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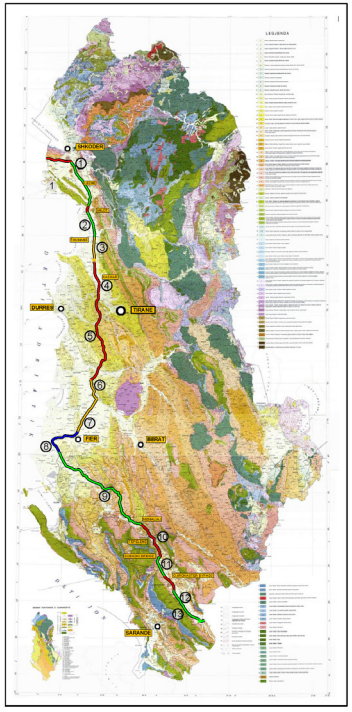
Land Use Impacts

- Temporary land occupation for construction sites.
- Permanent land acquisition only where necessary.
- Compensation in line with Albanian law and EBRD standards.

Project Status

Preliminary design: Completed in 2024
Detailed design: Started in June 2025; Planned duration - 24 months.



Adriatic - Ionian Corridor in the territory of Albania

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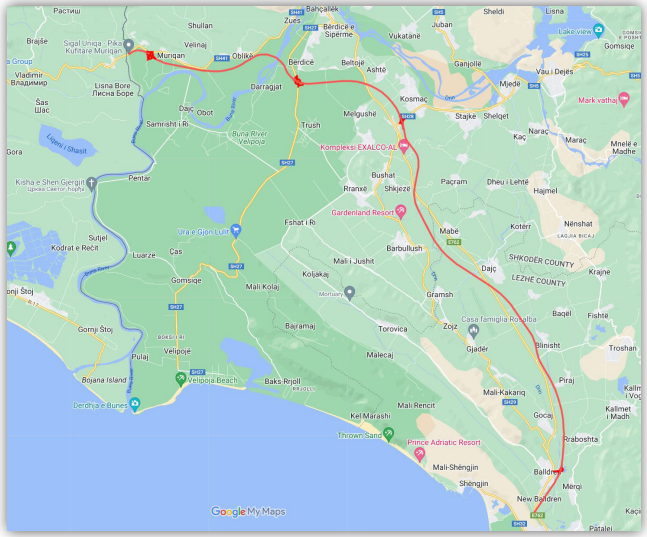
Murriqan – Lezhë Route Highway Section



Contact:

For information, comments, or complaints, please contact:

Ministry of Infrastructure and Energy
Albanian Road Authority (ARA)
Email: **info@arrsh.gov.al**
Website: **www.arrsh.gov.al**

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European Investment Bank | Global

"Mediterranean Corridor: Murriqan – Lezhë Route Highway Section, Detailed Design, ESIA update,
Tender Documents"

Public Information Leaflet

Western Balkans Investment Framework
Infrastructure Project Facility
Technical Assistance 12 (IPF12)
AA-011076-003

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Project Summary

The Murriqan–Lezhë Motorway is the first Albanian section of the Adriatic–Ionian Corridor (AIC), part of the TEN-T Mediterranean Core Network Corridor. The project covers approximately 41 km from the Murriqan/Sukobin border crossing to Balldren/ Lezhë, replacing the existing substandard road with a modern, access-controlled motorway. The alignment crosses mainly flat agricultural terrain, including a Buna River crossing within a sensitive environmental area. The motorway is designed as Category A, following the Albanian Road Design Manual (2015) and TEM Standards (2002).

Main Components of the Project

Motorway Infrastructure and Civil Works

- Dual-carriageway motorway with design speed 120 km/h.
- Temporary lane narrowing near the border crossing for controlled access.
- Earthworks, embankments, cut slopes, and terrain stabilization.
- Drainage system including ditches, culverts, channels, and dry detention basins.
- Protective fencing along the entire alignment.

Interchanges (5 in total)

- IC01 Murriqan
- IC02 Velipojë
- IC03 Vau i Dejës
- IC04 Gjadër
- IC05 Balldren

Structures

- Bridges over rivers, streams, and channels (including the Buna River).
- Underpasses for local roads, pedestrians, and livestock.

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Local roads network

- Integration of municipal spatial plans (Shkodër, Vau i Dejës, Lezhë).
- Upgraded local roads and new connections to maintain community access.

Environmental and Social Studies

- Update of Environmental and Social Impact Assessment (ESIA) and Environmental Impact Assessment (EIA) studies.
- One-year targeted biodiversity studies.
- Ambient air impact modelling of emissions from traffic.
- Socio-economic survey with project affected persons for the needs of Resettlement Plan

Implementation and Financing

The project is promoted by the Ministry of Infrastructure and Energy (MIE) and implemented by the Albanian Road Authority (ARA). Financing is expected from:

- Government of Albania
- European Bank for Reconstruction and Development (EBRD) – Lead IFI
- European Union / WBIF (technical assistance and potential grants)

Key Benefits

- Improved regional connectivity between Albania and Montenegro.
- Reduced travel time and improved traffic flow along the northwestern corridor.
- Enhanced road safety through grade separatted interchanges and modern standards.
- Economic development for Shkodër, Vau i Dejës, and Lezhë municipalities.
- Job creation during design and construction.
- Lower vehicle operating costs and improved logistics efficiency.

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Stakeholder Engagement

The project includes continuous engagement with:

- Affected parties with land acquisition (resettlement and livelihood)
- Local authorities of Shkodër, Vau i Dejës, and Lezhë
- Affected communities along the alignment
- Relevant national institutions and agencies

Engagement activities will be conducted throughout activities that include public meetings and consultations, Disclosure of project documents

A mechanism for submitting comments, concerns, and complaints is established and easy accessible

Potential Impacts

Environmental Impacts and Measures

The main impacts in the **construction phase** include air emissions, waste generation, noise, soil disturbance, habitat loss and fragmentation, disturbance to wildlife, and acquisition of private land.

Key measures: implementation of construction management plans, avoidance of sensitive habitats and periods, restoration of disturbed areas, continuous stakeholder engagement, fair land compensation, and livelihood restoration where required.

The main impacts in the **operation phase** include traffic noise and emissions, road runoff, and wildlife mortality.

Key measures: noise mitigation, appropriate drainage and runoff management, regular road maintenance, road-safety measures, wildlife protection measures where needed, and environmental monitoring.

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