation" (BME) system and "sustainability parameters" are essential elements in the project design, and without them the project may not achieve its long-term goals. Therefore, the study team recommends the establishment of a practical road effects monitoring system, comprising a small number of road, agriculture, economic and social indicators to be collected once a year by local authorities, and arrange the data into a periodic report (we would recommend yearly) for each project area. This report consequently may be distributed to local and central authorities.

3. Introduction of mitigation measures (if cost-effective) such as education campaigns and road signs to reduce and or prevent the likely increase in road accidents and their consequences, resulting from the increased traffic and speed levels when roads are paved or in better condition.

4. The market is the centre of rural economic activities, and it influences economic diversification and productivity. Linking rural roads with the national ones will create external demand for local products, fostering economic development of the interested areas. In Albania, rural roads constitute about 33.2% of the total road network. Local communities expressed more than once the need for rehabilitation of inner local roads. Although this results out of the RRMSP project scope, in order to maximize pro-poverty impact of rural and low income population, a cost/benefit analysis might be considered to be undertaken in the future, to assess interventions of paving with gravel (instead of asphalt) and prevent road's closure in these areas.

5. Establishment of a rural service centre at the market corner may be suggested as a part of market infrastructure development. Rural population has limited information on market demand and national markets. They do not actually know how to take advantage of the available modern varieties of input, how to produce new commodities, where to buy inputs, where to sell output, etc. This centre would also provide advice on extending services and opening new businesses. Such Rural Service Centre sub-project may be implemented on a pilot basis, and if it turns out successful, it can be replicated on a wider basis.

ANNEXES

5 ANNEX 1 - Data collected in Paper, Bucimas and Shtiqen communes

Tables

Data on population

NR	COMMUNES	Population (inhabitants)	Nr of families	Female population	Male population	Density (inhabitants/ km^2)	Nr of invalids	Nr of incapable peoples (eyeless and cripple)	Nr of other incapable people
1	PAPER	9250	2430	4510	4740	116	170	233	197
2	BUCIMAS	21000	5600	10920	10080	291	342	58	27
3	SHTIQEN	5230	800	2560	2670	124	63	78	26

Data on education institutions

NR	COMMUNES	Nr of upper secondary schools	Nr of lower secondary schools	Nr of primary schools	Nr of pupils(total)	Nr of students in university
1	PAPER	3	4	7	1650	300
2	BUCIMAS	1	5	1	2500	2000
3	SHTIQEN	1	1	1	700	300

Data on health institutions

NR	COMMUNES	Nr of health centers	Nr. of ambulances	Infected by AIDS
1	PAPER	1	1	4
2	BUCIMAS	8	1	0
3	SHTIQEN	1	4	0

Data on communal services

NR	COMMUNES	Sanitation sewage exist in:	Main resource of lighting:	Fixed telephony used (in %)
1	PAPER	Balldre Lugaj Ullishte	Electrical power	0
2	BUCIMAS	Tushemisht Verdove	Electrical power	10
3	SHTIQEN	Doesn't exist (septic tanks)	Electrical power	0

Employment of women

Communes	Population Inhabitants	Women employment	
		No	%
Paper	9.250	57	0.6
Bucimas	21.000	131	0.63
Shtiqen	5.230	21	0.4

Professions and salaries

NR	COMMUNES	Professions	Salaries for each profession (ALL/month)
1	PAPER	Mason	35.000
		Farmer	22.000
		Mechanic	47.000
2	BUCIMAS	Carpenter	38.500
		Farmer Store	28.000
		Master	32.000
		Mechanic	43.500
3	SHTIQEN	Mason	30.000
		Farmer	26.500
		Mechanic	43.000

Education level of population (%)

Commune	Generation	Primary school	Lower Secondary school	Upper Secondary school	University
Paper	Elders	30	69.6		0.4
	Young people		43.1	55	1.9
	University (Total)				3.3
Bucimas	Third generation		40	58	2
	Young people			92	8
	University (Total)				10
Shtiqen	Third generation		30	69	1
	Young people			95	5
	University (Total)				6

Average income per family and per capita

NR	COMMUNE	Average income per family ALL/month	Average family members	Average income per capita ALL/month	Average income per capita US$/day
1	PAPER	24.000	5.2	4.615	1.4
2	BUCIMAS	25.000	4.1	6.097	1.86
3	SHTIQEN	14.000	5.8	2.413	0.75

Families receiving economic aid

NR	COMMUNE	Nr. of families	Nr. of families receiving economic aid	In %
1	PAPER	2.430	100	4.1%
2	BUCIMAS	5.600	850	15%
3	SHTIQEN	800	450	56%

Average daily turnovers

NR	COMMUNES	Nr of Bar-Restaurants	Daily turnover ALL/day	Nr of Food - Stores	Daily turnover ALL/day	Nr of Coffee - Bars	Daily turnover ALL/day
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Average prices of food products

NR	COMMUNES	Agricultural products and Prices (in ALL/kg)								
		Wheat	Corn	Forage	Grapes	Beans	Potatoes	Tomatoes	Sage	Apples
1	PAPER	45	60	60	65	250	40	45	150	80
2	BUCIMAS	50	55	60	60	200	25	50	150	60
3	SHTIQEN	50	45	50	50	180	20	45	120	70

Incomes from agricultural production

NR	COMMUNES	Average income per family ALL/month	Average income from agriculture (%)	Agricultural products used for own consumption (%)	Agricultural products used for sale (%)
1	PAPER	24000	55%	78%	22%
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3	SHTIQEN	14000	90%	66%	34%

Breeding of livestock

NR	COMMUNES	Nr of families	Total nr of animals	Cows	Sheep	Goats	Average cows/ family	Average sheep/ family	Average goats/ family
1	PAPER	2430	6300	1100	2300	2900	0.45	0.96	1.2
2	BUCIMAS	5600	12400	1400	5500	5500	0.25	1	1
3	SHTIQEN	800	2500	800	1500	200	1	1.87	0.25

Number of vehicles per family

NR	COMMUNES	Nr of families	Nr of cars	Families' ownership (%)	Nr of minibus	Families' ownership (%)	Nr of tractors	Families' ownership (%)	Nr of trucks	Families' ownership (%)
1	PAPER	2430	200	8%	33	1.2%	88	3.6%	35	1.4%
2	BUCIMAS	5600	250	4.4%	50	0.8%	35	0.6%	20	0.3%
3	SHTIQEN	800	250	31%	50	6%	30	3%	0	0%

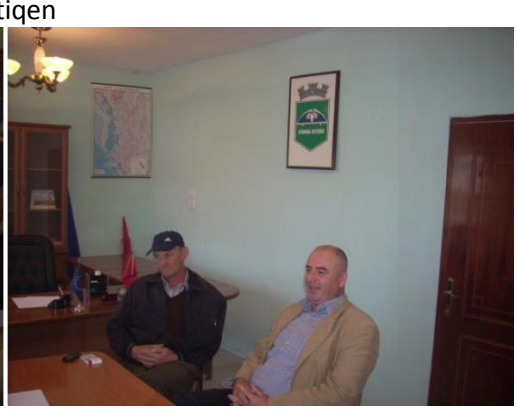
6 ANNEX 2 - Photos during public meetings

Photos during meetings with local authorities

Paper


Bucimas


Shtiqen

Photos with interviewed people

Paper


Bucimas


Shtiqen


Photos during Focus Group Discussion

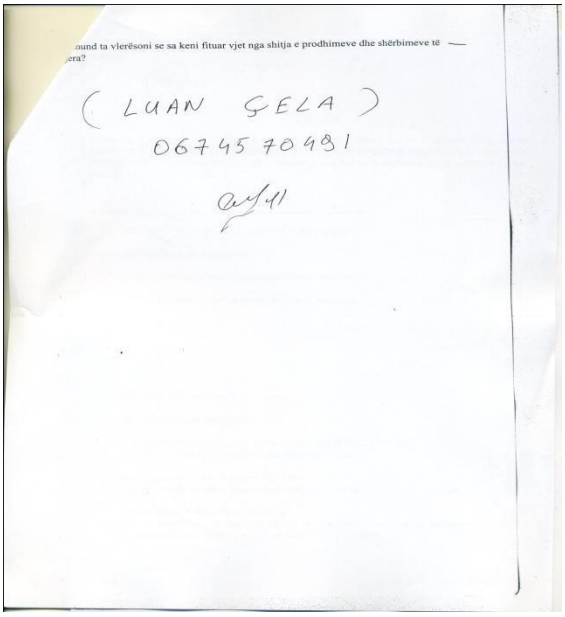
Paper

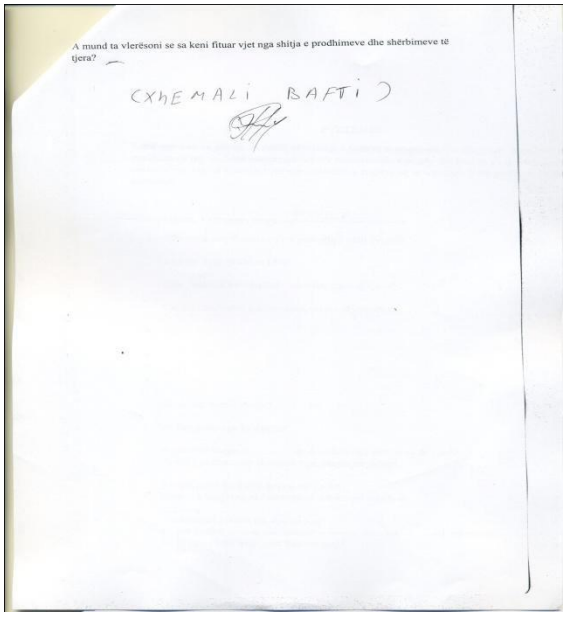

Bucimas

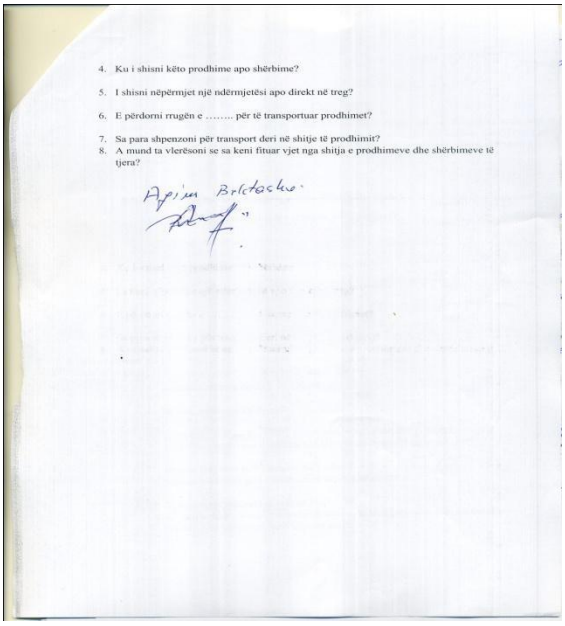

Shtiqen

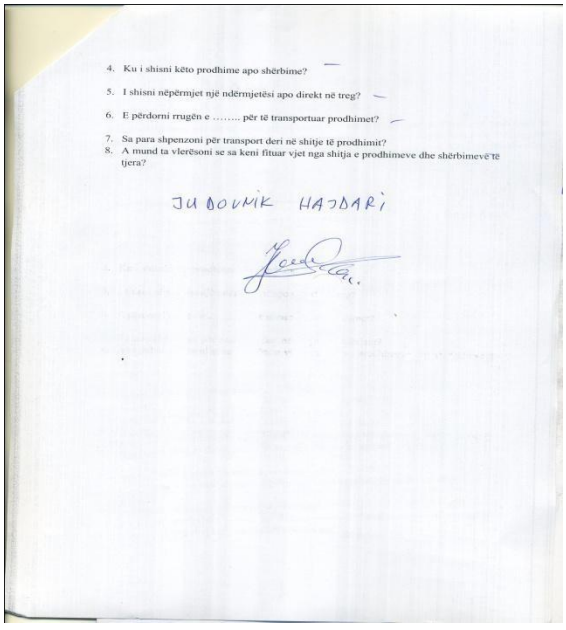

7 ANNEX 3 – Signed Questionnaires

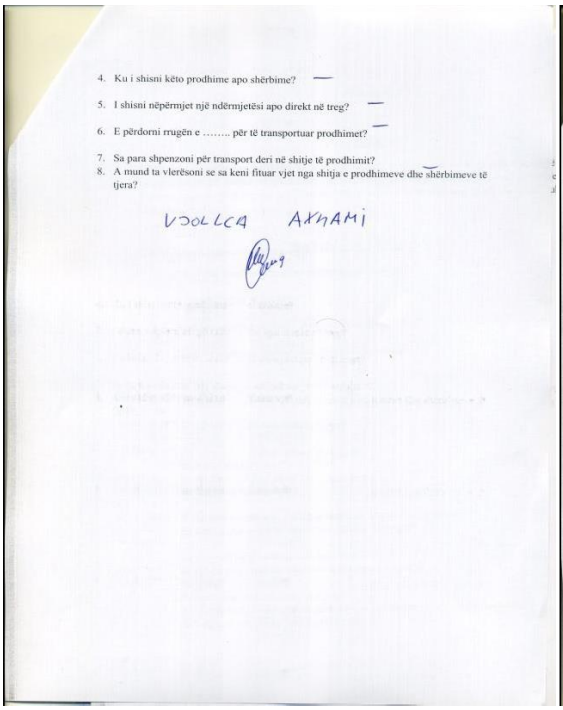
Signatures of questionnaires





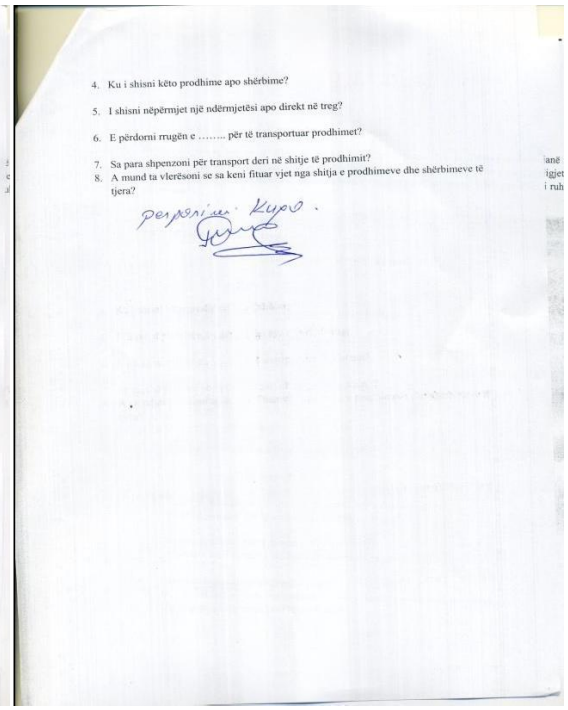






4. Ku i shisni këto prodhime apo shërbime? —
5. I shisni nëpërmjet një ndërmjetësi apo direkt në treg? —
6. E përdorni rrugën e …….. për të transportuar prodhimet? —
7. Sa para shpenzoni për transport deri në shitje të prodhimit?
8. A mund ta vlerësoni se sa keni fituar vjet nga shitja e prodhimeve dhe shërbimeve të tjera?

VJOLLCA AKHAMI



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8 ANNEX 4 - Questionnaires

QUESTIONNAIRE

We would like to know how the condition of the highway affects you. Your answers are important in forming recommendations for improvements in roads and road-related services. Your answers to these questions will guide us for future road improvements. This questionnaire is anonymous.

Name of Village:_____Market:_____

What is your relationship with the owner of this shop?

How long have you been selling goods, here?

What are the major items that you sell in order of importance?

Goods Price/ Unit Locally made Foreign

-
-
-
-
-
-

What is your estimated total daily sales? _____

How far do you live from this market?

Do you use the ……road to get to your shop from home?

How long does it take you to get from home to here?

How long does it take you to get from home to here?

Does the merchandise in this shop get delivered by using the ……road?

How do most of your goods reach your shop? a) Donkey____b) Car/Van____c)truck-----

How far do customers travel to shop in this bazaar?

How many family members depend on your earnings from this shop?

MARKET OVERVIEW

Name of bazaar:

Village/Town

District

Number of stalls selling agricultural produce:

Number of stalls selling dry goods

Number of stalls selling meat

Number of stalls selling hardware

Number of pharmacies

Total number of stalls

Comments

SAMPLE VEHICLE OPERATOR SURVEY

Location

Rural/ Urban

How many times did you drive the road during the last month?

On average, how far do you go before you break for the day?

_____Kms._____(location)

Where did you begin this journey?

Where is your final destination?

Do you own the vehicle? Yes_____No _____

If no, who pays your salary?

If yes, go to question 8.

Do you lease the vehicle? Yes_____No_____

If no, go to question 7.

if you lease the vehicle, do you lease from the government?

Do you lease from a private owner?

What vehicle leasing fees do you pay per month?

Who usually pays for the vehicle repair?

How much do you pay (or the owner pays) for vehicle repairs per month?

What is the value of the freight you haul, on average, per trip

Do you (or the owner) have freight insurance?

If yes, what is the cost of the insurance per ton of freight?_____(cost)

How many vehicles do you or your boss own? (number)

Does the road condition affect your fees? a. yes b. no

How much do you earn per month by driving this vehicle?

Are you paid by the trip?

Is there a bonus for a faster trip?

In the last six months, have you been:

Personally robbed?

Vehicle stolen?

Physically injured?

Merchandise stolen?

How many years have you been driving a truck?

Due to security concerns, do you stop driving at night?

Along the road…

How many times are you stopped by Albanian authorities to pay fees?

On average, how much do you pay in fees per stop?

What is the price per liter for fuel?

Is fuel readily available along the route?

On average, how long do you wait to refuel at stops along the way?

Where do you buy your fuel?

From a tanker fuel truck

From a fuel station

What type of vehicle do you operate?

If it is a passenger vehicle, how many passengers do you transport?

SAMPLE PASSENGER SURVEY

Respondent a) Age:____b) Gender:____c) Occupation:_____d) Years of education: ____

Location of your household?_____(town/village/district)

Urban/Rural: _____

what is your most frequent destination?

Frequency (number of times):_____per month.

How long does it take you to get to your most frequent destination?

by bus_____hours/minutes

by mini-van_____hours/minutes

by car_____hours/minutes

other _____

What is the cost of a one-way trip to your most frequent destination?

by bus

by mini-van

by car

Which means of transportation do you use most often to your most frequent destination?

a) bus; b) mini-van; c) car or d) Other

Other than your most frequent destination, where else do you travel very often?

_____Yes/No)

When traveling on Road by bus, do you transport goods for sale?

If yes, what type of goods do you transport?

_____

If yes, how much do you pay for transportation?

When the road improvements are complete, how will you be affected?

Easier movement

Reduction in transportation cost

Opening more job opportunities

Increase in income sources

Increase trips to hospitals, schools, banks, other social institutions

SAMPLE SETTLEMENT DEMOGRAPHIC INFORMATION

Name of settlement: _____

Number of individuals in settlement:_____

How far is this village from the …….road:_

Number of primary schools: _____

Number of enrolled students: male_____female_____

Number of secondary schools. (Or distance to nearest one) _____

Number of enrolled students: male_____female_____

Number of health care centers: clinics_____hospitals_____

Sources of drinking water: _____

Percentage of people using pump-water _____

Percentage of people using private well_____ Percentage of people using source water

Percentage of people using bottle water

Number of flour mills: _____

Public facilities for settlement:

Religion Institution:_____

Post offices: _____

Telephone offices:_____

Petrol pumps: _____

Public baths: male_____female _____

Other: _____

Do buses stop in this village?:_____

If yes How often? _____

How Much does it cost to go to: _____

By small car ……By minibus ……By bus

Bus Station

First station

Second station

Third station

SAMPLE HOUSEHOLD SURVEY

GENERAL INFORMATION

A1. GPS coordinates:_____A2. GEO Code:_____A3.

Village:_____A4. Commune:_____A5. Region: _____

INFORMANT'S PROPERTY INFORMATION

Property user is: Owner,___Tenant,___Relative of absent owner,___Other

(explain)_____

HOUSEHOLD INFORMATION

List all people sleeping & eating in the household (unless living out of town)

Male

Female

Age

Years of School

Currently Enrolled in School

Monthly Income

Source of Income

Not working

How many widows live in this household?

How many members of this household have returned from living in exile during the past 2 years and are now living in this compound? _____

LIVELIHOOD INFORMATION

Do you earn wages outside the home?_____If yes, answer 2 and 3

Do you use the …….road to reach your place of employment?

what mode of transport do you use to get to work?

HOUSEHOLD MEMBERS

How often do you travel on the ……. Road to look for work? _

How far do you travel to look for employment?_____What is your monthly income?_____What

is the total monthly income of your entire household? _____

How many people contribute money to the total household income? _____

How many relatives send money to your household who do not live in your household?_____

About how much money does your household receive per month from relatives not living in this household? _____

HOUSEHOLD WEALTH ASSESSMENT

What is the size of the household compound? _____

Items	Number of items in household
Radio	
Television	
Bicycles	
Car	

Mode of travel ……..Distance of travel …….. time 1-way…….Cost/trip 1-way

Walk
Non-motorized
Motor Bike
Private Vehicle

Bus
Mini-van
Bicycle
Truck
Animal drawn cart
Electric pump for well
Generator
Indoor plumbing
Tractor

HEALTH CARE

What are the principal reasons that men in this household seek healthcare or medical attention?

a._____ b. _____

c._____ d. _____

What are the principal reasons that women in this household seek healthcare or medical attention?

a._____ b. _____

c._____ d. _____

What are the principal reasons that children in this household seek healthcare or medical attention?

a._____ b. _____

c._____ d. _____

How many times per year do members of this household normally go to health centers or hospitals?

Men:_____(times/year); Women:_____(times/year); and Children:_____(times/year)

How far do you travel for health care? _____

Do you use the …… Road to obtain medical care? _

How long does it take to reach a maternal-child clinic? _____

How much does a round-trip to the nearest hospital cost? _____

How far away do women have to travel to be assisted in child birth?_____

How do you get to the hospital/clinic; ……how long does it take; ……and how much does it cost? …….

EDUCATION

How far is the nearest primary school?_____(kilometers)

How far is the nearest secondary school?_____(kilometers)

How do your children travel to primary school?

a. walk_____b. bus_____c. minivan_____d. private car_____e. other ____

How do your children travel to secondary school?_____(kilometers)

WOMEN AND TRANSPORTATION

In a year, how often do the women of this household travel on the ……. Road?

What are the most common reasons women travel on the ……. Road?

When women travel away from the household, who normally travels with them?

AGRICULTURE

Do you raise crops? Yes_____No ____

How many hectares of rain-fed land do you farm? _____

How many hectares of irrigated land do you farm? _____

Information on household agricultural output

Types of crops cultivated

% for use in household

% for sale

Price (ALL/kg)

Total annual yield

How do you cultivate your land?

Animal traction

Machine (tractor)

Hand plowed

How much do you spend per year on:

pesticides: _____

seeds: _____

transport: _____

Static phone or mobile?

Electrical power

Water supply

Of the following animals how many of each do you keep?

Poultry

Donkeys

Cows

Sheep

Horses

Goats

Do you use the Paper road to take your products to market?

_____yes,_____no

Where do you sell your farm products?

OTHER HOUSEHOLD PRODUCTION

Do you or others in your household produce other goods or services for sale?
If so what goods or services do you produce?

List:_____Where

do you sell your goods and services?

Do you sell (a) to a middleman or (b) directly in the market?

Do you use the ……. road to transport your goods for sale?

How much of the final sale value is spent on transporting the goods?

Can you estimate how much you earned from the sale of goods and services during the past year?