



FORMAT FOR THE SUBMISSION OF STATE OF CONSERVATION

REPORTS BY THE STATE PARTIES

(in compliance with Paragraph 169 of the Operational Guidelines)

**WORLD HERITAGE – NATURAL AND CULTURAL HERITAGE OF THE OHRID REGION –
(Albania/Republic of North Macedonia) (C/N 99)**

**State of Conservation Report of the Natural and Cultural Heritage of the Ohrid Region and
report on the progress in the implementation of the recommendations from the
World Heritage Committee Decision (47 COM 7B.54)**

State of Conservation Report on the Natural and Cultural Heritage of the Ohrid Region and progress in the implementation of the recommendations of the World Heritage Committee Decision (47 COM 7B.54),

Name of World Heritage Property: Natural and Cultural Heritage of the Ohrid Region (Albania/Republic of North Macedonia) (C/N 99)

Date of Inscription: 1979

Expansion: 1980, 2019

Year of minor modification to the boundaries: 2009 r.

Criteria: (i) (iii) (iv) (vii)

1. Executive Summary of the Report

The Republic of North Macedonia and the Republic of Albania remain committed to preserving the Outstanding Universal Value of the Natural and Cultural Heritage of the Ohrid Region. This State of Conservation Report on the Natural and Cultural Heritage of the Ohrid Region provides a comprehensive overview of the activities undertaken during 2025 and the progress in the implementation of the recommendations from the World Heritage Committee Decision (47 COM 7B.54), as well as the recommendations of the Reactive Monitoring Missions carried out in 2017, 2020 and 2024 and the Strategic Recovery Plan, with particular emphasis on the strengthened transboundary cooperation between the two States towards the joint management of the property.

During 2025, the Republic of North Macedonia undertook concrete institutional steps to improve the governance system of the Ohrid Region, in line with the Strategic Recovery Plan for the Natural and Cultural Heritage of the Ohrid Region (2023–2030). In December 2025, the Government of the Republic of North Macedonia adopted a series of decisions and mandates addressed to the relevant institutions for the implementation of priority reforms and measures defined in the Strategic Recovery Plan.

As a result of this governmental action, a Centralized Crisis Coordination Headquarters for the implementation of the Strategic Recovery Plan was established and commenced its work in January 2026. The Headquarters is lead by the Minister of Culture and Tourism and functions directly as a body of the Government, with the aim of ensuring coordinated, systematic and measurable implementation of reforms and priority actions for the protection of the Outstanding Universal Value.

The Government's reform package encompasses significant improvements to the legal and governance framework, controlled spatial and urban planning with a focus on the Old City Core of Ohrid and the coastal zone of Lake Ohrid, updating of records and a systematic approach to addressing illegal construction, as well as further strengthening transboundary coordination and joint management with the Republic of Albania. The Ministry of Environment and Physical Planning has prepared a Draft Law for the proclamation of Studenčišča Marsh as a Nature Park and is in the final stages of activities related to its adoption procedure. Consequently, all recommendations of the Reactive Monitoring Mission related to Studenčišča Marsh will be implemented within the shortest possible timeframe.

In the normative sphere, the text of a new draft Law on the Management of the Natural and Cultural Heritage of the Ohrid Region was prepared, alongside a comprehensive revision of the Law on the

Proclamation of the Old City Core of Ohrid as Cultural Heritage of Particular Importance. Both laws entered the legislative process in January 2026.

In line with item 17 of Decision 47 COM 7B.54, the aforementioned steps provide a structural basis for the development and finalization of a set of corrective measures in consultation with the World Heritage Centre and Advisory Bodies, including through the initiation of consultations with relevant international partners for technical support and alignment of priorities.

In parallel with these processes, in accordance with the Law on the Protection of Cultural Heritage (Official Gazette of the Republic of Macedonia Nos. 20/04, 115/07, 18/11, 148/11, 23/13, 137/13, 164/13, 38/14, 44/14, 199/14, 104/15, 154/15, 192/15, 39/16, 11/18, 20/19 and Official Gazette of the Republic of North Macedonia No. 3/25 and 160/25), and the measures envisaged in the Management Plan for the Natural and Cultural Heritage of the Ohrid Region (2020–2029), the Directorate for the Protection of Cultural Heritage is in the process of preparing the National Strategy for the Protection and Use of Cultural Heritage (2025–2029), as the first national strategic document of this kind. In the context of strengthening the legal framework, the Directorate for the Protection of Cultural Heritage is also actively involved in the preparation of the new Law on the Protection of Cultural Heritage, aimed at enhancing a comprehensive and systematic approach to the protection and management of cultural heritage.

With regard to natural heritage, the Public Institution Galichica National Park has prepared a Visitor Management Plan, the implementation of which is planned for the period 2026–2030, with the objective of better regulating tourism activities and reducing pressures on sensitive areas.

During the reporting period, Albania prioritised binding protection instruments and targeted conservation action in the most sensitive areas. The process to declare the village of Lin as an Urban Architectural Ensemble is nearing completion following approval in principle by the National Council of Tangible Cultural Heritage, including a buffer regime that designates the Lin Peninsula as a natural subzone where urban-system land uses are prohibited, thereby strengthening safeguards against future urbanisation. Conservation action at the Paleochristian Basilica of Lin advanced through the implementation of a partial phase of an approved restoration project, including consolidation works and interim protective measures pending completion of the full scope. In parallel, engagement and awareness-raising activities continued across the Albanian part of the property, with a sustained focus on reinforcing understanding of the property's Outstanding Universal Value, its attributes, and associated protection requirements. Wastewater management advanced from planning into implementation in Udënisht, while financing decisions remain pending for Çërravë and Dardhas. Lastly, Annex 4 presents Albania's draft set of corrective measures with timeframes and verification benchmarks, submitted as a working basis for consultation. Albania looks forward to continued technical consultation with North Macedonia, the World Heritage Centre, and the Advisory Bodies, with the intention to further calibrate scope, sequencing, and verification benchmarks so that the final set is coherent at transboundary scale and can be implemented in a timely and effective manner.

Transboundary dialogue between the Republic of North Macedonia and the Republic of Albania continued through sustained and close coordination between the competent institutions of both States. A significant outcome of this cooperation is the publication of spatial data for the transboundary property "Natural and Cultural Heritage of the Ohrid Region" on UNESCO's official geospatial platform – the UNESCO

Sites Navigator (World Heritage Online Map Platform), representing an important step towards increased transparency, improved planning and harmonized management of the property at the international level.

2. Response to the World Heritage Committee Decision:

Decision: 47 COM 7B.54

The World Heritage Committee,

1. Having examined Document WHC/25/47.COM/7B.Add.3,
2. Recalling Decisions **40 COM 7B.68, 41 COM 7B.34, 43 COM 7B.36, 44 COM 7B.77, 45 COM 7B.104 and 46 COM 7B.44**, adopted at its 40th (Istanbul/UNESCO, 2016), 41st (Krakow, 2017), 43rd (Baku, 2019), extended 44th (Fuzhou/online, 2021), extended 45th (Riyadh, 2023) and 46th (New Delhi, 2024) sessions respectively,
3. Notes with utmost concern the ongoing degradation of attributes conveying the Outstanding Universal Value (OUV) of the property, as reaffirmed by the 2024 Reactive Monitoring mission, and urges the States Parties to implement the mission's recommendations, as well as outstanding recommendations from the 2017 and 2020 missions;

In line with the Committee's concerns regarding the conservation of the property, the following sections provide an overview of the actions undertaken by each State Party to strengthen the implementation of outstanding and reaffirmed recommendations, building on the findings of the Reactive Monitoring Missions conducted in 2017, 2020 and 2024.

The State Party of North Macedonia reports on measures undertaken by relevant national and local institutions, presented below, within their respective mandates, to address the Committee's concerns and to support the implementation of the Reactive Monitoring Mission recommendations.

The Public Enterprise for State Roads is undertaking activities within the scope of its institutional mandate, with the aim of aligning infrastructure interventions with the protection regime of the property. The activities undertaken and those planned form part of a continuous response to the recommendations of the World Heritage Committee and their gradual implementation across multiple monitoring cycles, including recommendations that remained unresolved following the Reactive Monitoring Missions of 2017 and 2020, and which were reaffirmed and further emphasized by the mission conducted in 2024.

In the context of the recommendation to reintroduce a construction moratorium and limit exceptions, and within the management of infrastructure activities in the protected area, the Public Enterprise for State Roads, as the institution responsible for state roads, does not adopt urban planning decisions. However, within the scope of its mandate, it does not initiate new interventions within the protected area and regularly seeks the opinion of the Commission for the Management of the Natural and Cultural Heritage prior to the commencement of any new infrastructure activities (Recommendation 1.g of the RMM 2024).

With regard to Studenčišča Marsh, the Public Enterprise for State Roads cooperates with the Ministry of Environment and Physical Planning, as well as with the National Institution Institute for the Protection of Cultural Monuments and Museum – Ohrid, in line with the recommendation to protect and enhance degraded areas, prevent the construction of permanent structures along the promenade, and revise the use

of the lakeshore within the framework of the relevant planning documents (Recommendations 2.h, 2.i and 2.j of the RMM 2024).

In order to ensure transparency, institutional coordination and continuity in management, the Public Enterprise for State Roads regularly informs the Commission for the Management of the Natural and Cultural Heritage and timely submits requests for opinions for each new design or construction activity (Recommendation 3.d of the RMM 2024).

In response to the recommendation concerning the preparation of Strategic Environmental Assessments (SEA) for all infrastructure projects and the submission of the studies to the World Heritage Centre, the Public Enterprise provides support and technical coordination with the project unit for Corridors VIII and X-d, particularly with regard to the preparation of infrastructure studies and assessments. (Recommendation 6 of the RMM 2024).

In this regard, it should be particularly noted that the Ministry of Transport adopted a Decision to carry out a Strategic Environmental Assessment for the planning document “Road Corridor for Corridor VIII, motorway section Trebenishta–Struga–Frangovo”, which is located within the UNESCO protected area. The purpose of this Decision is to conduct a procedure to identify all potential impacts on the protected property, which would provide guidance for further decision-making, including the identification of an alternative route for this motorway section. The above Decision is attached in Annex 1.

In relation to the conservation of the attributes that convey the Outstanding Universal Value (OUV) of the Ohrid Region, and in response to the call for consistent implementation of the recommendations of the Reactive Monitoring Missions, the NI Institute for Protection of Cultural Monuments and Museum – Ohrid, covering the territories of four municipalities, namely Ohrid, Struga, Debrca, and Vevchani, in its role as a regional conservation centre, has established mechanisms for the protection of the cultural heritage of the property. Within its legal mandate, the NI Institute and Museum – Ohrid carries out conservation and restoration of individual protected properties and exercises oversight over the implementation of the Management Plan for the Ohrid Region in the domain of cultural heritage. In this sense, the institution issues Opinions for the achieved protection and conservation conditions in accordance with the Law on Protection of Cultural Heritage at the request of potential investors who want to carry out construction interventions in the Old City Core of Ohrid. The Opinion is then submitted to the Commission for Managing the Natural and Cultural Heritage of the Ohrid Region before being submitted to the Directorate for Protection of Cultural Heritage, which then adopts a Decision on Protection and Conservation Conditions as a prerequisite for the preparation of a conservation project. Then, in the design process, the conservation projects are being controlled, for which a Report is prepared confirming or giving comments on compliance with the previously provided protection and conservation conditions. At the end of this procedure, Conservation approval is obtained from the Directorate for the Protection of Cultural Heritage. The process then continues with the Ministry of Transport, which issues the corresponding Approval for the requested interventions in accordance with the Law on Construction. This multi-layered control procedure provides a certain guarantee that the Management Plan for the Ohrid Region will be correctly applied, thereby ensuring the preservation of the Outstanding Universal Value (OUV) of the property. In the contact zone of the Old City Core of Ohrid, an Opinion on Conservation is issued for the basic design in accordance with Law on the Declaration of the Old City Core of Ohrid as Cultural Heritage of Exceptional Importance, which serves as the basis for obtaining an Approval under the Law on Construction from the Municipality of Ohrid. For the remaining parts of the Region, when requesting any construction activity, the applicable regimes of the relevant Zone under the

Management Plan for the Ohrid Region are applied, and an Opinion on Conformity is issued by the NI Institute and Museum – Ohrid. This Opinion also forms the basis for the subsequent procedure to obtain the relevant Approval from the competent municipality.

In the context of the continuous implementation of the recommendations of the Reactive Monitoring Missions, the Directorate for the Protection of Cultural Heritage, in accordance with the legal regulations, approves grounds and conditions for protection and conservation of cultural heritage, which serve as the documentary foundation for its treatment in spatial and urban planning. This ensures the integration of the appropriate protection regime into planning documentation, which plan drafters are required to respect. Furthermore, the Directorate is involved in the implementation of the measures envisaged by the Action Plan of the Strategic Plan for Rehabilitation of the Natural and Cultural Heritage of the Ohrid Region (2023-2030), especially those related to the protection of the old city cores of Ohrid and Struga. Within its competences, the Directorate carries out activities aimed at the preservation of archaeological remains and the coherence of architectural and urban ensembles (Recommendation 19 of RMM 2017).

In addition, the Directorate continuously conducts professional oversight of conservation projects, issues Conservation Approvals, and monitors the implementation of conservation activities in the Ohrid Lake region through its Inspection Service. Between December 2024 and November 2025, the Inspection Service of the Directorate for the Protection of Cultural Heritage carried out a total of 37 ad-hoc inspection supervisions in Ohrid and six in Struga, and further actions were taken on two complaints in Ohrid and one in Struga.

Due to identified risks threatening certain cultural heritage properties, and at the request of the NI Institute for Protection of Cultural Monuments and Museum – Ohrid, and in accordance with the provisions of the Law on Protection of Cultural Heritage, the following properties were declared as cultural heritage in danger during the reporting period: "The House of Momirovi" in Ohrid and the administrative building of the NI Museum "Dr. Nikola Nezlobinski" in Struga. Cultural heritage in danger, regardless of the type and category to which it belongs, has priority in the implementation of protection measures.

In order to enhance the valorisation and protection of cultural heritage in the Ohrid Region, based on a prepared Valorisation Report, a procedure is currently underway to designate the building of the "State Archive of the Republic of North Macedonia – Ohrid Regional Department" as a property of significant cultural heritage.

Regarding the recommendations related to addressing illegally built structures in the Ohrid Region (Recommendation 9 of the RMM 2017 and Recommendations 2 of the RMM 2020 and 2024), the Directorate for the Protection of Cultural Heritage, within the procedures for their legalization regulated under the Law for Treatment of Illegally Built Structures ("Official Gazette of the RM" No. 23/11, 54/11, 155/12, 72/13, 44/14, 115/14, 199/14, 124/15, 129/15, 217/15, 31/16, 190/17 and 174/21), issues consents and/or notifications of non-consent, based on the professional opinions of the NI Institute for Protection of Cultural Monuments and Museum – Ohrid.

In accordance with the recommendations of the 2024 Reactive Monitoring Mission, systematic protection of cultural monuments and churches in the Republic of North Macedonia continued throughout 2025 through ongoing conservation and restoration activities carried out by the NI Institute for the Protection

of Cultural Monuments and Museum – Ohrid, within the framework of which several conservation and restoration projects were implemented, aimed at preserving the key attributes:

- Renovation of the roof and external carpentry of the "Lapidarium" in the museum complex "Robevci" – reconstruction of the terrace, sanitation of interior and sanitary rooms, restoration of the western party wall and installation of a new gutter.




- Conservation and restoration works on Partizanska Street, Struga – replacement of external carpentry and other activities for the protection of architecture, phase 3 of a capital project.



- Remediation and ongoing maintenance of the roof of the Diaconikon on the archaeological site "Plaoshnik" – installation of wooden beams, plank decking, waterproof membrane, ceramic roof covering, and rainwater gutters.




- Structural strengthening, rehabilitation and restoration of the Church of St. Barbara, Ilindenska Street, Ohrid – construction of a retaining wall in accordance with a revised structural engineering project, with the aim of ensuring mechanical stability and seismic protection.


НАЦИОНАЛНА УСТАНОВА ЗАШТИТА НА КУЛТУРАТА И МУЗЕЈИ ОХРИД
 Основен проект за статичко зајакнување, санација и реставрација на надворешниот ѕид и кров на црквата Св. Барбара на КТ115870 на ул. Илинденска 66 во Охрид

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Архива на граѓански конструктивен проект



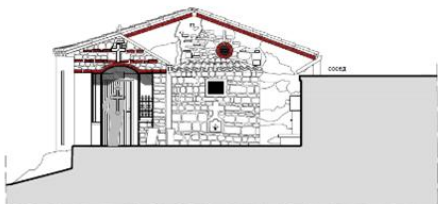
инженерство ИУ Завис за заштита на спомениците на културата в Муниципалитетот на Охрид
 ул. Бр. 13-8/82
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ОСНОВЕН ПРОЕКТ за статичко зајакнување, санација и реставрација на надворешниот ѕид и кров на црквата Св. Барбара на КТ115870, ЮО Охрид 3, на ул. Илинденска 66, во Охрид

ПОСТОЈНА СОСТОЈБА
 ФАСАДА И СТРОК



Легенда:
 □ стари материјали
 □ реставрирани материјали
 □ обновени материјали (на црвен)
 □ стари материјали со замена
 □ обновени материјали со замена



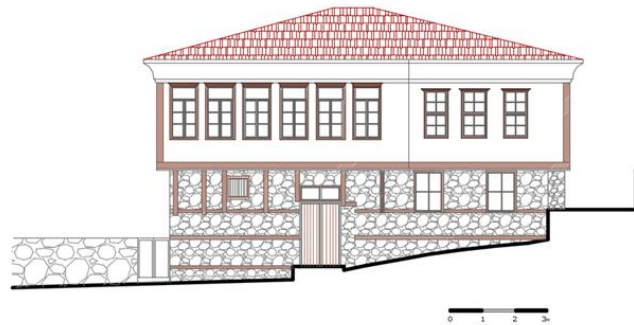
ФАСАДА И СТРОК

Архитект: ИУ Завис за заштита на спомениците на културата в Муниципалитетот на Охрид
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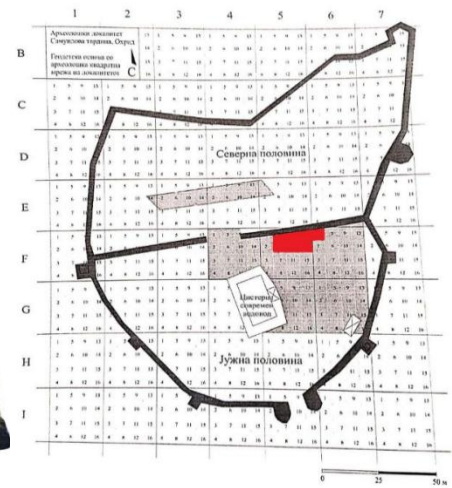
- Implementation of urgent protection measures – the House of Momirovi, Ohrid – a project was prepared for the dismantling and removal of hazardous elements of the Momirovi House, which has been declared cultural heritage in danger. The project received a positive professional opinion from the National Conservation Centre – Skopje and was submitted to the Directorate for the Protection of Cultural Heritage for conservation approval, within which formally established protective and conservation conditions were defined. These urgent measures ensured the structural stability of the building and prevented further deterioration, which is essential for its future conservation and revitalisation.



- Additional archaeological investigations for the preparation of a Valuation Study – the site “Raica – the Monasteries”, village of Ljubanishta, Ohrid – in 2025, systematic archaeological research was carried out with the aim of confirming and supplementing the data on the Early Christian basilica (5th–6th century). The investigations revealed fully preserved mosaic floors and a baptistery, documented through photographic and technical documentation. The results provide a clearer archaeological understanding of the structure and form the basis for the preparation of a valuation study, conservation planning and further scientific analysis.



- Additional archaeological investigations – Samuel’s Fortress/Citadel, Ohrid – the investigations conducted in 2025 focused on the medieval necropolis and the further documentation of the vertical stratigraphy. Eight skeletal burials and sections of walls were uncovered, confirming intensive habitation of the area over the centuries. The data obtained provide a basis for future archaeological research and for the comprehensive delineation of the area for conservation and presentation.



Scanned with CamScanner



- Conservation and restoration works – frescoes in the Church of St. Bogorodica Bolnichka, Ohrid – During the period August–November 2025, conservation interventions were continued in accordance with an approved project. The works included stabilization of the fresco plaster, cleaning of the frescoes, and trial treatment methods applied to selected areas of the transept and the nave. Emphasis was placed on preserving the original structure of the wall paintings and on preparation for future conservation interventions. All activities were documented through a field log, photographic documentation and monitoring of ambient conditions.
- Documentation and professional supervision – detailed documentation was maintained throughout the conservation process, including photographic and graphic materials. An extraordinary inspection was carried out by the Directorate for the Protection of Cultural Heritage, as well as professional supervision by the National Conservation Centre.



- Restoration works – Faculty of Theology at Plaoshnik, Ohrid – in 2025, construction works were carried out for the conservation of the façades, including stone treatment, installation of capitals and columns, as well as masonry works using ytong blocks and stone to form façade openings. These activities contribute to the protection of the architectural integrity of the building and to its future maintenance as part of the cultural heritage.



- Urgent measures – National Institution “Dr Nikola Nezlobinski” Museum, Struga – urgent protective measures were implemented for the museum premises, including the strengthening of the existing wooden structure and ceiling through the installation of new beams. These works ensured the safety of the building and created the conditions for the complete rehabilitation and conservation of the premises by the end of 2025.



The State Party of Albania reports that implementation efforts have been reinforced through the ongoing adoption of binding legal measures and instruments, priority interventions at selected attributes, strengthened inter-institutional coordination between the responsible planning and heritage authorities. The Strategic Recovery Plan and the 2024 Reactive Monitoring Mission recommendations are used to inform and sequence this work, together with the Committee’s requests under Decision 47 COM 7B.54 and outstanding recommendations from earlier missions, to focus action on sensitive areas and the attributes conveying the property’s Outstanding Universal Value (OUV).

In relation to the concerns identified under Section 1.2.10 of the 2024 Reactive Monitoring Mission regarding the condition of archaeological remains on the Lin Peninsula, a partial phase of the works foreseen in an approved restoration project was implemented at the Paleochristian Basilica of Lin. The project had been approved by Decision No. 57, dated 31 January 2025, of the National Council of Material Cultural Heritage. The works included the consolidation of sections of masonry identified as being in poor condition,

including stone elements of the wall fabric, as well as minor surface works along the access path to the monument. In place of a fencing solution foreseen in the approved project, a protective covering was installed over a sensitive area of the structure. This covering was installed on a provisional basis, pending the implementation of the full scope of works foreseen for the basilica. The works were implemented and supervised by the Regional Directorate of Cultural Heritage, Korçë.





Figure 1 Implementation of interventions (source: Regional Directorate of Cultural Heritage Korçë)

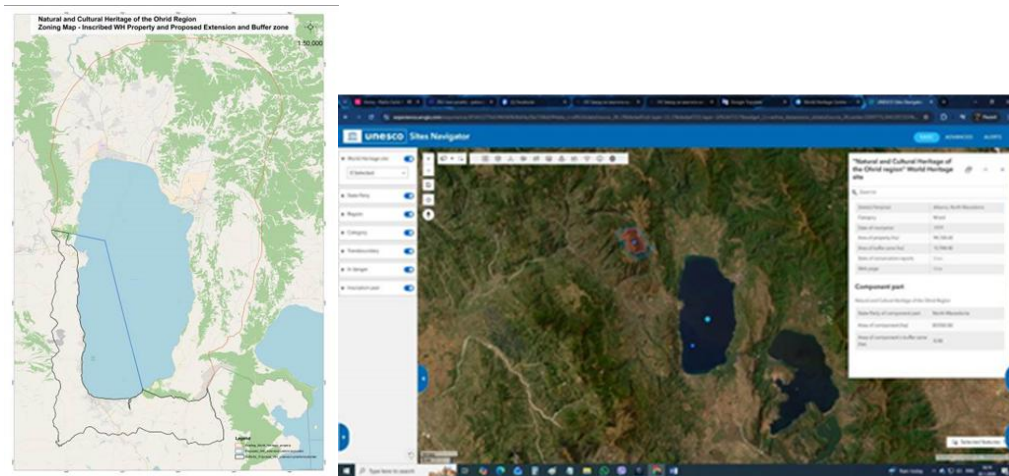
During the reporting period, the process for declaring the village of Lin as an Urban Architectural Ensemble is nearing completion. The draft Decision of the Council of Ministers has not yet been formally approved. The proposal has been approved in principle by the National Council of Tangible Cultural Heritage through Decision No. 515, dated 24.10.2025, which endorsed the declaration of Lin as an immovable cultural property of the category “Urban Architectural Ensemble,” the delineation of its protected core area and buffer zone, and the approval of the related conservation, protection, and management plan. This includes the designation of the Lin Peninsula as a second-level buffer subzone of natural character. Further details are provided under paragraph 7.

4. Also urges the States Parties to continuously reinforce transboundary dialogue, at both high institutional and operational levels, to ensure effective and sustainable management;

Building on existing frameworks for transboundary collaboration, dialogue and cooperation continued during the reporting period at both institutional and operational levels between the competent authorities of both States Parties. In this context, sustained exchanges focused on technical coordination, information-sharing related to the preparation of the State of Conservation report, and the progressive alignment of governance and management instruments, while exploring opportunities for joint financial and technical support from UNESCO, the European Union, and other international partners to support shared conservation priorities.

Thanks to the established cooperation with the developer of the UNESCO Sites Navigator (GIS), as well as with the competent institutions on the Albanian side, the spatial boundaries of the transboundary property “Natural and Cultural Heritage of the Ohrid Region”, delineated in the form of polygons, are currently publicly accessible through the UNESCO Sites Navigator, the official geospatial platform of UNESCO. These data are also displayed on the individual property webpage of the World Heritage Centre, representing a significant step forward in the use of advanced, reliable and publicly accessible digital tools to support the management, monitoring and protection of transboundary heritage in the region, with potential for further analysis and enhanced coordination among relevant stakeholders.

The polygon of the transboundary property “Natural and Cultural Heritage of the Ohrid Region” is currently available via the following link: <https://whc.unesco.org/en/list/99/maps/>



In North Macedonia, efforts to enhance operational and technical coordination have continued, and within this framework of transboundary dialogue on the protection and sustainable management of Lake Ohrid and Lake Prespa, the Public Institution Hydrobiological Institute – Ohrid will host the third meeting of the Joint Committee on Fisheries, with the participation of delegations from the Republic of North Macedonia and the Republic of Albania. This meeting will address the alignment and harmonization of fisheries management, as well as the implementation of measures for the protection and sustainable use of fish stocks in the shared lake ecosystems (Recommendation 3.j of the Reactive Monitoring Missions of 2020 and 2024). This planned activity underscores the ongoing cooperation and coordination at both institutional and operational levels between the two States, aimed at ensuring effective and sustainable management of the natural heritage.

As part of continuing efforts to strengthen transboundary cooperation, two coordination meetings were held during the reporting period, on 5 November and 12 December 2025, focusing on the exchange of technical information related to the preparation of the State of Conservation report, experience gained during previous reporting cycles, and management and governance instruments under development in both States Parties. These exchanges addressed processes for information-sharing, coordination, and alignment with the requirements of the World Heritage Convention, as well as the need to progressively consolidate modalities for more regular and structured transboundary cooperation, including opportunities for joint financial and technical support.

The Regional Directorate of Cultural Heritage Korçë has maintained active collaboration with its homologous institution in North Macedonia, notably the National Institute for Protection of Monuments of Culture and Museum – Ohrid, within the framework of a Memorandum of Cooperation signed between the two institutions. This Memorandum provides a structured basis for strengthening collaboration in the protection and promotion of the shared cultural heritage of the Ohrid Region, supporting the exchange of professional experience, targeted training activities in cultural heritage management, the development of shared GIS-based documentation tools for heritage administration, and the reinforcement of technical and institutional capacities for sustainable conservation.

Similarly, transboundary cooperation in protected area management continues through ongoing collaboration of the Korçë Regional Administration of Protected Areas with counterpart institutions in North

Macedonia, including the management authorities of Galičica and Pelister National Parks, as well as with the homologous authority in the Prespa area in Greece. This cooperation is sustained through regular coordination meetings and joint exchanges aimed at supporting the sustainable management of shared protected areas and ecosystems. Contributions from non-governmental organizations, such as PPNEA, complement these institutional efforts through monitoring and awareness-raising activities across both sides of Lake Ohrid. For information, Annex 3 presents an overview of awareness-raising and education activities carried out during the reporting period in and around the Albanian component of the property.

These coordination efforts took place within a broader institutional context in Albania, marked by ongoing administrative and organizational adjustments affecting the framework for World Heritage governance. Despite these changes, institutional exchanges, operational cooperation, and structured technical collaboration have contributed to maintaining continuity of dialogue, strengthening a shared technical understanding across sectors, and supporting a more consistent basis for coordination, including in the lead-up to the development and examination of corrective measures, as requested by the World Heritage Committee.

In North Macedonia, sustained institutional engagement and operational measures have strengthened the management and protection of the property, maintaining continuity of dialogue, reinforcing a shared understanding across sectors, and supporting the ongoing implementation of the Committee's recommendations and continued collaboration with the Albanian counterpart.

5. Regrets the lack of reported progress in preparing a Strategic Environmental Assessment (SEA) to define the cumulative impacts on the property's OUV, and reiterates its request to the States Parties to urgently prepare a SEA that comprehensively assesses the cumulative impacts of all infrastructure and development plans, and other major projects on the property's OUV and to submit it to the World Heritage Centre for review by the Advisory Bodies;

The Ministry of Transport of the Republic of North Macedonia adopted a Decision to carry out a Strategic Environmental Assessment for the planning document "Road Corridor for Corridor 8, motorway section Trebenishta–Struga–Frangovo", which is located within the protected area of UNESCO. The purpose of the Decision is to conduct a procedure that will identify all potential impacts on the protected property, providing guidance for further decision-making, including the identification of an alternative route for this road section. The aforementioned Decision is included in Annex 1.

In parallel, Albania is exploring opportunities with the UNESCO Regional Bureau for Science and Culture in Europe, to support the preparation of a comprehensive SEA, in coordination with North Macedonia, with a view to jointly assessing cumulative impacts on the property's OUV and submitting the SEA to the World Heritage Centre for review by the Advisory Bodies.

6. Reiterates its request to the State Party of Albania to upgrade the status of the Strategic Recovery Plan (SRP), including through clear and reinforced governance, and to promptly implement urgent measures to address existing threats to the OUV and improve the overall state of conservation of the property;

Albania acknowledges the Committee's reiterated request to upgrade the Strategic Recovery Plan (SRP), strengthen governance, and implement urgent measures to address threats to the OUV and improve the state of conservation. The SRP has not yet reached the formal standing expected by the Committee. However, Albania applies it in practice as the main framework to plan, prioritise, and coordinate delivery

across responsible institutions, as work to strengthen decision-making arrangements, accountability, and routine monitoring and reporting on SRP delivery, is advancing.

The work carried out on the cultural heritage component illustrates perfectly the central role of the SRP: Albania has first focused on practical instruments that steer day-to-day decisions and awareness-raising. Under I.C.7.1 & I.C.7.2 Albania has provided a guidance base available to owners and practitioners through technical guidance for built heritage in and around Pogradec and the Albanian side of Lake Ohrid, while organizing regularly community focused event, thus supporting more consistent application of protection measures in sensitive settlements. Albania is also reinforcing preventive safeguards in project control. Under I.B.1.1 and I.B.1.2, Albania has strengthened the systematic practice of requesting Heritage Impact Assessments through the National Council of Material Cultural Heritage (NCMCH) procedures for relevant interventions in the World Heritage context, while continuing to advocate for and work toward a formalised methodology aligned with the UNESCO Guidance and Toolkit in the transboundary context. Site-level action where risks and visibility remain high has also been strengthened: under I.A.18.2, I.A.18.3, and I.A.18.4, have been performed routine monitoring and periodic maintenance of the church remains and mosaics, supported by designated technical staff for site presence, visitor recording, and basic interpretation support. Recently, in response to the 2024 Reactive Monitoring Mission's concerns, Albania also has proceeded to the implementation of a partial phase of an approved restoration project at the Paleochristian Basilica of Lin (NCMCH Decision No. 57, 31.01.2025), including consolidation of deteriorated masonry and interim protective measures pending completion of the full scope of works, implemented and supervised by Regional Directorate of Cultural Heritage Korçë.

The same SRP logic that structures routine delivery also underpins the key corrective measure for Lin, now nearing formal adoption through the Council of Ministers Decision on the declaration of the village of Lin as an immovable cultural property of the category "Urban Architectural Ensemble", the determination of its buffer zone, and the approval of the plan for its preservation, protection and management. Under I.B.5.1 and I.B.5.2, and building on Law no. 27/2018 on "Cultural Heritage and Museums' provisions on cultural landscape protection, Albania has progressed the Lin Peninsula protection package through successive institutional steps and brought the draft Council of Ministers Decision close to adoption (see below response to para 7 for further details). Once adopted, the Decision will declare Lin an Urban Architectural Ensemble and delineate the protected core and buffer zones, including the designation of the entire Lin Peninsula as a natural buffer subzone. This zoning regime will remove the Lin Peninsula from future urbanisation scenarios and will establish a clear legal hierarchy over municipal spatial planning instruments, directly addressing the Committee's request to exclude urbanisation possibilities in ecologically and culturally sensitive areas.

7. Notes with concern the construction of a five-storey complex in Tushemisht and the retention of development zones near Tushemisht, Drilon Springs, and Lin Peninsula without appropriate impact assessments, and also reiterates its request to the State Party of Albania to:
 - a) Revise and downscale the Tushemisht development in accordance with the OUV conservation requirements,
 - b) Amend the Pogradec General Local Plan to exclude urbanisation possibilities in ecologically sensitive areas, including those between Tushemisht and Drilon Springs and on Lin Peninsula,
 - c) Strictly enforce regulatory measures protecting the property's OUV;

With regard to Lin Peninsula, the State Party reports a set of concrete and institutionally binding measures that directly address the Committee's request under Decision 47 COM 7B.54, paragraph 7 to exclude urbanization possibilities in ecologically and culturally sensitive areas, and respond to the recommendations of the 2024 Reactive Monitoring Mission.

During the reporting period, the process for declaring the village of Lin as an Urban Architectural Ensemble progressed and is nearing completion. A draft Decision of the Council of Ministers has been prepared but has not yet been formally adopted. The proposal was approved in principle by the National Council of Tangible Cultural Heritage through Decision No. 515, dated 24.10.2025. This decision endorses the proposed designation of the Urban Architectural Ensemble as the core protected zone, encompassing the historic village fabric and its immediate setting, subject to strict conservation and intervention criteria. It further endorses the delineation of a legally defined buffer zone is introduced, within which the entire Lin Peninsula is designated as a second-level buffer subzone of natural character. Within this subzone, urban-system land uses are explicitly prohibited and permissible activities are limited to non-urban, landscape-compatible functions. Once adopted by the Council of Ministers, this zoning regime will remove the Lin Peninsula from future urbanisation scenarios and will establish a clear legal hierarchy over municipal spatial planning instruments.

This terrestrial protection framework is complemented and reinforced by Council of Ministers Decision No. 790, dated 18.12.2024, which declared the underwater archaeological zone "A" of the pile-dwelling settlement in Lin Village as cultural property and approved its zoning, conservation, protection, and management plan. This Decision establishes precise georeferenced boundaries, restricts permitted activities to research, conservation, and controlled musealization, mandates prior approval and continuous monitoring by specialized heritage authorities, and prohibits fishing, unlicensed diving, and other potentially damaging uses. Taken together and once the terrestrial measures are formally adopted, these Decisions will constitute a comprehensive and enforceable protection regime for both the terrestrial and underwater attributes of Lin, addressing cumulative impact risks and preventing the displacement of development pressure from land to lake.

In parallel, and with relevance to other sensitive areas identified by the Committee, including Tushemisht and the Drilon Springs area, the National Agency of Territorial Planning has confirmed that all structural units of the current General Local Plan of the Municipality of Pogradec take into account the World Heritage status of the property and its attributes. The Agency further clarified that, in accordance with national planning legislation, the initiation of a formal revision of the General Local Plan lies with the Mayor, and that such a revision is required in light of the World Heritage Committee's decision. The Agency confirmed that, during the preparation and revision of the Plan, UNESCO directives will be integrated and that it stands ready to provide technical support and institutional coordination, ensuring coherence between national protection regimes, municipal spatial planning, and forthcoming strategic assessment processes.

Taken together, these actions demonstrate a coherent and context specific approach: the adoption and implementation of immediate, legally binding measures where already in force, coupled with a structured and institutionally anchored process to address remaining planning issues elsewhere through revision of the General Local Plan. In the context of forthcoming corrective measures, Lin Peninsula is therefore considered to have reached a level of procedural and regulatory maturity, with further action expected to focus primarily on enforcement, monitoring, and integration within the forthcoming Strategic Environmental Assessment for the Ohrid Region.

The draft Decision of the Council of Ministers on the declaration of the village of Lin as an Urban Architectural Ensemble, including the delineation of its protected core area and buffer zone and the approval of the related conservation, protection, and management plan, is provided in Annex 2 for information.

8. Requests moreover the State Party of Albania to halt further development on the Drilon– Tushemisht Waterscape project and the Pogradec bypass road until the revised impact assessments, in line with the Guidance and Toolkit for Impact Assessments in a World Heritage Context, including cumulative impacts, are completed and submitted for review, in line with the 2024 mission’s recommendations;
9. Further reiterates its request to the State Party of North Macedonia that:
 - a) Amendments to Detailed Urban Plans and approval of Local Development Plans outside settlements be suspended until the SEA is carried out and demonstrates no adverse effects on the attributes underlying the property’s OUV,
 - b) The General Urban Plans for Ohrid and Struga as well as the spatial planning instruments for non-built-up areas, be elaborated as a matter of urgency and fully respect the attributes underlying the property’s OUV,
 - c) A systematic assessment, based on clear criteria, of the negative impacts of illegal buildings be conducted, with decisions taken to eliminate or mitigate adverse effects, including removal of illegal constructions or parts thereof,
 - d) The feasibility study for planning of the coastal zone of Lake Ohrid located in the Republic of North Macedonia, part of the mixed transboundary World Heritage property ‘Natural and cultural heritage of the Ohrid Region’ be submitted to the World Heritage Centre for review by the Advisory Bodies;

In December 2025, the Government of the Republic of North Macedonia adopted a series of decisions and mandates for the intensified, centralized and coordinated implementation of the Strategic Recovery Plan for the Natural and Cultural Heritage of the Ohrid Region (2023–2030). As part of this process, the Government tasked the Ministry of Transport to submit to the Government the Feasibility Study for the Urban Plan for Areas and Structures of State Significance for the Protected Coastal Zone in the Ohrid Region, with the aim of formalizing the document.

The Ministry of Transport submitted to the Government of the Republic of North Macedonia the *Feasibility Study for the Urban Plan for Areas and Structures of State Significance for the Protected Coastal Zone in the Ohrid Region*, for it to be further disseminated to the World Heritage Centre. The procedure for the preparation of the Urban Plan for Areas and Structures of State Significance for the Protected Coastal Zone in the Ohrid Region has also been initiated. In the continuation of this procedure, it will be important to consider the aspects, guidelines and recommendations of the aforementioned Feasibility Study, once it has been reviewed by the World Heritage Centre. In addition, the Ministry of Transport conducted a public procurement procedure for a service related to the Compulsory Administrative Enforcement of Final Administrative Acts and Demolition of Buildings and submitted the Contract for this procurement (Annex 2). In the coming period, several final administrative acts are expected to be implemented for the removal of illegally built structured within the territory of the Municipality of Ohrid.

In the amendment and adoption of new urban plans, the Municipality of Ohrid fully upholds the Management Plan for the Natural and Cultural Heritage of the Ohrid Region (2020–2029), the Law on the Management of the Natural and Cultural Heritage of the Ohrid Region, the Law on Spatial and Urban Planning, and other relevant laws and bylaws. The Municipality of Ohrid has initiated procedures to align a significant portion of the General Urban Plan (GUP) of Ohrid in accordance with the Law on Urban Planning and the Management Plan for the Natural and Cultural Heritage of the Ohrid Region (2020–2029), with the procedures applied in the e-Urbanism system under GUP 2020.

No. of procedure	Title	Type of request
70587	Amendment and Supplement of the GUP UB10 UB 10.1 and DUP UB 10 UB 10.01, Coverage 1	GUP (2020)
68759	Amendment and Supplement of the GUP UZ 9 UB 9.3 and DUP UZ 9 UB 9.3, Unified Procedure	GUP (2020)
68279	Amendment and Supplement of the GUP for UZ 2 UB 2.2 and DUP UZ 2 UB 2.2, Coverage 4 – Unified Procedure	GUP (2020)
64296	Amendment and Supplement of the GUP for UZ 4 UB 4.4 and DUP for UZ 4 UB 4.4, Coverage 1 – Unified Procedure	GUP (2020)
62530	Amendment and Supplement of the GUP UZ 15 UB 15.5 and DUP UZ 15 UB 15.5, Coverage 2 – Unified Procedure	GUP (2020)
62136	Amendment and Supplement of the GUP for UZ 12 UB 12.3 and DUP for UZ 12 UB 12.3, Coverage 4, Municipality of Ohrid – Unified Procedure	GUP (2020)
61701	Amendment and Supplement of the GUP for UZ 15 UB 15.1 and DUP for UZ 15 UB 15.1, Municipality of Ohrid	GUP (2020)

With regard to illegally built structures, the Municipality of Ohrid applies the Law on Treatment of Illegally built structures and the Management Plan for the World Natural and Cultural Heritage of the Ohrid Region (2020–2029).

The Municipality of Debrca has prepared an inventory of illegal structures, which has been submitted to the Ministry of Transport of the Republic of North Macedonia. The Municipality has also initiated urbanization processes for all settlements located within the UNESCO boundaries, with plans approved by the Management Committee for the World Natural and Cultural Heritage of the Ohrid Region.

The Directorate for the Protection of Cultural Heritage, in the procedures for the legalization of illegally built structures in the Ohrid Region regulated by the Law on Treatment of Illegally Built Structures (“Official Gazette of the Republic of North Macedonia” Nos. 23/11, 54/11, 155/12, 72/13, 44/14, 115/14,

199/14, 124/15, 129/15, 217/15, 31/16, 190/17 and 174/21), issues approvals and/or notifications of non-approval, based on the professional opinion of the National Institute Institute and Museum – Ohrid.

The primary criterion in issuing these documents is whether the building affects the integrity and authenticity of the protected area, in accordance with the provisions of the Law on the Proclamation of Old City Core of Ohrid for Cultural Heritage of Particular Importance (“Official Gazette of the Republic of North Macedonia” Nos. 47/11 and 154/15) and the Management Plan for the World Natural and Cultural Heritage of the Ohrid Region. The final decision on legalization is made by the Ministry of Transport, which is obliged to respect the approval or notification issued by the Directorate for the Protection of Cultural Heritage.

In the period from December 2024 to November 2025, the Directorate processed a total of 12 applications for the legalization of illegally built structures in the Municipality of Ohrid, one application in the Municipality of Struga, and two applications in the Municipality of Debrca.

The Report on Revalorization of the Natural and Cultural Heritage of the Ohrid Region is in its final stage. Following additional on-site surveys and reconnaissance of several archaeological sites, the precise coordinates of all protected and registered archaeological sites, architectural and sacral monuments, memorials, and similar heritage elements have been established and marked on a base map using distinct symbols (GIS platform). The boundaries of individual zones have been accurately determined, a detailed description of each zone has been prepared, and a specific protection regime has been developed for each zone, clearly specifying the activities that are permitted and prohibited within each individual zone.

NI Institute and Museum – Ohrid is always available for data sharing, and its experts are in continuous direct contact during the preparation of reports on Heritage Impact Assessments for amendments to Detailed Urban Plans and other major infrastructure projects, unauthorized constructions, as well as the development of the Shoreline Plan based on the previously completed Feasibility Study.

10. Requests furthermore the State Party of North Macedonia to submit to the World Heritage Centre, for review by the Advisory Bodies, the pre-feasibility for the alternative route of the Railway Corridor VIII, the detailed studies and assessments for the Corridor VIII Highway routing options, and associated impact assessments for individual projects, prior to any irreversible decisions, and to suspend any development activities within the project areas until such assessments are completed and reviewed;

In response to the recommendations of the Reactive Monitoring Missions concerning Railway Corridor VIII, the Public Enterprise for Railway Infrastructure – Railways of the Republic of North Macedonia (PERI-RNM), within the framework of the Technical Assistance grant (WB30-MKD-TRA-01) entitled “Rail Cross-Border Section, between Struga and the Albanian Network – Technical Assistance for Preparation of Pre-Feasibility Study”, provided through the Western Balkans Investment Framework (WBIF) and supported by the European Investment Bank (EIB) as the leading international financial institution, concerning the section from Struga in the Republic of North Macedonia to the railway connection point with the Republic of Albania, carried out multiple activities in the period from December 2024 to December 2025.

The Terms of Reference (ToR), prepared by IFFICO – a consultant engaged by the European Commission, were revised multiple times to integrate comments and suggestions from the railway infrastructure managers in the Republic of North Macedonia and the Republic of Albania, the European Investment Bank (EIB), and other relevant stakeholders. The advanced version of the ToR was submitted for

review to ICOMOS and IUCN by the Public Enterprise for Railway Infrastructure – Railways of the Republic of North Macedonia, via the Ministry of Culture and Tourism (Letter no. 20-1076/1 dated 12.03.2025), with comments and suggestions provided by ICOMOS and IUCN in April 2025 (letter no. CLT/WHC/ENA/25/15226 dated 14 April 2025) to guide further action. To accommodate the inclusion of additional stakeholders (EIB's Environment and Social Aspects Sector, JASPERS as EIB's advisory consultant, the EU Delegation, and others), respond to the comments and suggestions of ICOMOS and IUCN, and adapt the ToR to meet the latest requirements necessary for the project to qualify for grant and loan financing, the ToR underwent several amendments and revisions in the second half of 2025. The railway infrastructure managers in North Macedonia and Albania exchanged initial considerations regarding the bilateral agreement for this grant, which is a prerequisite for the disbursement of the funds. Regarding the planned activities for 2026, following the finalization and approval of the ToR first by the concerned parties – the railway infrastructure managers in North Macedonia and Albania and the EIB – and subsequently by ICOMOS and IUCN (expected by the end of the first quarter of 2026), as well as the signing of the bilateral grant agreement between the railway infrastructure managers of North Macedonia and Albania, the consultant responsible for the preparation of project documentation at the pre-feasibility study level, including supporting documentation, which encompasses the preparation of a Strategic Environmental Assessment (SEA) and/or Environmental Impact Assessment (EIA), is expected to be mobilized at the beginning of the second quarter of 2026. This consultant, assigned through the Infrastructure Project Facility (IPF) upon EIB recommendation, will be selected under the already concluded framework agreement for consulting services with the European Commission, and no separate tender procedure will be required. The consultant's assignment is expected to last 15 months from mobilization, during which the consultant will prepare the complete project documentation at the pre-feasibility study level, including all supporting documentation.

Based on the Management Plan for the World Natural and Cultural Heritage of the Ohrid Region (2020–2029), with its Action Plan (“Official Gazette of the Republic of North Macedonia” No. 45/20), the following activities have been implemented and are being carried out under the responsibility of the Public Enterprise for State Roads (PESR):

Section A3, Ohrid – BC Sveti Naum

The rehabilitation of the main road Ohrid – Sveti Naum, over a length of 24.3 km, was carried out in the period from August 2023 to June 2025.

Section A2, Trebenishta – Struga – BC Kjafasan

In the planning and implementation of the A2 motorway, in accordance with the recommendations of the Action Plan and in synergy with the Kičevo – Lin railway line, the Project Unit for Corridor 8 and Corridor 10d has been actively involved. Representatives of the Project Unit also participated in the Reactive Monitoring Mission (25–29 March 2024) conducted for the Republic of North Macedonia and the Republic of Albania.

Section A2, Kičevo – Ohrid

Within the framework of additional design and construction activities related to the motorway, PESR regularly informs and requests the opinion of the Management Committee for the Natural and Cultural Heritage of the Ohrid Region, ensuring the continuous implementation of the recommendation to involve the Committee in all phases of planning. In this context, the Committee issued a positive opinion (No. 68-

6025/2 dated 3 June 2022) for the Trebenishta interchange project, and the Ministry of Transport issued a certification for approval (No. 67-541/5 dated 17 February 2025) for the amendment and supplement of the Corridor 8 project, section Pesočani – Trebenishta (km 0+000 – km 12+698.72), including the construction of the grade-separated road junction “Trebenishta” and connection to State Road A3.

The Project Unit responsible for the section of Corridor 8 – the Trebenishta–Struga–Frangovo–Kjafasan motorway, which lies entirely within the protected zone of the Ohrid Region, operates in accordance with the concluded Construction Agreement for Corridor 8 and Corridor 10d, with this section being of particular importance due to its location within the protected area of the Natural and Cultural Heritage of the Ohrid Region. In line with UNESCO recommendations, the Project Unit carried out a comprehensive process that included a tender procedure for the selection of a planner and designer. The planner prepared an expanded planning scope to cover all spatial variants and relevant factors, and an extended project scope encompassing the wider surroundings of the route and ensuring the collection of data from all competent authorities. The designer produced alternative route designs to explore options beyond the contractual solution proposed by the contractor, Bechtel-Enka. A separate procedure was initiated to select experts for the preparation of the Environmental Impact Assessment (EIA), Heritage Impact Assessment (HIA), and Strategic Environmental Assessment (SEA), ensuring complete field and analytical processing. Highly qualified specialists, including university professors and biodiversity and archaeology experts, were engaged for these analyses. Coordination meetings were also held with the National Institution Institute and Museum – Ohrid to develop solutions for non-invasive field recording and reconnaissance. Regarding the motorway section from Trebenishta to the Qafasan border crossing into Albania, archaeologists from the National Institution Institute and Museum – Ohrid are working closely with the project team, particularly for the reconnaissance of archaeological sites and other historical and cultural assets along the route (Recommendation 6 of the 2020 and 2024 Reactive Monitoring Missions).

The Ministry of Transport issued a decision to conduct a Strategic Assessment for the planning document “Road Corridor for Corridor 8 – Motorway Section Trebenishta–Struga–Frangovo section,” which lies within the UNESCO protected area. The objective of this decision is to carry out a procedure to identify all potential impacts on the heritage property, which will provide guidance for further decision-making, including the identification of alternative alignments for this road section. The above-mentioned decision is attached in Annex 1.

11. Also urges the State Party of North Macedonia to improve conservation of Studenčišča Marsh, and reiterates its request to:

- a) Immediately halt construction activities near Studenčišča Marsh and the Gorica 3 complex until the above-mentioned SEA and project-specific impact assessments are completed,
- b) Revise the proposed draft law for the proclamation of the nature park to ensure alignment with the conservation of the property’s OUV, consistent with relevant IUCN standards and mission findings;

In December 2025, the Government of the Republic of North Macedonia adopted a series of decisions and mandates aimed at the intensified, centralized, and coordinated implementation of the Strategic Recovery Plan for the Natural and Cultural Heritage of the Ohrid Region (2023-2030). As part of this process, the Government mandated the Ministry of Environment and Physical Planning to prepare and submit to the Government a Draft Law proclaiming Studenčišča Marsh a protected area – Nature Park, as well as a Draft Law declaring Lake Ohrid a protected area – Monument of Nature.

The Ministry of Environment and Physical Planning has prepared the Draft Law on Proclamation of Studenčišča Marsh as a Nature Park and is currently in the final phase of activities related to its adoption. Consequently, all recommendations of the Reactive Monitoring Mission relating to Studenchishko Marsh will be implemented within the shortest possible timeframe.

Studenčišča Marsh, designated as Urban Block 17.1 in the GUP of the City of Ohrid, covering an area of 70.51 ha, is legally protected through the GUP itself. In accordance with the Management Plan for the World Natural and Cultural Heritage of the Ohrid Region with the Action Plan (2020–2029), the Municipality of Ohrid does not undertake any interventions within this area, including urbanisation.

The “Gorica 3” complex was subject to urban planning through an Urban Plan Outside the Settlement for part of the tourist complex at the Gorica locality, Municipality of Ohrid, adopted by a Decision of the Municipal Council (no. 07-795/8 of 26 April 2007) and approved with a Building Permit in 2012, i.e. eight years prior to the adoption of the Management Plan for the World Natural and Cultural Heritage of the Ohrid Region (2020–2029) in February 2020.

In line with UNESCO recommendations to strengthen the protection of Lake Ohrid and preserve the Outstanding Universal Value of the property, during the period December 2024 – December 2025, concrete activities were implemented by the Public Scientific Institution Hydrobiological Institute – Ohrid, in accordance with national laws, regulations, and agreements. Within the framework of measures for the conservation of Lake Ohrid’s biodiversity, artificial spawning of the Ohrid trout (*Salmo letnica typicus*) was carried out at the localities of Ohrid, Peštani, and Trejca. Artificial spawning of the Ohrid trout represents one of the key measures for the maintenance and protection of its population and has been implemented by the Hydrobiological Institute – Ohrid continuously since 1935. In terms of maintaining ecosystem balance, trout, as apex predators, play an exceptionally important role within the ichthyofauna and across all links of the food chain.

Artificial spawning and the rearing of juveniles for restocking of the Lake Ohrid fishing waters were conducted in accordance with the Restocking Agreement no. 33-8833/2 of 11 September 2024, the Programme for Financial Support in Fisheries and Aquaculture for 2024 (Official Gazette of the Republic of North Macedonia no. 13/24), and the Permit for Fishing for Scientific and Research Purposes no. 33-633/2 of 14 January 2025, issued by the Ministry of Agriculture, Forestry and Water Economy. These activities contribute directly to the long-term sustainability of this endemic species’ population.

In parallel, continuous monitoring and protection of the summer form of the Ohrid trout (*Salmo aestivalis*) has been carried out within the project “Limnological Study of Lake Ohrid”, funded by the Ministry of Education and Science, with the aim of timely identification of population changes and ensuring sustainable ecosystem management. To assess the current status of the population of the summer form of Ohrid trout (*Salmo aestivalis* (aphelios)) during its reproductive phase, experimental fishing for scientific research purposes has been and will continue to be conducted, in order to secure reproductive material collected from the natural population and to enable potential artificial spawning.

In addition, a campaign for the removal of abandoned, lost, and discarded fishing gear (“ghost nets”) was implemented, continuing activities initiated in 2023. Ghost nets represent a serious ecological threat, as they continue to entangle fish, birds, crustaceans, and other aquatic organisms long after being abandoned.

Their presence disrupts the natural spawning process through the release of organic material from decomposing organisms, altering local ecological conditions and deterring trout from using these critical reproductive habitats.

In October 2025, the campaign was carried out over a period of eight days, partly in accordance with the Agreement with the Ministry of Agriculture, Forestry and Water Economy and the measures for the rehabilitation of fishing waters financed under the Programme for Financial Support in Fisheries and Aquaculture, as a dedicated measure: Rehabilitation of Fishing Waters, and partly with the support of the international organisations Healthy Seas and Ghost Diving. During the campaign, 172 fishing nets and other fishing gear were removed from key localities, thereby reducing pressures on natural ecosystems and supporting the natural spawning process. Prior to the removal activities, a comprehensive detection, registration, and mapping of newly accumulated ghost nets was conducted at key spawning sites, including Zaum, Trpejca–Veli Dab, Bay of Bones–Gradište Auto Camp, and Kaneo–Voska.

With regard to the legal framework, a National Eel Management Plan (*Anguilla anguilla*) was prepared in accordance with Article 79 of the Law on Fisheries and Aquaculture (Official Gazette of the Republic of North Macedonia no. 64/24). The Plan defines an Eel Management Unit (EMU) for the Crn Drim River Basin and is aligned with the Draft Joint European Eel Management Plan for the Drin/Drin River Basin (Albania, Montenegro, and North Macedonia, 2020), as well as with Council Regulation (EC) No. 1100/2007 (the Eel Regulation). The National Eel Management Plan sets out targeted measures for the protection, sustainable management, and recovery of the European eel population in national waters.

Within the competences of the Ministry of Agriculture, Forestry and Water Economy, during the specified period, activities were implemented to grant the use of fish and other aquatic organisms from the Lake Ohrid fishing area for the purposes of commercial fishing as well as the organisation of recreational fishing, based on procedures conducted in accordance with the Law on Fisheries and Aquaculture (Official Gazette of the Republic of North Macedonia nos. 64/24 and 160/25).

12. Appreciates positive conservation actions in Galičica National Park, including reduced extractive use and enhanced stakeholder cooperation and requests the State Party of North Macedonia to:

a) Complete the revision of zoning policies to achieve the objective of allowing natural processes to occur across 75% of the Park,

The observed positive effects on the natural heritage, achieved through the reduction in the use of natural resources and improved cooperation with interested and affected stakeholders, are the result of effective management of Galichica National Park (GNP) and the institution's efforts to meet international standards for nature protection within a protected area classified as a Category II National Park. Once again, reference is made to the decision set out in the Management Plan for GNP (2021–2030) providing for the complete cessation of forest use as a source of financing for park management.

In accordance with the provisions of the Law on Nature Protection, the Public Institution Galichica National Park (PIGNP) initiated a procedure to assess the results achieved through the implementation of the Management Plan (2021–2030) upon completion of the fifth year of its implementation. Based on the analysis of the status of key values and the data obtained from the implementation of the Long-Term Biodiversity Monitoring Programme, the institution's experts, in consultation with members of the Scientific Council of PIGNP, proposed amendments to the zoning system. Under the proposed changes, parts of the

sustainable use zone, which previously covered 61% of the park’s territory, will be designated under an active management regime, thereby creating conditions for the implementation of conservation activities. With this proposed change, 75% of the area of GNP will be designated as a “natural zone” (strict protection zone and active management zone). During the first months of 2026, public consultations and a Strategic Environmental Assessment (SEA) will be conducted on the Draft Revised Management Plan. It is expected that the Draft Revised Management Plan, together with the SEA incorporating comments received during the public consultation process, will be submitted to the Ministry of Environment and Physical Planning for approval in the second quarter of 2026.

b) Finalise and implement a visitor management plan,

The Public Institution Galichica National Park (PIGNP) has prepared a Visitor Management Plan for Galichica National Park, which will enter the implementation phase for the period 2026–2030. The Plan covers the following sections:

1.INTRODUCTION
2. LEGAL FRAMEWORK
3. SITUATION ANALYSIS
4. OBJECTIVES AND PRINCIPLES
5. VISITOR MANAGMENT
6. ACTION PLANNING
7. DEVELOPMENT AND NETWORKING OF AN ECOTOURISM-BASED SUSTAINABLE OFFER
8. MARKETING
9. MONITORING AND EVALUATION

The basis of the Visitor Management Plan for Galichica National Park is the principle that visitor activities shall be strictly confined to the sustainable use zone, thereby contributing to enhanced protection of the area itself. In the preparation of the Visitor Management Plan, the local business community was consulted and, through its proposals and guidance, contributed to the definition of the Plan. The requests of the local business community are aligned with the efforts of PIGNP to preserve the park area while, in parallel, developing sustainable visitation supported by appropriate infrastructure, in line with contemporary trends in visits to natural areas. Such visitation is envisaged to take place exclusively within the sustainable use zone. The needs of the business community, intertwined with the responsibilities and obligations of PIGNP as a state institution tasked with nature protection within the park, are based exclusively on the principle of ecological cohabitation, with a focus on achieving the lowest possible ecological footprint from all stakeholders involved in visiting the park.

c) Enhance ranger authority and enforcement capacity,

The strengthening of ranger authorities and the institutional capacity for law enforcement is linked to:

Number of employed rangers. Currently, Galichica National Park employs five (5) rangers who are responsible for covering an area of 24,150 hectares.

Insufficient knowledge and skills of rangers in visitor communication. Due to the long-standing requirement for the self-financing of park management through the harvesting and sale of timber, all employees of PIGNP traditionally acquired knowledge and experience related to the sustainable use of natural resources. As a result of the strategic shift from sustainable resource use toward the protection of

the park's natural values and the provision of conditions for visitation and recreation, PIGNP staff—particularly the ranger service, which is in frequent direct contact with visitors—lack the necessary knowledge and experience to provide adequate visitor support. To address this gap, PIGNP has planned the organization and implementation of visitor communication training within its Annual Nature Protection Programme for 2026.

Imprecise legal framework and overlap between the Law on Nature Protection and sectoral legislation (including laws on forests, waters, pastures, etc.), as well as unclear and insufficiently defined enforcement competences. Within the nature protection system, PIGNP is at the operative level of implementation of decisions and has no influence on policy formulation and decision-making at higher levels. Over an extended period, PIGNP has continuously informed the Ministry of Environment and Physical Planning that, due to the overlap between the Law on Nature Protection and sector-specific legislation, it is not possible to ensure integrated management of the key values and natural heritage of Galichica National Park. Nevertheless, in order to improve the enforcement of the legal framework, in 2026 PIGNP will submit a formal request to the Ministry of Environment and Physical Planning for nature protection inspectors to organize and conduct training for PIGNP staff on procedures in accordance with the Law on Nature Protection and the Law on Environment. In addition, effective law enforcement requires strengthening the capacity of the Department for Legal, General, and Economic Affairs, which PIGNP is currently unable to achieve due to unresolved financing of the management of Galichica National Park.

d) Implement strict regulations and enforcement to prevent illegal off-road vehicle use, and gradually phase out such activities in the Park;

The Public Institution Galichica National Park (PIGNP) has developed a **Regulation on the Movement of Off-Road Vehicles within the Park**, which governs the current use of off-road vehicles within the park. The focus of this regulation is to: establish the conditions, procedures, and limitations for off-road vehicle movement within Galichica National Park, with the aim of protecting natural values, conserving biodiversity, and the tranquillity of wildlife.

The plan also outlines the permitted uses of off-road vehicles in the park, along with their limitations and obligations. The current regulation allows only limited vehicle use, in line with the Park's Visitor Management Plan. In the future, only electric vehicles with restricted access to designated destinations are planned to operate within the park.

Furthermore, the regulation emphasizes the role of the park management authority and the ranger service in enforcing and implementing the provisions of the plan.

13. Acknowledges the near completion of the Sateska River redirection, and further urges the State Party of North Macedonia to ensure full compliance with UNDP's Social and Environmental Standards, as recommended by the 2024 mission;

To protect Lake Ohrid from sediment, the Sateska River should be fully redirected to its old riverbed, and a new dam should be constructed toward Lake Ohrid. In flood conditions, part of the Sateska's waters could be released toward the lake through sluice gates. For complete sediment control, upstream cascades should be constructed to slow the river's rapid flow. Such cascades are particularly necessary in areas where large amounts of soil have been deposited in the riverbed from excavations during the construction of the Kichevo–Ohrid road. Additionally, upstream of all areas with accelerated erosion, biological and structural measures should be implemented to prevent large quantities of soil and sediment from being carried downstream. (Recommendation 7.e, Reactive Monitoring Mission 2020 and 2024).

Regarding the implementation of the Sateska River diversion plans, the Ministry of Environment and Physical Planning has completed the following documentation: an additional Biodiversity Study and a Sateska River Monitoring Plan, prepared by an independent consulting company engaged by UNDP. In addition, a Standard Operating Procedure (SOP) has been prepared, outlining the obligations of all stakeholders involved in the maintenance of the diversion structure in the village of Volino. A separate document – Management Plan for the Entire Structure of the Sateska River Regulation, the Sediment Basin, and the Rehabilitation of the Diversion Structure – has also been prepared, specifying the responsibilities of the Municipality of Debarca.

Automatic equipment for the diversion structure in the village of Volino has been procured and will be installed no later than the end of February 2026. The sediment basin in Volino has been completed and will be put into operation. Procurement of monitoring equipment to protect the installed infrastructure is currently underway and will also be installed in Volino.

The Municipalities of Debrca, Ohrid, and Struga, with financial support from UNDP, have completed the project returning the Sateska River to its original riverbed. In cooperation with the Ministry of Environment and Physical Planning, the Water Economy Authority, and the Electricity Production Company of North Macedonia (ESM, formerly ELEM), the responsibilities for the management of the river will be further defined.

By installing the sluice gate near Struga, the outflow from Lake Ohrid is now controlled by the Electricity Production Company of North Macedonia (ESM) (Recommendation 5.f, RMM 2020 and 2024).

To comply with the above recommendations, the ESM JSC, Hydro Power Plant Crn Drim Branch, has undertaken the following measures:

During the redirection of the Sateska River toward the Crn Drim River, ESM was informed about the activities carried out under the project “Restoration of the River Sateska and Rerouting of the River to its Natural Corridor”, implemented by the UNDP Skopje Office and the Ministry of Environment and Physical Planning. Within this framework, ESM, Hydro Power Plant Crn Drim Branch, through its Development Sector, has nominated expert personnel for the preparation of the Standard Operating Procedure (SOP) for the implementation of the planned activities.

UNDP has reported that, within the framework of this project, the Project for the Rerouting of the Sateska River to the Crn Drim River has been completed, with the following activities carried out: the rehabilitation of the diversion structure, cleaning of the Sateska Riverbed, and construction of sedimentation basins. The modalities, operational regimes, and management of the Sateska River for the upcoming period were also discussed.

JSC ESM Skopje, Hydro Power Plant Crn Drim Branch – Struga, in order to balance electricity production, continues to monitor the water level of Lake Ohrid and the discharge of water from Lake Ohrid into the Crn Drim River, following an established practice with daily measurements. The regulation of water discharge is carried out by ESM JSC, Hydro Power Plant Crn Drim Branch, in accordance with the conditions set out in the Water Use Permit for Electricity Production, issued by the Ministry of Environment and Physical Planning on 25.09.2017 (No. UP1-1/-21/16) and extended with the permit dated 12.07.2023 (No. UP1-11/5-913/2023).

According to this Water Use Permit, the water levels of Lake Ohrid must be maintained between 693.10 and 693.75 meters above sea level, and in exceptional cases (such as a 100-year flood event), up to 694.00 meters above sea level. The regulation of water discharge from Lake Ohrid is carried out by monitoring the natural oscillations of the lake and adjusting the opening of the temporary wooden regulation structure by inserting or removing planks. During 2025, the water level of Lake Ohrid remained within the permitted range, between 693.15 and 693.55 meters above sea level.

For transparent monitoring of the lake’s water level, ESM JSC has installed two display panels (one in the administrative building of the Hydro Power Plant Crn Drim in Struga and one in the Ministry of Defense in Struga), showing real-time data on the lake’s level, air temperature, and water temperature. Additionally, the water level of Lake Ohrid is updated daily on the ESM JSC website.

Given the primitive construction of the existing wooden regulation structure, which was built for a different purpose, at a different time, and using outdated technology, it cannot meet the requirements and standards of national or international stakeholders. Modernizing the regulation structure and introducing remote control operation would allow for improved management of the threats identified in the Strategic Plan for the Rehabilitation of the Natural and Cultural Heritage of the Ohrid Region (2023–2030) and the Study for the valorization of Lake Ohrid.

In this regard, in its plans and activities for 2026, ESM JSC, Hydro Power Plant Crn Drim Branch, has scheduled the initiation of design activities for a modern regulation structure at the outflow of the Crn Drim River from Lake Ohrid, which will comply with the requirements of all relevant stakeholders.

To gain an understanding of what has been happening with Lake Ohrid from 1951 to the present, it is sufficient to look at the graph showing the characteristic annual water levels for the Ohrid hydrometric station (minimum, average, and maximum levels):

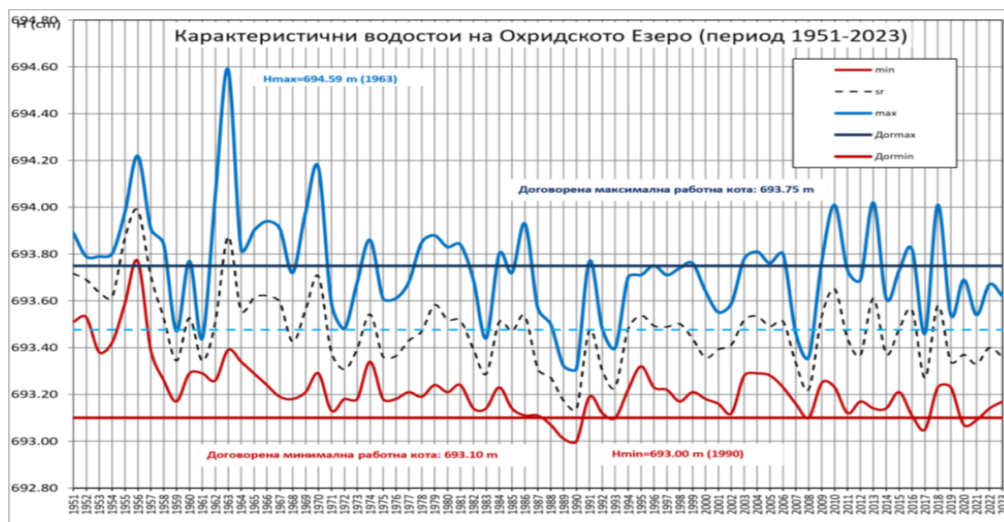


Figure 1 – Characteristic Annual Water Levels of Lake Ohrid – Period 1951–2023

The lake has agreed operational water levels: a maximum allowed operational level of 693.75 m and a minimum allowed operational level of 693.10 m.

From the graph of water levels for Lake Ohrid, a slight downward trend can be observed, in contrast to Lake Prespa, which shows a significant decreasing trend.

Based on the analysis of hydrological parameters, it can be stated that the absolute maximum water level registered at Lake Ohrid was on 22 February 1963, at an elevation of $H = 694.59$ m, while the absolute minimum water level was $H = 693.00$ m, recorded on 29 September 1990. Under these conditions, the absolute amplitude amounts to 159 cm.

Below, the graphs present the water levels of Lake Ohrid for 2024 and 2025.

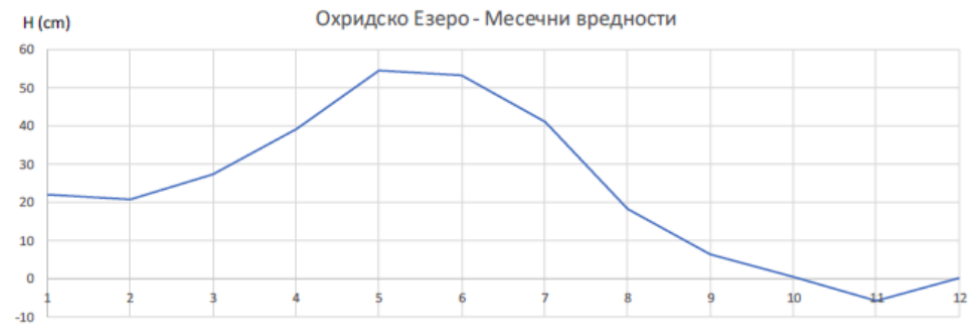


Figure 2 – Water levels of Lake Ohrid for the period from 1 January 2023 to 1 January 2024

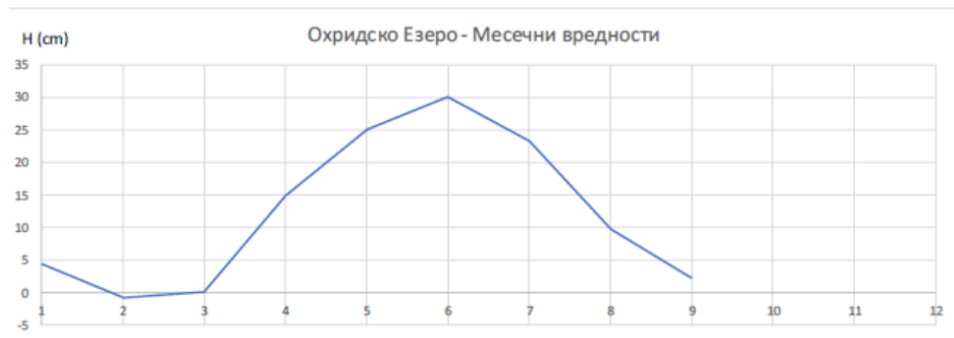


Figure 3 – Water levels of Lake Ohrid for the period from 1 January 2024 to 1 September 2025

From the hydrographs of Lake Ohrid for 2024 and 2025, it can be observed that the lake exhibits periods of high and low water levels. High water levels generally occur from May to July, while low water levels are typically observed in January–February and from September to November. This year, minimum levels were recorded in September, October, and November, and the lake is expected to remain at this minimum through December. It is important to note that these minimums fell below the lake’s legally permitted minimum level of 693.10 m a.s.l.

Analysis of the meteorological parameters for the period 1951–2010 shows a trend of rising air temperatures, decreasing relative humidity, increasing evaporation, increasing cloudiness, and decreasing sunshine duration, while precipitation does not show a significant trend. These climatic variations play a major role in the reductions of water levels, both directly and indirectly. High temperatures increase water evaporation from the lake, causing it to lose substantial volumes of water.



Figure 4 – Multi-year monthly totals and monthly precipitation totals for 2024 and 2025

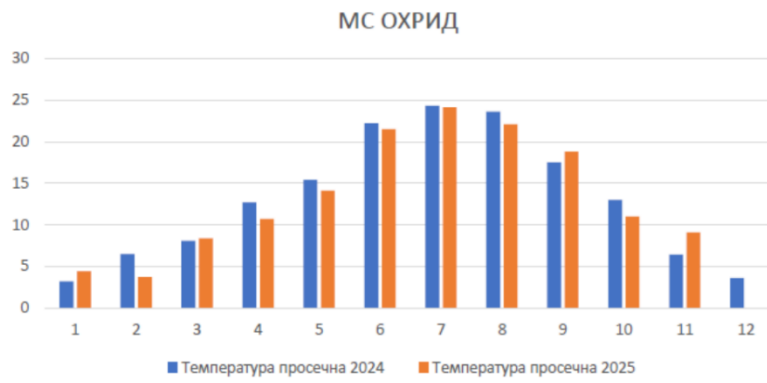


Figure 5 – Multi-year monthly average temperatures for 2024 and 2025

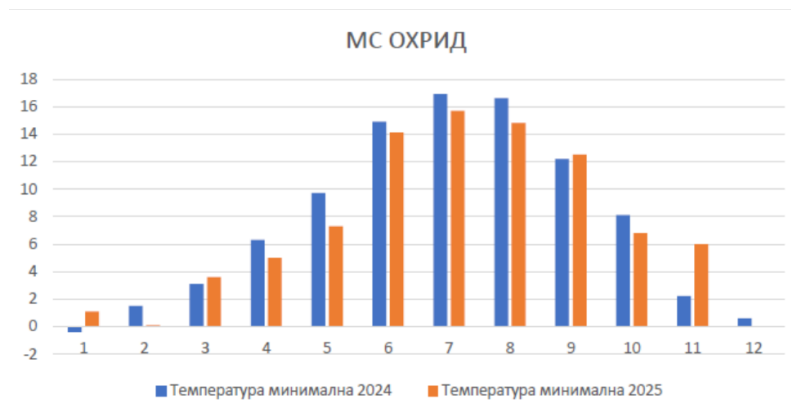


Figure 6 – Multi-year monthly minimum temperatures for 2024 and 2025

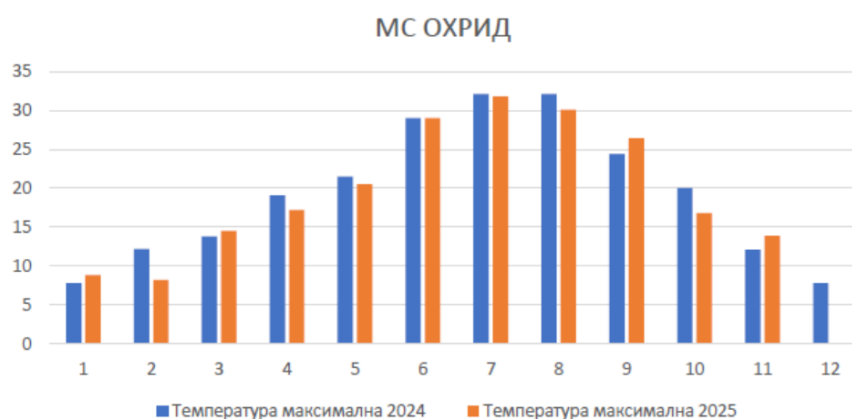


Figure 7 – Multi-year monthly maximum temperatures for 2024 and 2025

This situation with precipitation affects the reduction of water levels in the tributaries of the Ohrid Lake basin, as well as in Ohrid Lake itself.

14. Notes with appreciation ongoing wastewater infrastructure upgrades and expanded monitoring efforts by both States Parties, but expresses concern over the slow pace of implementation, and requests furthermore urgent, coordinated action to address pollution hotspots, notably at Grashnica and Radozda in North Macedonia;

With regard to North Macedonia, the Ministry of Environment and Physical Planning is implementing the project for the construction of the collector system from Radozda to Kališta, Municipality of Struga, with a total value of 28,741,812.00 MKD. To date, activities amounting to 1,828,756.00 MKD have been completed. The scheduled completion date for the works is 5 April 2026, with a temporary suspension of works from 1 August 2024. By a letter dated 11 September 2024, the Ministry agreed to the temporary suspension until the traffic project is approved. The traffic project was approved on 24 December 2025, and by a letter dated 8 January 2026, the contractor (Izgreve – Veles) requested a 17-month extension of the deadline. This request was subsequently forwarded to the supervision authority (EOS – Skopje) for their consideration.

The Hydro-Meteorological Service of North Macedonia (UHMR) continuously conducts hydrological and meteorological monitoring in the catchment of Lake Ohrid through a network of automatic and conventional stations. Data from these stations are publicly available via the official UHMR website (<https://uhmr.gov.mk>).

However, some of the stations have faced technical limitations in the past period due to outdated equipment, which necessitates additional financial resources for modernization, regular maintenance, and calibration. A particular priority is the establishment of direct flow measurements at the source of the Crn Drim River near St. Naum and at the outflow of the lake waters near Struga.

Around the lake, on the Macedonian side, a collector system has been constructed that captures wastewater and conveys it to the treatment plant near the village of Lozhani, from where the treated water is discharged into the Crn Drim River. This collector system requires upgrading, as well as careful monitoring of the type of water entering the system. Under no circumstances should stormwater be allowed to enter it, because during heavy rainfall events, large volumes of stormwater can enter the system. Due to the

increased flow, part of this water may be discharged untreated into the Crn Drim, thereby polluting the river and threatening its biodiversity.

By installing the dam near Struga, the outflow of water from Lake Ohrid is controlled by the Electricity Company of Macedonia, today's ESM. The lake has agreed operating levels, specifically: 693.75 m as the maximum permitted level and 693.10 m as the minimum permitted level. Within its capabilities, the Hydrometeorological Service of North Macedonia (UHMR) carries out hydrological and meteorological monitoring of the lake's catchment area and the lake itself. Through projects previously implemented in cooperation with GIZ and UNDP, UHMR received support in the form of modern instruments to improve monitoring. Thanks to these projects, UHMR currently operates automated online stations at the following locations in the lake's catchment area:

Hydrological stations: Ohrid, Lozhani, Botun, Resen, Stenje, Brajčino, Sv. Naum, Špilje, Globočica

Meteorological stations: Ohrid, Slivovo, Resen, Struga, Pretor, Vevčani, Brajčino, Kuratica

Data from these stations are publicly available on the UHMR website: <https://uhmr.gov.mk>.

The waters from the source of the Crn Drim River at Sv. Naum are of great importance for the water balance of both Lake Ohrid and Lake Prespa. Therefore, efforts are being made to define the water regime at this station. Recently, an automatic hydrological station for water level monitoring has been installed at this location, and the data are published on the UHMR website. Analyses and studies have been conducted regarding the outflow of water, identifying challenges in determining actual discharges using a flow curve. For this reason, funding should be secured to procure automatic measuring instruments that would directly measure the water flow from the source and the outflow from the lake.

From December 2024 to December 2025, the Public Enterprise "Collector System," in accordance with its annual program, carried out multiple activities aimed at improving the operation of the collector and treatment system. This included the installation of automated equipment at key pumping and treatment stations, specifically the Metropol and Podmolje pumping stations and the Vranishta treatment plant. In parallel, three technical projects were developed for further modernization of the system: installation of submersible pumps, rehabilitation of pipelines, and procurement and installation of sluice gates, screens, and power generators. Two of these projects have already been approved by the Ministry of Environment and Physical Planning, and their implementation is contingent upon securing the necessary funding.

Additionally, daily analyses of treated wastewater are continuously conducted prior to discharge into the Crn Drim River, ensuring compliance with current legal standards. Regular maintenance, rehabilitation, and revitalization of the Lozhani treatment plant and other pumping stations are also carried out to ensure the stable and safe operation of the system.

With financial support from UNDP, under the UNDP project "Enhancing Municipal Governance," the Municipality of Debrca has developed a Local Environmental Action Plan for environmental protection.

In Albania, as reported in the previous State of Conservation submission, in 2024 the wastewater project in the Administrative Unit of Udënisht had completed the permitting phase and was advancing

through procurement procedures. During the 2025 reporting period, the project progressed into the implementation phase, with construction works currently ongoing and an estimated 30% of the planned infrastructure completed to date, based on information provided by the Korçë Regional Administration of Protected Areas, the Municipality of Pogradec, and field monitoring by technical specialists. In the Administrative Units of Çërravë and Dardhas, wastewater treatment systems are not yet in place; the respective technical projects have been approved, while the allocation of final financing remains pending through a Decision of the Council of Ministers. While these developments indicate a gradual transition from planning to implementation in addressing wastewater management along the Albanian shoreline of Lake Ohrid, infrastructure gaps remain and require continued attention. The Albanian State Party is therefore focusing on advancing implementation, securing the necessary financing, and coordinating interim measures, in line with the Committee's requests concerning pollution control and cumulative impacts affecting the Outstanding Universal Value of the property.

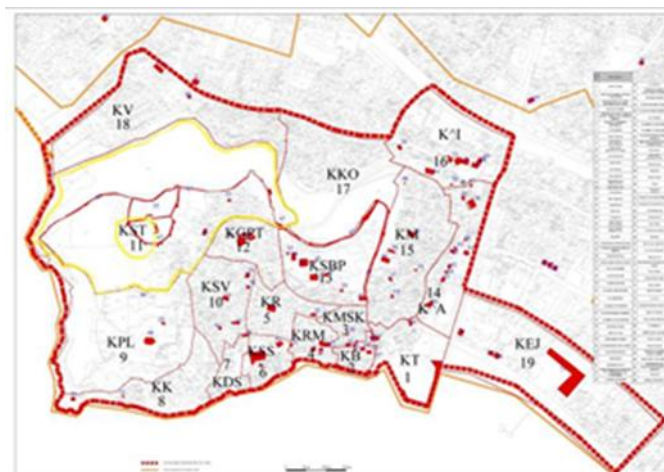
15. Takes note of the proposed new landfill in Novaci and the planned closure of the Bukovo site, and requests moreover the State Party of North Macedonia to inform the World Heritage Centre prior to final decisions concerning waste transfer stations in the Ohrid Region;

The establishment of an integrated, self-sustaining regional waste management system for each planning region represents a top priority for the Ministry of Environment and Physical Planning and the Government of the Republic of North Macedonia. Upon completion of the activities related to the establishment of the integrated waste management system in the region, all outstanding issues regarding illegal dumpsites will be resolved, and the illegal dumpsites in Bukovo, Maucher, and Struga will be closed.”

Within the framework of regional waste management for the Pelagonia and Southwestern regions, the new municipal waste landfill is planned at the Novaci site, while in the Ohrid region the construction of a transfer station is planned at the Maucher site.

16. Also notes with utmost concern that the 2024 mission confirms previous missions' findings, concluding that cumulative and ongoing impacts – including urban development, spatial planning deficiencies, inappropriate interventions, eutrophication of the lake, large-scale infrastructure, and other projects – have caused serious deterioration of the key attributes conveying the property's OUV, resulting in irreversible degradation unless decisive action is taken, and considers that the conditions for the property's inscription on the List of World Heritage in Danger are met, in accordance with paragraphs 179-180 of the Operational Guidelines;

A full revision of the Law on the Declaration of the Old City Core of Ohrid as Cultural Heritage of Exceptional Importance has been carried out. The boundaries of the urban complexes have been revised and aligned with the existing urban limits, with the aim of preparing new Detailed Urban Plans (DUPs) for all 19 urban complexes that make up the Old Town Core. A moratorium has been declared on issuing Protective-Conservation Conditions (ZKU), which are required for construction, extension, vertical additions, etc., for a period of two years, all with the goal of adopting 19 new DUPs for all urban complexes of the Old Town Core. This represents one of the main recommendations of the UNESCO monitoring mission. In this way, institutional pressure is created to ensure the timely preparation of the aforementioned planning documentation.



The Municipality of Struga carries out urbanization activities, which it submits to the Commission for the Management of the World Natural and Cultural Heritage in the Ohrid Region in relation to general acts.

In response to the identified cumulative and ongoing impacts on the ecological status and the key attributes conveying the Outstanding Universal Value (OUV) of the Ohrid Region, the 'Limnological Study of Lake Ohrid' Project is being implemented during the period 2025–2026. The project is an interdisciplinary scientific initiative aimed at a comprehensive assessment of the ecological status of Lake Ohrid, with the objective of identifying key structural and functional changes in the ecosystem caused by increased anthropogenic and climatic pressures. The project directly builds on the decades-long research experience of the Hydrobiological Institute – Ohrid, expanding its capacity for long-term, standardized, and scientifically validated monitoring, in accordance with the European Water Framework Directive (WFD) and international freshwater ecosystem protection initiatives (UNESCO, Ramsar, Sustainable Development Goals, etc.). The project has high applied value: its results are directly translated into management recommendations for the lake, biodiversity protection policies, and strategies for preventing degradation.

As a result of the conducted research, the project will enable: a scientifically based assessment of the ecological status of the lake with a focus on spatial and temporal trends; identification of the sources and consequences of nutrient loading and pollution; recommendations for early warning and interventions at critical points; a scientific basis for adaptive management of biodiversity and the fish stock; assessment of the status and conservation condition of the endangered summer form of the Ohrid trout (*Salmo aestivalis*), including experimental artificial spawning, and evaluation of the impact of invasive species on the autochthonous fauna.

The project applies the concept of functional ecology through the use of relevant indices (Carlson's Trophic State Index – TSI, the Saprobic Index, ASPT, the Macrophyte Trophic Index – MTI, and biodiversity indicators), as well as histological and parasitological analyses of the autochthonous fish fauna. This approach enables the detection of early indicators of degradation, particularly in the context of eutrophication and risks to endemic species, which is crucial for timely implementation of corrective measures.

The activities are conducted continuously in line with the long-term scientific work of the Public Scientific Institution Hydrobiological Institute – Ohrid and are aligned with the European Water Framework Directive (2000/60/EC), as well as relevant national regulations on nature and water protection. The project

results provide a scientific basis for assessing spatial and temporal trends of degradation, identifying sources of nutrient loading, and formulating recommendations for early warning and interventions, aimed at adaptive management of the lake ecosystem and the preservation of the attributes of its OUV.

As part of the measures aimed at preserving biodiversity, activities were also implemented under the project 'FLOAT-O: Floating Islands for a Clean Lake Ohrid,' funded by the Ministry of Environment and Physical Planning. The main objective of the project is to create a foundation for the application of artificial floating islands (AFI) as a nature-based solution to address the eutrophication of Lake Ohrid. The project included an analysis of priority sites, the preparation of an expert study, stakeholder mapping, a survey, and a focus group workshop.

17. Also requests the States Parties, in consultation with the World Heritage Centre and the Advisory Bodies, to develop a set of corrective measures, including a timeframe for their implementation, for examination by the World Heritage Committee at its 48th session in 2026, considering that the urgent need of conservation of the property requires a broad mobilization so as to preserve the OUV, including the possibility of including the property on the List of World Heritage in Danger at its 48th session, and to proceed to urgently implement, in an effective manner, all necessary corrective measures based on the recommendations of the 2020 and 2024 missions and the Strategic Recovery Plan, adopted by both countries;

According to previous decisions of the World Heritage Committee, the State Parties have developed a comprehensive 'Strategic Plan for the Rehabilitation of the Natural and Cultural Heritage of the Ohrid Region (2023–2030).' This document, together with its detailed action plan, was developed and adopted in consultation with the World Heritage Centre and Advisory Bodies during 2023/2024, and represents the main framework for current and future actions to protect the Outstanding Universal Value (OUV) of the property.

Regarding point 17 of Decision 47 COM 7B.54, in which the Committee requests the State Parties, in consultation with the World Heritage Centre and the Advisory Bodies, to develop a set of corrective measures for consideration at the 48th session in 2026, the State reports that the development and implementation of corrective measures are already based on the Strategic Plan and its Action Plan. The Plan serves as an operational and programmatic framework upon which corrective measures are structured and prioritized, including those arising from the recommendations of the Reactive Monitoring Missions of 2017, 2020, and 2024, with the aim of safeguarding the Outstanding Universal Value (OUV) of the property.

Considering the urgent need for enhanced mobilization and coordinated, measurable implementation, in December 2025, the Government of the Republic of North Macedonia established specific mechanisms and responsibilities for the systematic implementation of the reforms foreseen in the Strategic Plan, as well as for the preparation and alignment of the set of corrective measures in close coordination with the World Heritage Centre and the Advisory Bodies. In this context, a Crisis Coordination Centre for the implementation of the Strategic Recovery Plan was established, functioning directly as a body under the Government and operating under its instructions. The Centre began its work in January 2026 and is coordinated by the Minister of Culture and Tourism, with a mandate to ensure coordinated, systematic, and measurable implementation of the reforms and priorities for safeguarding the Outstanding Universal Value (OUV).

In parallel, the Government of the Republic of North Macedonia initiated legal and planning measures to strengthen the protection of key natural attributes and the management of spatial pressures. In the field of nature protection, work is underway on draft legislative proposals for the designation of

Studenichishko Marsh as a protected area (Nature Park) and for the designation of Lake Ohrid as a protected area (Natural Monument), providing a basis for more effective legal protection, management, and risk control over the natural components of the property. In the area of spatial planning, activities are being undertaken to prepare urban plans for areas and buildings of state significance within the protected zone of the Ohrid Lake shoreline, as well as to submit the relevant documentation to the World Heritage Centre for appropriate information and consultation, in accordance with the Committee's expectations.

In order to establish a measurable basis for addressing illegal construction, work is being carried out at the local level on an updated, comprehensive inventory of illegally built structures within the territories of the municipalities of Ohrid, Struga, and Debrca, with the results consolidated at the national level through the competent institutions. This step is a crucial prerequisite for determining the scope, prioritizing, and defining concrete corrective measures related to the elimination or mitigation of negative impacts on the attributes of Outstanding Universal Value (OUV).

To strengthen the management framework and legal protection of the most sensitive cultural zones, draft amendments and additions are being prepared to the Law on the Declaration of the Old City Core of Ohrid as Cultural Heritage of Exceptional Importance, as well as a draft Law on the Management of the Natural and Cultural Heritage of the Ohrid Region. These measures aim to establish clearer rules, enhance coordination of competences, and ensure more effective management of interventions that may affect the cultural and natural attributes of the property.

Furthermore, in line with the requirement for corrective measures to be developed in close coordination with relevant partners, the Government has authorized the Ministry of Culture and Tourism to initiate consultations during the period January–July 2026 with international organizations and associations, including the World Heritage Centre and Advisory Bodies, as well as other relevant international partners, for cooperation and technical support in implementing the Strategic Plan. Given the transboundary nature of the property, consultations have also been initiated with the Government of the Republic of Albania to establish a joint management system at both high political and technical levels, including the alignment of priority activities, regular information exchange, and coordinated reporting on progress to both governments and to the World Heritage Centre.

Finally, the Government of the Republic of North Macedonia confirms that activities for the preservation of the natural and cultural heritage of the Ohrid Region are a matter of national interest and that the competent institutions are implementing the undertaken responsibilities within the available budgetary resources, in order to ensure continuity and operational capacity for their execution.

Annex 4 provides Albania's draft set of corrective measures prepared in response to the World Heritage Committee's request under Decision 47 COM 7B.54 (paragraph 17). It translates the recommendations of the 2020 and 2024 Reactive Monitoring missions and the Strategic Recovery Plan adopted by both States Parties into a structured set of measures for the Albanian part of the property, with a clear logic for delivery and follow-up. It is presented as a working basis, using a common format that sets out the measure and its rationale, the method of verification, a baseline and target completion date.

Both countries look forward to continued technical consultation with the World Heritage Centre, and the Advisory Bodies, with the intention to further calibrate scope, sequencing, and verification benchmarks so that the final set is coherent at transboundary scale and can be implemented in a timely and effective manner.

18. Finally requests the States Parties to submit to the World Heritage Centre, by 1 February 2026, an updated report on the state of conservation of the property and the implementation of the above, for examination by the World Heritage Committee at its 48th session.

4. In conformity with Paragraph 172 of the Operational Guidelines, describe any potential major restorations, alterations and/or new construction(s) intended within the property, the buffer zone(s) and/or corridors or other areas, where such developments may affect the Outstanding Universal Value of the property, including authenticity and integrity.

In conformity with Paragraph 172 of the Operational Guidelines, the State Party of Albania reports that a number of development and reconstruction projects in the buffer zone are currently registered in the national electronic permitting system (e-leje) and are under review or processing by the Territorial Development Agency (Agiensia e Zhvillimit të Territorit, AZHT). The information below is provided for transparency and reflects the procedural status of applications as recorded at the time of reporting. Inclusion of these projects does not imply approval, commencement of works. All proposals in the buffer zone are subject to review to determine whether potential impacts on the Outstanding Universal Value (OUV), authenticity, and integrity of the property can be excluded. Where the review indicates potential impacts, proportionate assessment and mitigation measures are sought through the competent procedures. Where impacts on OUV cannot be excluded, the State Party will transmit relevant information to the World Heritage Centre in advance of any implementation step that could result in irreversible change.

The locations of the projects listed below are indicated in Figure 2.

1. Border Point “Qafë Thanë”

Reference: No. 260 Prot., 17.01.2024

Type: New construction and upgrading of existing infrastructure

Location: Municipality of Prrenjas

Proponent: General Directorate of Customs, Pogradec Branch

Status: Construction permit issued following National Territorial Council decision No. 13, dated 02.04.2024

2. Institution for the Execution of Criminal Sentences, Pojskë

Reference: No. 2738 Prot., 11.12.2020

Type: Reconstruction

Location: Municipality of Pogradec

Proponent: Ministry of Justice

Status: Permit approved; decision not yet issued

3. Hotel Structure (7 floors above ground with 3 underground parking levels)

Reference: No. 1335 Prot., 12.02.2025

Type: New construction

Location: Municipality of Pogradec

Proponent: “Terra Construction” sh.p.k.

Status: Permit approved; decision not yet issued

4. Pogradec Marina (Koran Village)

Reference: No. 5157 Prot., 11.12.2024

Type: New construction

Location: Municipality of Pogradec

Proponent: "Arlis–Ndërtim" sh.p.k.

Status: Permit approved; decision not yet issued

5. Reconstruction of "Enver Qiraxhi" School

Reference: No. 3524 Prot., 08.05.2025

Type: Reconstruction

Location: Municipality of Pogradec

Proponent: "NIKA" sh.p.k.

Status: Permit approved; decision not yet issued

6. Fire Station

Reference: No. 568 Prot., 08.02.2024

Type: New construction

Location: Municipality of Pogradec

Proponent: Municipality of Pogradec

Status: Permit approved; decision not yet issued

7. Hotel "Millennium"

Reference: No. 2739 Prot., 19.06.2024

Type: New construction

Location: Municipality of Pogradec

Proponent: "Jovani–2007" sh.p.k.

Status: Permit approved; decision not yet issued

8. Coal Quarry in Mining Zone No. 127, Alarup

Reference: No. 2532 Prot., 07.10.2019

Type: New construction (mining activity – quarry)

Location: Municipality of Pogradec

Proponent: "ALARUP" sh.p.k.

Status: Construction permit approved with conditions by the National Council of Territory and Water, by Decision No. 13 dated 23.10.2019; decision not yet issued.

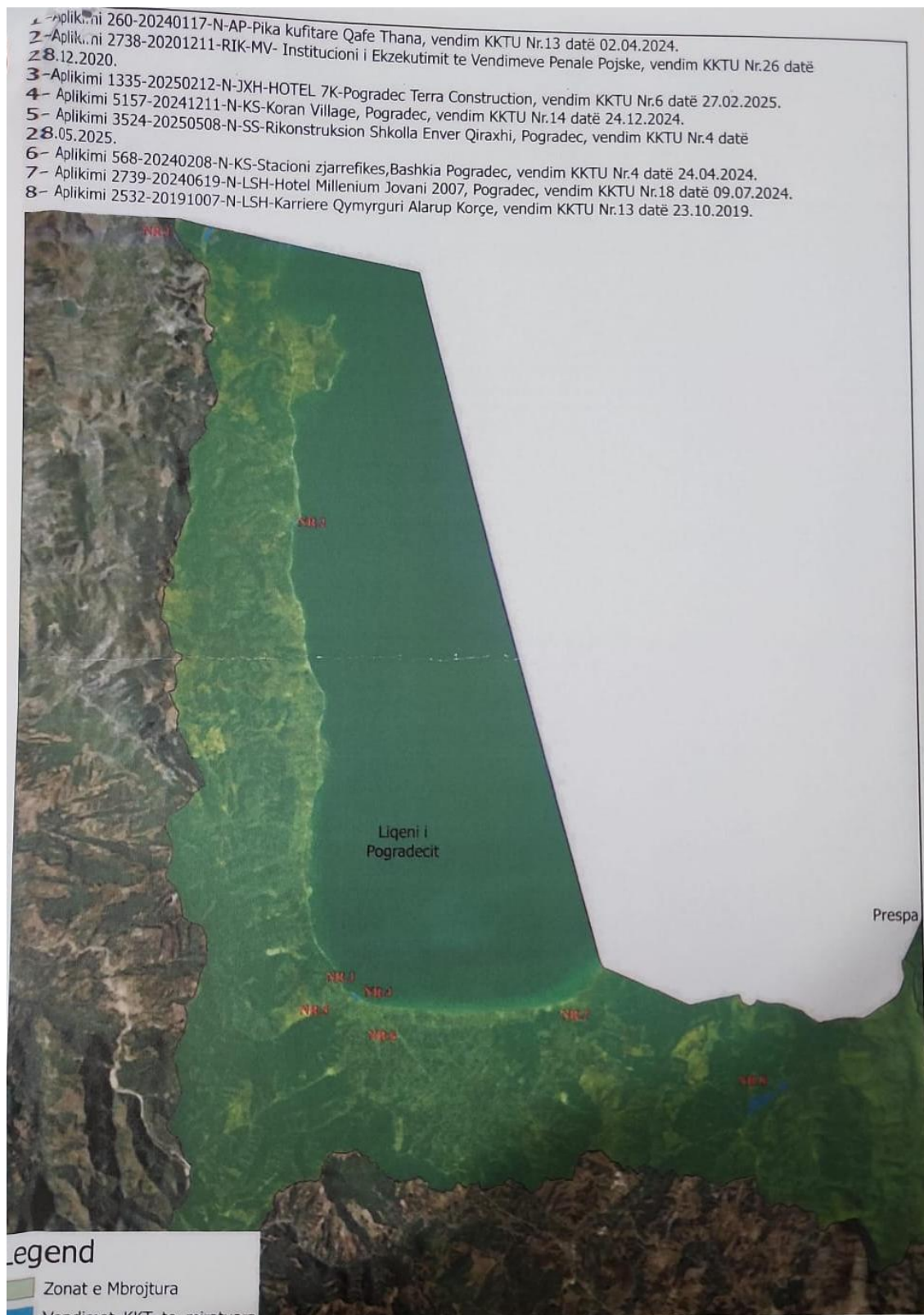


Figure 2 Indicative location of projects reported under Paragraph 172 of the Operational Guidelines. The map is provided for reference purposes only. Map provided by the Territorial Development Agency.

In addition, the State Party of Albania reports that the railway project “Rehabilitation of the Corridor VIII Railway Section, Rrogozhinë–Pogradec” is resuming at the detailed design stage. The preliminary design phase was completed in 2024, and detailed design works started in June 2025, with a planned duration of 21

months. This information is based on the official communication received on 24 December 2025 from the Albanian Railway Authority.

The alignment of the existing railway corridor in the Përrenjas–Pogradec area includes a segment that, after passing through the Qafë Thanë tunnel, descends to the shore of Lake Ohrid and follows the lakeshore for approximately 18 km, up to the end of the existing railway at Gur i Kuq.

In full awareness of the potential risks to the OUV from large-scale infrastructure and cumulative impacts, Albania is coordinating closely with the competent authorities within the railway institutions to ensure that the most appropriate course of action is selected and that no irreversible decisions are taken without prior assessment and review in line with the World Heritage requirements. This coordination is guided by the Reactive Monitoring Mission 2024 recommendations, including the call for a comprehensive comparative study of railway alignment alternatives (including options not running in the immediate lakeshore vicinity), and the requirement to carry out impact assessments in line with the 2022 guidance on impact assessments in a World Heritage context.

In parallel, and in conformity with Paragraph 172 of the Operational Guidelines, Albania will provide updated information and technical documentation to the World Heritage Centre for review by the Advisory Bodies before any decisions that could be considered irreversible are taken.

According to the national procedures the State of Conservation Report of the Natural and Cultural Heritage of the Ohrid Region and progress in the implementation of the recommendations from the Decisions of the UNESCO World Heritage Committee (the part of the property on the territory of the Republic of North Macedonia) was adopted by the Government of the Republic of North Macedonia at its 146th session held on 27 January 2026 (no. 57-1198/3 from 28.01.2026)

5. Public access to the state of conservation report


The State Parties, Republic of North Macedonia and Republic of Albania, consent to the publication of this State of Conservation Report of the Natural and Cultural Heritage of the Ohrid Region on the UNESCO World Heritage Centre’s website.

6. Signature of the Authority

REPUBLIC OF ALBANIA
MINISTRY OF ENVIRONMENT
MINISTER
MR. SOFJAN JAUPAJ

REPUBLIC OF ALBANIA
MINISTRY OF TOURISM
CULTURE AND SPORT
MINISTER
MR. BLENDI GONXHA

REPUBLIC OF NORTH MACEDONIA
MINISTRY OF CULTURE AND TOURISM
MINISTER
MR. ZORAN LJUTKOV



List of Annexes (North Macedonia)

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Annex 2: Ministry of Transport – Contract for the Service of Compulsory Administrative Enforcement of Final Administrative Acts and Demolition of Buildings

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РЕПУБЛИКА СЕВЕРНА МАКЕДОНИЈА
REPUBLIKA E MAQEDONISE SE VERIUT
МИНИСТЕРСТВО ЗА ТРАНСПОРТ
MINISTRIA E TRANSPORTIT

Бр.Нр. 18-6760/7
04. 11. 2025 год.-VII
Скопје - Shkup

Друштво за земјоделство, производство,
трговија, угостителство и услуги
ТЕХНО-БИТ ИНВЕСТ
Бр.: 0307/65
01-11-2025

ДОГОВОР

За услуга за присилно административно извршување на правосилни
управни акти и рушење на објекти

Склучен на ден _____ 2025 година, помеѓу:

I. СТРАНИ НА ДОГОВОРОТ:

1. Министерството за транспорт на Република Северна Македонија, со седиште на улица „Плоштад Црвена Скопска општина“ број 4, 1000 Скопје претставувано од Министерот за транспорт Александар Николоски (во понатамошниот текст „Нарачувач“)

2. ВРШИТЕЛ НА УСЛУГАТА: Друштво за земјоделство, производство, трговија, угостителство и услуги ТЕХНО-БИТ ИНВЕСТ ДООЕЛ експорт-импорт с.Сушица Гостивар, со седиште на ул. „н.м без уличен систем 1, претставувано од Управителот Душко Павловски, (во понатамошниот текст: Вршител на услугата)

Член 1

Со овој Договор се уредуваат меѓусебните права и обврски на договорните страни во врска со извршување на услугите и тоа: Услуга за присилно административно извршување на правосилни управни акти и рушење на објекти, согласно Одлуката за јавна набавка број 18-6760/1 од 18.09.2025 година, по спроведена отворена постапка со оглас број 17255/2025 од 22.09.2025 година и Одлуката за избор на најповолна понуда број 18-6760/5 од 27.10.2025 година.

II. ПРЕДМЕТ НА ДОГОВОРОТ

Член 2

Предмет на овој Договор е набавка на услуги и тоа: Услуга за присилно административно извршување на правосилни управни акти и рушење на објекти, согласно прифатената понуда доставена преку Електронскиот систем за јавни набавки, согласно техничките спецификации од тендерската документација и тендерската документација број од 22.09.2025 година, кои се составен дел на овој Договор.

III. ВРЕДНОСТ НА ДОГОВОРОТ

Член 3

Двете договорни страни се согласни дека вкупната вредност на договорот нема да го надмине износот од 5.000.000,00 денари без пресметан ДДВ, ДДВ од 18% во износ од 900.000,00 денари, односно 5.900.000,00 денари со пресметан ДДВ, утврден со Одлуката за јавна набавка бр.18-6760/1 од 18.09.2025 година.

Двете договорни страни се согласни дека износот утврден во ставот 1 од овој член не е обврзувачки и истиот не мора да биде исполнет во целост.

Единечните цени за извршување на предметната услуга дадени во понудата доставена преку Електронскиот систем за јавни набавки на ден 21.10.2025 година, се фиксни и непроменливи за целото времетраење на договорот.

IV. ВРЕМЕТРЕЊЕ НА ДОГОВОРОТ

Член 4

Договорот се склучува за период од 1 (една) година, сметано од денот на неговото склучување или до целосно исцрпување на средствата на Договорот.

V. РОК И НАЧИН НА ИЗВРШУВАЊЕ

Член 5

Вршителот на услугата е должен во рокот од 3 (три) дена од денот на добивање на писмено барање да отпочне со вршење на конкретните услуги/работи предмет на овој Договор на начин утврден во писменото барање на Нарачувачот.

VI. НАЧИН, УСЛОВИ И РОКОВИ НА ПЛАЌАЊЕ

Член 6

Нарачувачот се обврзува плаќањето на Вршителот на услугата да го изврши по извршена услуга/работа комплетирана со потребната документација во рок од 30 (триесет) дена од денот на приемот на фактурата со прилог работен налог во писарницата на Министерство за транспорт.

VII. ОБВРСКИ НА ВРШИТЕЛОТ НА УСЛУГАТА

Член 7

Вршителот на услугата е должен да отпочне со вршење на конкретните услуги кои се предмет на овој Договор во рок од 3 дена од денот на добивање на писмено барање од страна на Нарачувачот.

Вршителот на услугата е должен да ја врши услугата на начин утврден во поединечниот писмен налог доставен од страна на Нарачувачот.

Член 8

Вршителот на услугата е должен по завршување на конкретната услуга согласно поединечниот писмен налог да достави писмено известување до Нарачувачот.

VIII. ОБВРСКИ НА НАРАЧУВАЧОТ

Член 9

Нарачувачот се обврзува да го извести Вршителот на услугата за денот на рушење до три дена однапред со доставување на писмено барање.

Нарачувачот се обврзува, во рок од три (3) дена од денот на доставување на барањето, да го извести Вршителот на услуга за: микролокација, предмет на уривање, датум и час на отпочнување на работите, рок за завршување на работите, ангажирање на потребна работна рака, ангажирање на потребна механизација, изработка на елаборат/проект за уривање, отстранување и депонирање на градежниот материјал.

Нарачувачот се обврзува да ги изврши сите потребни дејствија за да биде возможно извршувањето на предметот на набавката, односно да го извести вршителот на услугата правовремено за видот на објектите, нивната големина и технички карактеристики и потребната динамика на вршење на работите.

Нарачувачот се обврзува да му обезбеди на Вршителот на услугата асистенција од МВР и обезбеден и несметан фронт за вршење на услугите и да обезбеди присуство на свое овластено лице.

IX. ДОГОВОРНА КАЗНА ЗА ЗАДОЦНУВАЊЕ ИЛИ НЕИСПОЛНУВАЊЕ НА ДОГОВОРОТ

Член 10

Во случај на доцнење со извршување на предметот на договорот од страна на Вршителот на услугата, Нарачувачот има право на надомест на штета и договорна казна.

Договорните страни се согласни во случај Вршителот на услугата да не ја изврши услугата која е предмет на овој договор, истиот е должен да му плати на Нарачувачот договорна казна во висина од 2% од вкупната цена определена со член 3 од овој Договор, за секој ден на доцнење.

Договорната казна не може да надмине 5% од вкупната цена определена со член 3 од овој Договор

X. ОДГОВОРНОСТ ЗА НЕДОСТАТОЦИ

Член 11

Нарачувачот кој навремено и уредно го известил Вршителот на услугата за недостатокот може:

1) да бара од Вршителот на услугата да го отстрани недостатокот или да бара извршување на друга услуга и без недостаток (исполнување на договорот);

2) да изјави дека го раскинува договорот.

Во секој од овие случаи Нарачувачот има право и на надомест на штетата.

Покрај тоа и независно од тоа, Вршителот на услугата му одговара на Нарачувачот и за штетата што овој поради недостаток на услугата/те ја претрпел на другите свои добра и тоа според општите правила за одговорноста за штета.

XI. ОБЕШТЕТУВАЊЕ

Член 12

Договорните страни се должни да ги исполнат обврските кои произлегуваат од овој Договор.

Кога една од договорните страни не ќе ја исполни обврската или ќе задоцни со нејзиното исполнување, другата договорна страна има право да бара и надомест на штетата што ја претрпел поради тоа.

За штетата поради задоцнување со исполнувањето одговара договорната страна на која другата договорна страна и дала примерен дополнителен рок за исполнување.

Договорната страна одговара и за делумната или целосната невозможност за исполнување иако не ја криела таа невозможност ако настапила по нејзино доаѓање во задоцнување за кое одговара.

Договорната страна се ослободува од одговорноста за штетата ако докаже дека она што е предмет на обврската случајно би пропаднало и кога таа својата обврска би ја исполнила на време.

Член 13

Договорната страна се ослободува од одговорноста за штетата ако докаже дека не можела да ја исполни својата обврска, односно дека задоцнила со исполнувањето на обврската поради околности настанати по склучувањето на договорот кои не можела да ги спречи, отстрани или избегне.

Член 14

Договорната страна има право на надомест на обичната штета и испуштената корист, кои другата договорна страна морала да ги предвиди во време на склучувањето на договорот како можни последици од повреда на договорот, со оглед на фактите што тогаш и биле познати или морале да и бидат познати.

Во случај на измама или намерно неисполнување, како и неисполнување поради крајно невнимание, договорната страна има право да

бара од другата договорна страна надомест на целокупната штета што настанала поради повреда на договорот, без оглед на тоа што другата договорна страна не знаела за посебните околности поради кои настанале тие.

Ако при повреда на обврската, покрај штетата, за договорната страна настанала и некоја добивка, при определувањето на висината на надоместокот за неа ќе се води сметка во разумна мера.

Страната што се повикува на повреда на договорот е должна да ги преземе сите разумни мери за да се намали штетата предизвикана од таа повреда, инаку другата страна може да бара намалување на надоместокот.

Член 15

Договорната страна која е должна да ја извести другата страна за фактите што се од влијание врз нивниот меѓусебен однос, одговара за штетата што ќе ја претрпи другата страна поради тоа што не била известена на време.

XII. ПРИМЕНЛИВ ЗАКОН

Член 16

Врз сите евентуални спорови кои би произлегле од овој Договор, ќе се применуваат важечките прописи на Република Северна Македонија.

XIII. ВИША СИЛА

Член 17

Ниту една од договорните страни нема да биде одговорна за неисполнување на овој Договор до кое би дошло заради Виша сила. Ако една од договорните страни е спречена заради Виша сила должна е во рок од 24 часа писмено да ја извести другата страна, со наведување на причините за Вишата сила и по можност обезбедување на соодветен доказ.

По отстранување на Вишата сила Договорот може да се реализира по потреба со заеднички прифатено дополнување или да се раскине договорно.

XIV. РЕШАВАЊЕ НА СПОРОВИ

Член 18

Сите спорови кои ќе произлезат од овој договор или во врска со него, ќе се решаваат пред надлежниот суд.

XV. УСЛОВИ ЗА ПРЕКИНУВАЊЕ ИЛИ РАСКИНУВАЊЕ НА ДОГОВОРОТ

Член 19

Кога една од договорните страни не ќе ја исполни својата обврска, другата договорна страна, може да бара исполнувањето на обврските или да го раскине договорот, а во секој случај има право на надомест на штетата.

Член 20

Кога една од договорните страна не ќе ја исполни својата обврска во определениот рок, другата договорна страна, ќе и остави примерен дополнителен рок од 2 дена за исполнување на обврската.

Ако договорната страна која не ја исполнила својата обврска во определениот рок, не ја исполни обврската ни во дополнителниот рок, другата договорна страна, може да го раскине договорот.

Член 21

Нарачувачот орган може да го раскине договорот и без да му остави на Вршителот на услугата, дополнителен рок за исполнување ако од неговото однесување произлегува дека тој нема да ја изврши својата обврска ниту во дополнителниот рок.

Член 22

Договорната страна која поради неисполнување на договорните обврски го раскинува договорот, должна е тоа да и го соопшти на другата договорна страна без одлагање

Член 23

Договорот не може да се раскине поради неисполнување на незначителен дел од обврската.

Член 24

Со раскинувањето на договорот двете договорни страни се ослободени од своите обврски, освен од обврската за надомест на евентуалната штета.

Ако една страна го извршила договорот целосно или делумно има право да и се врати она што го дала.

Ако двете страни имаат право да бараат враќање на даденото, заемните враќања се вршат според правилата за извршувањето на двостраните договори.

Секоја страна и должи на другата надомест за користа што во меѓувреме ја имала од она што е должна да го врати, односно да го надомести.

Член 25

Ако по склучувањето на договорот настапат околности што го отежнуваат исполнувањето на обврската на едната договорна страна или ако поради нив не може да се оствари целта на договорот, во таа мера што е очигледно дека договорот повеќе не им одговара на очекувањата на договорните страни и дека според општото мислење би било несправедливо, да се одржи во сила таков каков што е, страната на која и е отежнато исполнувањето на обврската, односно страната која што поради променетите околности не може да ја оствари целта на договорот може да бара договорот да се раскине.

Раскинување на договор не може да се бара ако страната што се повикува на променетите околности била должна во време на склучувањето на договорот да ги земе предвид тие околности или можела да ги избегне или да ги совлада.

Страната која бара раскинување на договорот не може да се повикува на променетите околности што настапиле по истекот на рокот определен за исполнување на нејзината обврска.

XVI. ОПШТИ И ЗАВРШНИ ОДРЕДБИ

Член 26

Договорните страни можат да ги дополнат и/или изменат одредбите од овој договор само спогодбено.

Договорната страна која бара измена и/или дополнување е должна своето барање до другата страна да го достави во писмена форма.

Дополнувањата и измените на овој договор се важечки ако се направени во писмена форма ако се потпишани од двете договорни страни, а во согласност со Законот за јавни набавки.

Член 27

Ниту една договорна страна нема право своите обврски да ги пренесе на трета страна, без взаемна писмена согласност.

Член 28

Овој Договор е составен во 4 (четири) примероци, од кои секоја страна задржува по 2 (два) примерока.

НАРАЧУВАЧ:
Министерство за транспорт
Министер
Александар Николоски



ВРШИТЕЛ НА УСЛУГАТА:
Друштво за земјоделство, производство,
трговија, угостителство и услуги
ТЕХНО-БИТ ИНВЕСТ ДООЕЛ експорт-
импорт с.Сушица Гостивар
Управител
Душко Павловски



Изработиле: П.Митевски
Провериле: А.Шареска
А.Ивановска (финансиски)
Љ.Петреска
Одобриле: Зухејр Реџеги
М.Павловска
С.Волкановски, Државен секретар

REPUBLIC OF NORTH MACEDONIA MINISTRY OF TRANSPORT No. 18-6760/7 04.11.2025 Skopje	Company for agriculture, production, trade, hospitality, and services, TEHNO-BIT INVEST DOOEL export-import No. 0307/65 04.11.2025
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CONTRACT

For the Service of Compulsory Administrative Enforcement of Final Administrative Acts and Demolition of Buildings

Signed on _____ 2025, between:

I. PARTIES TO THE CONTRACT:

1. The Ministry of Transport of the Republic of North Macedonia, with its registered office at “Ploshtad Crvena Skopska Opshtina” Street No. 1, 1000 Skopje, represented by the Minister of Transport, Aleksandar Nikoloski (hereinafter referred to as the “Contracting Authority”).

2. SERVICE PROVIDER: Company for agriculture, production, trade, hospitality, and services, TEHNO-BIT INVEST DOOEL export-import, village of Sushica, Gostivar, with its registered office at “n.m., without street system No. 1,” represented by the Managing Director, Dushko Pavlovski (hereinafter referred to as the “Service Provider”).

Article 1

This Contract governs the mutual rights and obligations of the contracting parties in connection with the performance of the services, namely: **Service of Compulsory Administrative Enforcement of Final Administrative Acts and Demolition of Buildings**, in accordance with the Decision on Public Procurement No. 18-6760/1 dated 18.09.2025, following an open procedure with Contract Notice No. 17255/2025 dated 22.09.2025, and the Decision on Selection of the Most Economically Advantageous Tender No. 18-6760/5 dated 27.10.2025.

II. SUBJECT OF THE AGREEMENT

Article 2

The subject matter of this Contract is the procurement of services, namely: **Service of Compulsory Administrative Enforcement of Final Administrative Acts and Demolition of Buildings**, in accordance with the accepted bid submitted through the Electronic Public Procurement System, in accordance with the technical specifications and the tender documentation number _____ from 22.09.2025, which form an integral part of this Contract.

III. VALUE OF THE CONTRACT

Article 3

The contracting parties agree that the total value of the Contract shall not exceed the amount of MKD 5,000,000.00 excluding VAT, VAT at a rate of 18% in the amount of MKD 900,000.00, i.e. a total amount

of MKD 5,900,000.00 including VAT, as determined by the Public Procurement Decision No. 18-6760/1 dated 18.09.2025.

The contracting parties agree that the amount specified in paragraph 1 of this Article is not binding and does not have to be fully utilized.

The unit prices for the performance of the service subject to this Contract, as stated in the bid submitted through the Electronic Public Procurement System on 21.10.2025, shall be fixed and non-adjustable for the entire duration of the Contract.

IV. DURATION OF THE CONTRACT

Article 4

The Contract is concluded for a period of 1 (one) year, commencing from the date of its conclusion or until the full exhaustion of the Contract funds, whichever occurs first.

V. DEADLINE AND MANNER OF PERFORMANCE

Article 5

The Service Provider shall be obliged, within 3 (three) days from the date of receipt of a written request, to commence the performance of the specific services/works that are the subject of this Contract, in the manner determined in the Contracting Authority's written request.

VI. METHOD, TERMS, AND DEADLINES FOR PAYMENT

Article 6

The Contracting Authority undertakes to make payment to the Service Provider after the performance of the service/works, duly completed and accompanied by the required documentation, within 30 (thirty) days from the date of receipt of the invoice, with an attached work order, at the registry office of the Ministry of Transport.

VII. OBLIGATIONS OF THE SERVICE PROVIDER

Article 7

The Service Provider shall be obliged to commence the performance of the specific services that are the subject of this Contract within 3 days from the date of receipt of a written request from the Contracting Authority.

The Service Provider shall be obliged to perform the service in the manner determined in each individual written order issued by the Contracting Authority.

Article 8

Upon completion of the specific service, in accordance with the individual written order, the Service Provider shall be obliged to submit a written notice to the Contracting Authority.

VIII. OBLIGATIONS OF THE CONTRACTING AUTHORITY

Article 9

The Contracting Authority undertakes to notify the Service Provider of the demolition date at least three days in advance, by submitting a written request.

The Contracting Authority undertakes, within three (3) days from the date of submission of the request, to notify the Service Provider of the following: the micro location, the subject of demolition, the date and time of commencement of the works, the deadline for completion of the works, engagement of the required workforce, obtaining the required machinery, preparation of a demolition report/project, and removal and disposal of construction material.

The Contracting Authority undertakes to carry out all necessary actions to enable the performance of the subject matter of the procurement, i.e. to timely inform the Service Provider of the type of buildings, their size and technical characteristics, and the required dynamics of performance of the works.

The Contracting Authority undertakes to provide the Service Provider with assistance from the Ministry of Interior and to ensure a secured and unobstructed work site for the performance of the services, as well as to ensure the presence of its authorized representative.

IX. CONTRACTUAL PENALTY FOR DELAY OR NON-PERFORMANCE OF THE CONTRACT

Article 10

In the event of delay in the performance of the subject matter of the Contract by the Service Provider, the Contracting Authority shall be entitled to compensation for damages and to a contractual penalty.

The Contracting parties agree that, in the event that the Service Provider fails to perform the service that is the subject of this Contract, the Service Provider shall be obliged to pay the Contracting Authority a contractual penalty in the amount of 2% of the total price determined in Article 3 of this Contract, for each day of delay.

The contractual penalty may not exceed 5% of the total price determined in Article 3 of this Contract.

X. LIABILITY FOR DEFECTS

Article 11

The Contracting Authority, having timely and duly notified the Service Provider of the defect, may:

1. request that the Service Provider remedy the defect or request performance of another service without defects (performance of the Contract);
2. declare termination of the Contract.

In each of these cases, the Contracting Authority shall also be entitled to compensation for damages.

In addition thereto and independently thereof, the Service Provider shall also be liable to the Contracting Authority for damage suffered by the latter to its other property due to defects in the service(s), in accordance with the general rules on liability for damages.

XI. INDEMNIFICATION

Article 12

The Contracting Parties are obliged to fulfill the obligations arising from this Contract.

Where one of the Contracting Parties fails to fulfill an obligation or delays in its fulfillment, the other contracting party shall have the right to claim compensation for the damage suffered as a result thereof.

Liability for damage caused by delay in performance shall lie with the contracting party to whom the other contracting party has granted an appropriate additional deadline for performance.

A contracting party shall also be liable for partial or total impossibility of performance, even if it did not cause such impossibility, if it occurred after the party had fallen into delay for which it is liable.

A contracting party shall be released from liability for damages if it proves that the subject matter of the obligation would have perished accidentally even if it had performed its obligation in a timely manner.

Article 13

A contracting party shall be released from liability for damages if it proves that it was unable to perform its obligation, or that it delayed performance of the obligation, due to circumstances arising after the conclusion of the Contract which it could not prevent, remove, or avoid.

Article 14

A contracting party shall be entitled to compensation for ordinary damage and loss of profit which the other contracting party was required to foresee at the time of conclusion of the Contract as possible consequences of a breach of the Contract, having regard to the facts that were known or should have been known at that time.

In the event of fraud or intentional non-performance, as well as non-performance due to gross negligence, a contracting party shall be entitled to claim from the other contracting party compensation for the entire damage incurred as a result of the breach of the Contract, regardless of whether the other contracting party was aware of the special circumstances that caused such damage.

If, in addition to the damage, a benefit has also arisen for the contracting party as a result of the breach of the obligation, such benefit shall be taken into account to a reasonable extent when determining the amount of compensation.

The party invoking a breach of the Contract shall be obliged to take all reasonable measures to mitigate the damage caused by such breach; otherwise, the other party may request a reduction of the compensation.

Article 15

A contracting party that is obliged to notify the other party of facts affecting their mutual relationship shall be liable for the damage suffered by the other party due to failure to provide such notification in a timely manner.

XII. APPLICABLE LAW

Article 16

The laws and regulations in force in the Republic of North Macedonia shall apply to any disputes that may arise from this Contract.

XIII. FORCE MAJEURE

Article 17

Neither of the contracting parties shall be liable for non-performance of this Contract resulting from force majeure. If one of the contracting parties is prevented from performing its obligations due to force majeure, it shall be obliged to notify the other party in writing within 24 hours, stating the reasons for the force majeure and, where possible, providing appropriate evidence.

Upon cessation of the force majeure, the Contract may be performed as necessary by means of a mutually agreed addendum, or the Contract may be terminated by mutual agreement.

XIV. DISPUTE RESOLUTION

Article 18

All disputes arising from this Contract or in connection therewith shall be resolved before the competent court.

XV. CONDITIONS FOR TERMINATION OR CANCELLATION OF THE CONTRACT

Article 19

Where one of the contracting parties fails to perform its obligation, the other contracting party may request performance of the obligations or terminate the Contract, and in any case shall be entitled to compensation for damages.

Article 20

When one of the contracting parties fails to perform its obligation within the prescribed deadline, the other contracting party shall grant it an appropriate additional deadline of 2 (two) days for performance of the obligation.

If the contracting party that failed to perform its obligation within the prescribed deadline also fails to perform the obligation within the additional deadline, the other contracting party may terminate the Contract.

Article 21

The Contracting Authority may terminate the Contract without granting the Service Provider an additional deadline for performance if, based on the Service Provider's conduct, it is evident that it will not perform its obligation even within the additional deadline.

Article 22

The contracting party that terminates the Contract due to non-performance of contractual obligations shall be obliged to notify the other contracting party thereof without delay.

Article 23

The Contract may not be terminated due to non-performance of an insignificant part of the obligation.

Article 24

Upon termination of the Contract, both contracting parties shall be released from their obligations, except for the obligation to compensate any damages.

If one party has performed the Contract in whole or in part, it shall be entitled to restitution of what it has provided.

If both parties are entitled to restitution, mutual restitution shall be effected in accordance with the rules governing the performance of bilateral contracts.

Each party shall owe the other compensation for the benefit it has meanwhile derived from what it is obliged to return or compensate.

Article 25

If, after the conclusion of the Contract, circumstances arise that make performance of the obligation of one contracting party more difficult, or if due to such circumstances the purpose of the Contract cannot

be achieved, to such an extent that it is evident that the Contract no longer corresponds to the expectations of the contracting parties and that, according to general opinion, it would be unjust to maintain it in force as concluded, the party whose performance has become more difficult, or the party that due to the changed circumstances cannot achieve the purpose of the Contract, may request termination of the Contract.

Termination of the Contract may not be requested if the party invoking the changed circumstances was obliged, at the time of conclusion of the Contract, to take such circumstances into account, or could have avoided or overcome them.

The party requesting termination of the Contract may not invoke changed circumstances that occurred after the expiry of the deadline prescribed for performance of its obligation.

XVI. GENERAL AND FINAL PROVISIONS

Article 26

The contracting parties may amend and/or supplement the provisions of this Contract only by mutual agreement.

The contracting party requesting an amendment and/or supplement shall submit its request to the other party in writing.

Amendments and supplements to this Contract shall be valid if made in writing, signed by both contracting parties, and in accordance with the Law on Public Procurement.

Article 27

Neither contracting party shall have the right to transfer its obligations to a third party without mutual written consent.

Article 28

This Contract shall be executed in 4 (four) copies, of which each party shall retain 2 (two) copies.

<p>CONTRACTING AUTHORITY Ministry of Transport Minister Aleksandar Nikoloski //stamp of the Ministry of Transport// //illegible handwritten signature//</p>	<p>SERVICE PROVIDER Company for agriculture, production, trade, hospitality, and services, TEHNO-BIT INVEST DOOEL export-import, Sushica, Gostivar, Managing Director, Dushko Pavlovski //Stamp of Company for agriculture, production, trade, hospitality, and services, TEHNO-BIT INVEST DOOEL export-import//</p>
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Prepared by: P. Mitevski //illegible handwritten signature//
 Checked by: A. Shareska, //illegible handwritten signature//
 A. Ivanovski (Financial), //illegible handwritten signature//
 J. Petreska //illegible handwritten signature//
 Approved by: Zuheir Redzepi //illegible handwritten signature//
 M. Pavlovska //illegible handwritten signature//
 S. Volkanovski, State Secretary //illegible handwritten signature//



Република Северна Македонија

Министерство за транспорт

Сектор за уредување на просторот

06. 10. 2025 година

Архивски број: 21-6968/3

До: **Министерство за животна средина и просторно планирање**
Плоштад Пресвета Богородица” бр. 3, 1000 Скопје

Предмет: **Доставување Акти**

Почитувани,

Постапувајќи согласно член 65 од Законот за животната средина (Сл. Весник на РМ бр. 53/05, 81/05, 24/07, 159/08, 83/09, 48/10, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 192/15, 39/16 и 99/18 и „Службен Весник на Република Северна Македонија“ бр.89/22 и 171/22), ги изработивме и Ви ги доставуваме Одлуката за Спроведување на стратегиска оцена и формуларот кои се однесуваат на Изградба на патен коридор 8, делница на автопат: Требеништа – Струга – Франгово), општина Струга и општина Дебрца на Ваша понатамошна надлежност согласно законската регулатива

Вашето мислење, Ве молиме да ни биде доставено во законски утврдениот рок како би можеле да ја продолжиме постапката.



Република Северна Македонија

Министерство за транспорт

Сектор за уредување на просторот

Во прилог ви доставуваме:


- Одлука за Спроведување на стратегиска оцена на влијанието врз животната средина
- Формулар за определување на потребата од Спроведување на Стратегиска оцена на влијанието врз животната средина;

Ви благодариме за соработката.

Со Почит,



Подготвил: Њомза Идризи, миа 

Одобрил: Весна Андриевска, диа
Раководител на Сектор за уредување на просторот 

Врз основа на член 65, став (6) од Законот за животната средина („Службен весник на Република Северна Македонија бр. 53/05, 81/05, 24/07, 159/08, 83/09, 48/10, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14 и 44/15, 129/15, 192/15, 39/16, 99/18, 89/22 и 03/25), Министерството за транспорт на ден 06.10.2025 донесе:

Одлука за спроведување на стратегиска оцена

За планскиот документ, Патен коридор за Коридор 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца, што е усвоен од страна на Владата на Република Северна Македонија, и дел од ЗАКОН ЗА УТВРДУВАЊЕ НА ЈАВЕН ИНТЕРЕС И НОМИНИРАЊЕ НА СТРАТЕШКИ ПАРТНЕР ЗА ИМПЛЕМЕНТАЦИЈА НА ПРОЕКТОТ ЗА ИЗГРАДБА НА ИНФРАСТРУКТУРНИОТ КОРИДОР 8 (ДЕЛНИЦА: ТЕТОВО – ГОСТИВАР – БУКОЈЧАНИ И ПРОЕКТОТ ЗА АВТОПАТОТ ТРЕБЕНИШТА – СТРУГА – КАФАСАН) И КОРИДОРОТ 10 д (ДЕЛНИЦА НА АВТОПАТОТ ПРИЛЕП – ВИТОЛА) ВО РЕПУБЛИКА СЕВЕРНА МАКЕДОНИЈА (Сл. Весник Бр.163 од 16 Јули 2021год), потребно е да се спроведе стратегиска оцена на влијанието врз животната средина, во согласност со член 65 од Законот за животната средина.

Како органи засегнати од имплементацијата на планскиот документ, Патен коридор за Коридор 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца, се определуваат: Министерство за транспорт, Министерство за животна средина и просторно планирање, Агенција за планирање на просторот, Министерство за земјоделство, шумарство и водостопанство, Општина Дебрца, Општина Струга, Државен инспекторат за животна средина, регионални и локални невладини организации, локални бизнис заедници и стопанските комори, локални земјоделци и земјоделски здруженија итн.

За планскиот документ, Патен коридор за Коридор 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца се очекува да има влијание врз животната средина.

Обемот на Извештајот за стратегиска оцена треба да ги опфати следните аспекти: идентификација на можните влијанија врз медиумите и областите на животната средина: воздух, површински и подземни води, почва, бучава, управување со отпад, природа и биолошка разновидност, климатски промени, здравје на луѓето и социо-економски аспекти и врз културното наследство. Во извештајот треба да се предвидат мерки за надминување на сите идентификувани влијанија, како и да се утврдат мерки за следење на влијанијата.

Одлуката заедно со формуларот за определување на потребата од спроведување на стратегиска оцена се објавува на интернет страната на Министерството за транспорт, www.mtc.gov.mk.

Против оваа одлука јавноста има право на жалба до Државната комисија за одлучување во управна постапка и постапка од работен однос од втор степен во рок од 15 дена од денот на објавување на одлуката на веб страната.

Бр. 21-6968/1

Датум: 06.10.2025

Место: Скопје



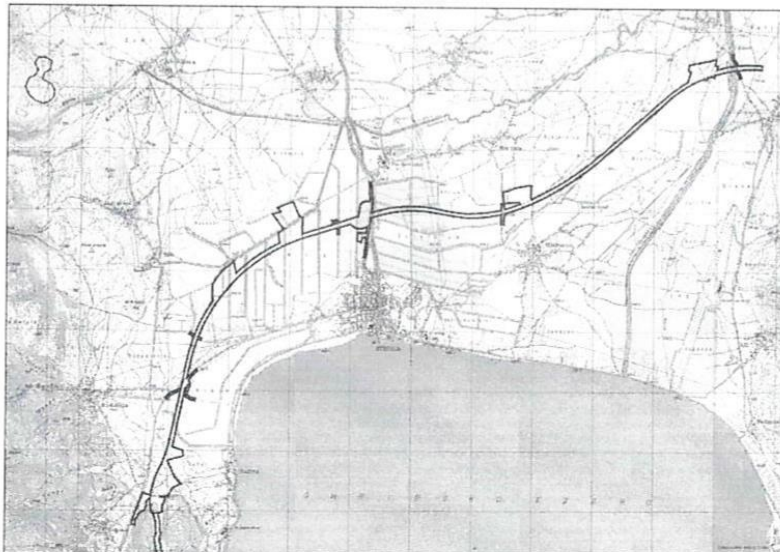
Податоци за органот кој го изработува планскиот документ	
Назив на планскиот документ	ИЗГРАДБА НА ПАТЕН КОРИДОР 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца
Орган надлежен за изработка на планскиот документ	Министерство за Транспорт
Орган надлежен за донесување на планскиот документ	Министерство за Транспорт

Податоци за изработувачот на планскиот документ	
Име на лицето овластено за подготвување на планскиот документ	Мартина Бликова Дончевска
Назив на работното место	Експерт за животна средина
Контакт податоци за лицето	Компанија за консултантство во животната средина Г – Консулт +389 70 443 054

Основни податоци за планскиот документ			
Од што произлегува донесувањето на планскиот документ? (пр. законска обврска или друга одредба)			
Патниот коридор за изградба на Коридор 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца е дефиниран во Договорот склучен помеѓу Министерство за транспорт на РСМ и Јавното претпријатие за државни патишта (Инвеститор) и Бехтел Енка УК2 Лимитед – Подружница во РСМ, Скопје (Стратешки партнер), во име и за сметка на Владата на Република Северна Македонија, врз основа на Законот за за утврдување на јавен интерес и номинирање на стратешки партнер за имплементација на Проектот за изградба на инфраструктурниот Коридор 8 (Делница: Тетово – Гостивар – Букојчани и Проектот за Автопатот Требеништа –Струга – Кафасан) и Коридорот 10д (Делница на автопатот Прилеп–Битола) во Република Северна Македонија (Сл. Весник Бр.163 од 16 Јули 2021год)			
Дали се донесува нов проектн опфат или се вршат измени на постојниот?			
ДА <input checked="" type="checkbox"/> НЕ <input type="checkbox"/>			
Доколку се врши измена на постоечки проектн опфат наведете го називот на стариот проектн опфат и причините за негово изменување?			
/			
Дали планскиот документ опфаќа област определена со член 65 став 2 од Законот за животна средина? Доколку одговорот е ДА наведете ја областа.			
Да, планскиот документ опфаќа област согласно член 65, став 2 – плански документ од областа Транспорт.			
Дали планскиот документ е определен со уредбата за стратегиите, плановите и програмите, вклучувајќи ги и промените на тие стратегии, планови и програми, за кои задолжително се спроведува постапка за оцена на нивното влијание врз животната средина и врз животот и здравјето на луѓето. Доколку е определен наведете ја точката и алинејата под која е определен. (пр. член 3, точка 1, алинеја 5).			
Да <input checked="" type="checkbox"/> Не <input type="checkbox"/>	Член: 3	Точка: 7	Алинеја: 3
Дали со планскиот документ се планира реализирање на проект што е предвиден со Уредбата за определување на проектите и критериумите врз основа на кои се утврдува потребата за спроведување на постапка за оцена на влијанието врз животната средина. Доколку одговорот е позитивен наведете за каков проект станува збор.			
Да, со планскиот документ се планира ИЗГРАДБА НА ПАТЕН КОРИДОР 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца.			
Дали планскиот документ опфаќа користење на мала област од локално значење како што е определено со член 65 став 3 од Законот за животна средина. Доколку одговорот е ДА, наведете ја површината на областа и нејзиното значење.			
Не.			
Да се наведе целта на донесување на планскиот документ и да се опише клучната одлука која ќе се донесе.			
Целта на планскиот документ е изработка на условите и начинот на изградбата на делницата Требеништа-Струга-Франгово.			
Предмет на планскиот документ (пр. транспорт, планирање на просторот и сл.).			
Транспорт.			
Периодот за донесување на планскиот документ.			
/			
Предвидено ревидирање на планскиот документ. Доколку е предвидено ревидирање, на колку години?			
/			

Простор или област опфатени со планскиот документ (пр. географска област, добро е да се прикачи мапа).

Планскиот опфат на ИЗГРАДБА НА ПАТЕН КОРИДОР 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО), Општина Струга и Општина Дебрца, ќе се реализира на територијата на Општина Дебрца и Општина Струга, кои се наоѓаат во југозападниот дел на Република Северна Македонија. Вкупната должина на делницата изнесува 13.5 km. Почетната точка на трасата е лоцирана северозападно од населбата Требеништа, во близина на трасата Кичево – Охрид (дел од постојниот автопат А2 кој е во изградба), додека крајната точка е позиционирана меѓу селата Франгово и Калишта, северно од локалниот пат кој ги поврзува овие населени места со А2 и патот Р1208.



Целите и/или предлог целите што треба да се постигнат со реализирањето на планскиот документ и дали истите се содржани во акт или документ.

Да
Не

Дали е приложена копија од целите?

Да
Не

Резиме на влијанијата врз животната средина

(Да се определи дали имплементацијата на планскиот документ ќе предизвика значително влијание врз животната средина, потребно е да ги пополните прашањата кои следат подолу како водич за определување на значителното влијание на ефектите врз животната средина, а кои се во согласност со Уредбата за критериумите врз основа на кои се донесуваат одлуките дали определени проектен опфати би можеле да имаат значително влијание врз животната средина и здравјето на луѓето).

Проектот за изградба на автопатот Требеништа – Струга – Франгово ќе има различни влијанија врз животната средина и локалната заедница во текот на неговата реализација. Во **подготвителната и градежната фаза**, главните влијанија се очекуваат од емисија на прашина, издувни гасови, бучава, вибрации и потенцијално загадување на водите и почвата, особено во чувствителните подрачја. Дополнително, може да дојде до уништување на природни живеалишта и нарушување на биодиверзитетот, како и до зголемено производство на отпад. Од клучно значење е соодветното управување со отпадот, заштитата на водите и примената на мерки за ублажување и превенција. Во оперативната фаза, автопатот ќе придонесе за зголемен сообраќај и со тоа континуирани емисии на бучава, издувни гасови и загадени атмосферски води. Овие влијанија се долгорочни и можат да имаат последици врз човековото здравје, земјоделството, водните тела и фауната. Се предвидуваат и визуелни ефекти врз пределот, фрагментација на живеалишта и зголемена смртност на животни од суири со возила.

Сепак, проектот носи и значителни **позитивни влијанија**: отворање нови работни места, унапредување на транспортната поврзаност и регионалниот економски развој, зголемена поврзаност со Република Албанија и нови можности за туризам и инвестиции. Соодветно управување и следење на еколошките и социјалните аспекти ќе бидат клучни за намалување на ризиците и зголемување на придобивките за населението и животната средина. Локацијата на проектот се наоѓа во подрачје со статус на заштита според УНЕСКО, што налага усогласување со сите релевантни услови и критериуми утврдени од организацијата.

<p>Веројатноста, времетраењето, фреквентноста и повратноста на влијанијата</p>	<p>Во фазата на подготовка и изградба на автопатот, влијанијата врз животната средина се со висока веројатност, поради сигурното појавување на бучава, прашина, емисии од механизација и нарушување на природните површини. Овие влијанија се краткорочни до среднорочни, односно траат колку и самата изградба. Фреквентноста е висока, бидејќи активностите се интензивни и континуирани во текот на денот. Поголемиот дел од влијанијата се повратни, доколку се преземат соодветни мерки за санација и рекултивација, но кај одредени компоненти, како деградацијата на почвата и сеча на шумска покривка, може да се јават и неповратни ефекти.</p> <p>Во оперативната фаза, веројатноста за влијанија останува средна до висока, особено поради континуираниот сообраќај и емисиите на издувни гасови и бучава. Влијанијата се долгорочни, бидејќи траат во текот на целиот век на користење на автопатот. Фреквентноста е континуирана, со постојано присуство на сообраќај и поврзани влијанија. Повратноста на влијанијата е ограничена – некои влијанија можат да се ублажат преку технички и еколошки мерки (огради за бучава, зелен појас), но другите, како фрагментација на живеалишта и визуелни промени во пејзажот, се неповратни.</p>
<p>Кумулативната природа на влијанијата врз животната средина и животот и здравјето на луѓето</p>	<p>Кумулативната природа на влијанијата се однесува на тоа дека ефектите од изградбата и функционирањето на автопатот не се појавуваат изолирано, туку се надоврзуваат на постојните и очекуваните влијанија од други инфраструктурни, индустриски и земјоделски активности во регионот. Овие влијанија, иако поединечно можат да изгледаат умерени, во збир можат да предизвикаат значајно влијание – како негативно, така и позитивно – врз животната средина и здравјето на населението.</p> <p>Во однос на негативните кумулативни влијанија, тие можат да се манифестираат преку зголемена емисија на штетни гасови, акумулација на бучава, деградација на природни хабитати, ерозија на почви и фрагментација на екосистемите. Дополнително, комбинацијата од повеќе проекти може да доведе до поголем притисок врз водните ресурси, нарушување на биолошката разновидност и зголемен ризик од поплави или лизгање на терен. Од аспект на здравјето, изложеноста на акумулирани загадувачи (воздушни, бучавни, хемиски) може да доведе до долгорочни штетни ефекти врз респираторниот и кардиоваскуларниот систем, особено кај чувствителните категории на население.</p> <p>Од друга страна, позитивните кумулативни влијанија се поврзани со подобрување на пристапноста и поврзаноста на населението со поголемите економски и здравствени центри, што може да го олесни пристапот до медицински услуги, образование и пазар на труд. Исто така, со изградбата на патишта кои ги заобикојуваат населените места, можно е да се намали сообраќајниот метеж и локалното загадување во урбаните средини.</p>

<p>Прекугранична природа на влијанијата</p>	<p>Да, од изградбата на автопатот Требеништа – Струга – Франгово ќе има прекугранични влијанија. Овој проект ќе ја подобри сообраќајната поврзаност и соработката меѓу Северна Македонија и Албанија, што ќе донесе позитивни економски и социјални ефекти за двете страни. Подобрениот транспортен коридор ќе овозможи побрз и полесен проток на стоки и луѓе, ќе ја зголеми регионалната поврзаност и ќе придонесе кон развојот на прекуграничната соработка и стабилност. Успешната реализација на проектот во голема мера зависи од ефективната соработка со Република Албанија и од навременото усогласување со нивниот проектен тим одговорен за националниот сегмент на коридорот.</p>
<p>Ризиците по животот и здравјето на луѓето и животната средина (пр. како резултат на несреќи)</p>	<p>Несреќите при изградбата и користењето на автопатот Требеништа – Струга – Франгово можат да предизвикаат сериозни последици по здравјето и животната средина. Во градежната фаза, главни ризици се повреди на работниците од тешка механизација, паѓања, експлозии и хемиски истекувања, кои можат да влијаат и на населението. Загадувањето од истекување горива и хемикалии може да го оштети квалитетот на почвата и водите, со долгорочни ефекти врз екосистемите.</p> <p>Во оперативната фаза, ризиците главно се однесуваат на сообраќајни незгоди кои со потребни мерки како обуки за безбедност, планови за управување со ризици, контрола на сообраќајот и сигнализација за минимизирање на овие ризици и заштита на луѓето и животната средина, ќе се намалат или целосно избегнат.</p>
<p>Опсег и просторниот обем на влијанијата (географска област и големината на популацијата која ќе биде засегната)</p>	<p>“ПРОЕКТНАТА ДОКУМЕНТАЦИЈА НА ПАТЕН КОРИДОР 8, ДЕЛНИЦА НА АВТОПАТ: ТРЕБЕНИШТА – СТРУГА – ФРАНГОВО”, Општина Струга и Општина Дебрца (км 0+000 – км 13+900) ќе се реализира на територијата на Општина Дебрца и Општина Струга, кои се наоѓаат во југозападниот дел на Република Северна Македонија. Делницата Требеништа-Струга-Франгово е поделена на 3 подсекции од кои првата, 3А се протега од км 0+000 до км 8+000, додека втората подсекција 3Б1 продолжува од км 8+000 до км 13+500. Површината на планскиот опфат на овие две подделници зафаќа должина од 13.5 km. Со површина од 424 km², општина Дебрца опфаќа 30 населени места и има приближно 3.719 жители. Општина Струга зафаќа површина од 5.073 хектари, со брегова линија што опфаќа една третина од вкупната должина на Охридското Езеро. Територијата вклучува градот Струга и околу 50 населени места. Во општината Струга живеат 15.009 жители.</p>
<p>Потенцијалните економски и социјални влијанија кои би ги предизвикал планскиот документ како што се:</p>	<p>Изградбата на автопатот ќе придонесе за зголемување на вработувањата и поддршка на локалните бизниси (како маркети и ресторани). Иако градежните активности нема да имаат значителен директен негативен ефект врз здравјето, постои ризик од сообраќајни незгоди и инциденти како истекување гориво или пожари. Проектот ќе го подобри транспортот до индустриските зони, овозможувајќи побрз и поефикасен транспорт.</p> <p>Потенцијалните економски и социјални влијанија од планскиот документ се очекува да бидат значајни и позитивни. Подобрувањето на сообраќајната инфраструктура ќе овозможи значително унапредување на комуникацијата и зголемување на економската размена во регионот, што ќе влијае на развојот на локалното стопанство и регионалната економија. Со скратување на времето за патување и зголемување на безбедноста, ќе се отворат нови можности за инвестирање и развој на пратечка инфраструктура, како и на други проекти со голем опфат. Проектот исто така ќе ја зајакне</p>

	<p>стратешката поврзаност со Република Албанија, овозможувајќи подобра прекугранична соработка, олеснување на трговските врски и зголемување на туризмот и размената меѓу двете страни. За локалното население, проектот ќе придонесе кон намалување на бариерите во комуникацијата и подобрување на пристапот до услуги, работни места и земјоделско земјиште, што ќе ја подобри нивната социјална и економска благосостојба.</p>
	<p>Вредноста и ранливоста на областа која ќе биде засегната со донесување на планскиот документ: Областа засегната со изградбата и користењето на автопатот е значајна и ранлива, особено поради присуството на природни живеалишта и делови од Светското природно и културно наследство на Охридскиот регион, кој е под заштита на УНЕСКО. Во фазата на изградба се очекува губење на тревни површини и вегетација, нарушување на почвата и миграција на животни поради механичките работи и бучавата. Во оперативната фаза, патот може да предизвика фрагментација на живеалишта, зголемена смртност на животни од судири, појава на инвазивни видови, како и хемиско и светлосно загадување. За ублажување на овие влијанија, се предлага избор на оптимална траса, изградба на еколошки пропусти за премин на животни, мониторинг на фауната и еколошко одржување на зелените појаси. Состојбата на Охридскиот регион е ранлива поради неконтролирана урбанизација, туризам и недостаток на соодветна заштита, што е потврдено со извештаите на УНЕСКО, кои укажуваат на важноста од имплементација на препорачаните мерки за заштита и одржлив развој поврзан со овој проект.</p>
<p>Посебни природни карактеристики или културно наследство</p>	<p>Во заштитеното УНЕСКО подрачје во Општина Дебарца и Општина Струга се наоѓаат важни археолошки локалитети и културни споменици, при што во подготвителната и конструктивната фаза постои ризик од оштетување на артефакти и можни застои на проектот, па затоа ќе се изработи детален извештај за влијанијата врз културното наследство; во оперативната фаза не се очекуваат значајни негативни влијанија, а патот ќе овозможи подобра пристапност и поголема видливост на овие споменици. Еден од најзначајните локалитети е некрополата кај Требениште, каде се пронајдени прочуените „Златни маски“. Во случај на наоѓалишта при градежните работи, ќе се применат сите законски процедури за заштита на културното наследство.</p>
<p>Надминувањата на стандардите за квалитет на животната средина или граничните вредности</p>	<p>Надминувањата на стандардите за квалитет на животната средина или граничните вредности се случуваат кога концентрациите на загадувачки материји во воздухот, водата, почвата или нивото на бучава и вибрации ги надминуваат законски утврдените лимити, што може да предизвика негативни ефекти врз здравјето на луѓето, екосистемите и животната средина. Во проектот за изградба и функционирање на автопатот Требеништа – Струга – Франгово, ваквите надминувања можат да се јават како последица на емисии на прашина (PM10, PM2.5), издувни гасови (NOx, CO, SO₂), испарливи органски соединенија и други загадувачи во воздухот, како и заматување и хемиско загадување на површинските и подземните води од седименти, горива и хемикалии. Дополнително, може да се случи контаминација на почвата со тешки метали и други штетни материји, како и надминување на дозволените нивоа на бучава и вибрации, особено во близина на населени места и чувствителни екосистеми. За да се спречат овие надминувања, проектот предвидува спроведување на детална ОВЖС со предвидување на превентивни и ублажувачки мерки, континуиран мониторинг и контрола, со цел да се минимизираат влијанијата и да се обезбеди заштита на здравјето на луѓето и животната средина.</p>
<p>Интензивна употреба на земјиштето</p>	<p>Земјиштето на кое е планиран проектниот опфат е класифицирано како различни намени за кои треба пренамена и експроприација за да може да се отпочне со градба.</p>

<p>Влијанијата врз областите или пејзажите кои имаат признати статус на национални или меѓународни заштитени подрачја подрачја.</p>	<p>Влијанијата врз национално и меѓународно заштитените подрачја во поширокиот регион на трасата на автопатот А2, делница Требеништа – Струга – Франгово, се од голема важност поради близината на исклучително вредниот Охридски регион, кој е под заштита на УНЕСКО и има висока еколошка и конзервациска вредност. Иако самата траса не поминува низ формално прогласени заштитени подрачја, влијанијата врз нив може да бидат индиректни, поради близината на Охридското Езеро, Рамсарскиот локалитет, Прекуграничниот биосферен резерват Охрид – Преспа и други меѓународни и национални заштитени површини. Поради тоа, во текот на градежните активности и експлоатацијата на автопатот треба да се применуваат принципи на претпазливост и високи еколошки стандарди, како и да се разгледуваат алтернативи кои минимизираат влијанија врз овие значајни природни и културни вредности. Дополнително, регионот е дом на важни биолошки жаришта, како Important Plant Areas (IPAs), Important Bird Areas (IBAs) и Prime Butterfly Areas (PBAs), кои бараат внимателно планирање и заштита. Трасата започнува со премин преку каналот на реката Сатеска, се движи паралелно со старото корито на истата река, и ја преминува реката Црн Дрим. Бидејќи реката Сатеска е дел од сливот на Охридското Езеро, потребно е особено внимание при изведбата. Сите овие фактори укажуваат на потребата од интегриран и внимателен пристап во реализирањето на проектот, со цел да се зачуваат уникатните природни и културни атрибути на регионот и да се намалат потенцијалните негативни влијанија врз животната средина и локалните заедници.</p>
<p>Објаснете го степенот до кој планскиот документ поставува рамка за спроведување на проекти и други активности, во однос на локацијата, природата, големината и условите за работа или според одредувањето на ресурсите:</p>	<p>За содржините предвидени во планскиот опфат на ниво на проектна документација ќе се изработува СОВЖС студија (доколку се утврди потреба), односно Стратегиска оцена на влијанија врз животната средина и студија за ОВЖС – Оцена на влијанија врз животната средина.</p>
<p>Објаснете ја околината во близина на проектот односно активноста која се планира да се спроведе со планскиот документ од аспект на можни влијанија врз животната средина. (пр. планот предвидува изградба на резиденцијални објекти во близина на индустриска зона, објаснете дали индустриската зона ќе има влијание врз животната средина на планираните резиденцијални проекти):</p>	<p>Изградбата и функционирањето на автопатот Требеништа – Струга – Франгово може да предизвика значајни влијанија врз животната средина и локалната заедница. Во градежната фаза, интензивните активности како расчистување на вегетација, земјени работи, ископи, транспорт и работа на тешка механизација ќе резултираат со емисии на прашина (PM10, PM2.5), издувни гасови (CO, NOx, SO₂), испарливи органски соединенија и аеросоли, што ќе го наруши квалитетот на амбиентниот воздух и ќе има негативен ефект врз здравјето на луѓето и екосистемите. Овие активности ќе предизвикаат деградација и ерозија на почвата, отстранување на плодниот слој, физичко и хемиско загадување од горива, масла и градежен отпад, како и геотехнички нестабилности на теренот. Градежните работи ќе влијаат и врз површинските и подземните води преку заматување, транспорт на седименти и можни истекувања на загадувачки материји, со ризик за водните екосистеми, особено поради пресекувањето на речни корита и други водни тела. Управувањето со отпадот во сите фази е критично за спречување дополнително загадување на почвата, водите и воздухот. Во градежната и оперативната фаза, активностите ќе предизвикаат значително зголемување на бучава и вибрации, кои ќе влијаат врз човечкото здравје и животните, нарушувајќи го нивното нормално однесување и просторна ориентација. Фрагментацијата на живеалиштата ќе го ограничи движењето на дивите видови, а ризикот од сообраќајни удари ќе го загрози нивниот опстанок. Визуелните ефекти ќе го променат карактерот на пејзажот, со влијание врз туристичката атрактивност и идентитетот на регионот. Од аспект на социјалните елементи, изградбата ќе донесе зголемување на вработувањата и економски активности, но истовремено ќе претставува ризик за здравјето поради изложеност на прашина, бучава и можно загадување. Особено значајно е влијанието врз културно-историското наследство во рамките на УНЕСКО-заштитената област, каде што треба да се преземат мерки за</p>

заштита и мониторинг на археолошките локалитети. Соодветното планирање, мониторинг и примена на превентивни и мерки за ублажување се неопходни за минимизирање на овие влијанија и за заштита на природната и социјалната средина во регионот.

Објаснете ја важноста на планскиот документ за вклучување на аспектот на заштита на животната средина особено во поглед на промовирањето на одржливиот развој (да се наведе дали обемот на планскиот документ придонесува кон одржливоста и намалување на еколошките проблеми. Пр. еден инфраструктурен план може да има поголеми влијанија врз животната средина отколку некој образовен план на наставните планови).

Планскиот документ за изградбата на автопатот Требеништа–Струга–Франгово е од суштинско значење за вклучување на аспектот на заштита на животната средина и промовирање на одржливиот развој, особено поради обемот и влијанието на проектот. Како дел од државниот пат А2 и Паневропскиот коридор VIII, оваа инфраструктурна инвестиција има потенцијал да обезбеди значително економско и сообраќајно подобрување. Вклучувањето на еколошките мерки во планскиот документ е неопходно за да се минимизираат негативните влијанија, да се зачува природната средина и да се обезбеди хармоничен развој кој не ги загрозува екосистемите и здравјето на локалното население. Обемот на планскиот документ овозможува систематски пристап кон идентификација и управување со еколошките ризици, што придонесува кон одржливост преку намалување на потенцијалните еколошки проблеми и обезбедување на долгорочно позитивни ефекти од подобрената транспортна инфраструктура. На овој начин, модернизацијата на патниот коридор ќе биде реализирана на начин кој ги усогласува економските потреби со заштитата на животната средина, овозможувајќи одржлив развој и зголемување на квалитетот на живот во регионот.

Кои еколошки проблеми се релевантни за планскиот документ. Опишете зошто истите се релевантни и опишете ја нивната природа и сериозност (објаснете ги проблемите кои спроведувањето на планскиот документ може да ги предизвика или да доведе до нивно зголемување, проблемите кои може да го забават неговото спроведување, како и проблеми кои спроведувањето на планскиот документ може да ги реши или намали).

Планскиот документ за изградба на автопатот Требеништа – Струга – Франгово носи значајни еколошки предизвици кои треба да се разгледаат при планирањето и имплементацијата. Градежните активности и зголемениот сообраќај можат да предизвикаат загадување на воздухот и почвата, ерозија, како и деградација на земјоделските површини. Загадувањето на водните екосистеми е особено критично поради близината на Охридското Езеро, каде што седиментите и хемикалиите можат да го нарушат квалитетот на водата. Бучавата и вибрациите од градежната механизација и идниот сообраќај ќе влијаат негативно на здравјето на населението и биодиверзитетот, додека фрагментацијата на живеалиштата ќе го ограничи движењето на дивите животни во заштитените подрачја. Исто така, постои ризик од оштетување на археолошките локалитети, што може да го забави проектот. Без соодветни еколошки мерки, овие влијанија може да се интензивираат, да ја нарушат животната средина и да предизвикаат отпор кај локалната заедница, што ќе доведе до одложување на реализацијата. Меѓутоа, со имплементација на ефективни мерки за контрола на емисиите, управување со водите, намалување на бучавата и зачувување на природните коридори, негативните ефекти може значително да се ублажат. Дополнително, подобрувањето на инфраструктурата има потенцијал за позитивен економски развој и подобрување на квалитетот на животот во регионот, што ја оправдува неопходноста од внимателен и одржлив пристап при спроведувањето на проектот.

Објаснете како планскиот документ кој е предмет на разгледување е поврзан со друг/и проектн опфат/и во хиерархијата на планирање. Наведете го називот на тој/тие проектн опфат/и и наведете ги клучните влијанија на тие проектн опфати врз животната средина. Определете ги разликите во клучните одлуки што се носат со предметниот проектн опфат и другите проектн опфати кои биле или ќе бидат предмет на оцена.

Овој план е поврзан со:

- Просторен план на РМ;
- Просторен план за Охридско-Преспанскиот регион
- Национална стратегија за одржлив развој;
- Втор национален еколошки акционен план на РМ;
- Закон за утврдување на јавен интерес и номинирање на стратешки партнер за имплементација на проектот за изградба на инфраструктурниот коридор 8 (делница: Тетово – Гостивар – Букојчани и проектот за автопатот Требеништа – Струга – Кафасан) и коридорот 10 д (делница на автопатот Прилеп– Битола) во Република Северна Македонија

Доколку потенцијалните влијанија на клучните одлуки во планскиот документ веќе биле предмет на оцена или веќе биле разгледани во други проектн опфати во некоја поранешна фаза, резимирајте ги главните заклучоци на таа оцена и како тие заклучоци се користени во процесот на одлучување. Опишете дали претходно спроведената оцена е направена согласно најновите сознанија за влијанијата врз животната средина со цел да може истата да се користи во процесот на усвојување на постоечкиот проектн опфат.


Предметниот опфат бил предмет на стратешка оцена на животната средина за проектот за инфраструктура – изградба на државен пат А2, делница Требеништа – Струга, изработена под технички број 0903-974/5 од страна на Градежен институт „Македонија“ А.Д. – Скопје. Меѓутоа, бидејќи оцената е изготвена во 2015 година, а се очекува трасата да биде изменета и е изработена во 2015 година, оваа стратешка оцена не може да се искористи во процесот на усвојување на актуелниот плански опфат.

Доколку потенцијалните влијанија од клучната одлука во овој проектн опфат ќе биде оценета во некоја подоцнежна фаза на планирање на пониско ниво, наведете како ќе обезбедите влијанијата што се утврдени во оваа фаза на донесување на планскиот документ да се земат во предвид при носењето на одлуката во подоцнежната фаза (пр. се спроведува стратешка оцена на урбанистички план во кој се предвидува изградба на објект кој подлежи на постапка на оцена на влијанието врз животната средина).

Доколку потенцијалните влијанија од клучната одлука во овој проектн опфат се оценуваат во подоцнежна фаза на планирање на пониско ниво, ќе се обезбеди нивно соодветно земање предвид преку интегрирање на утврдените влијанија од оваа фаза во сите понатамошни документи и анализи за заштита на животната средина. Предметниот опфат е дел од заштитено УНЕСКО подрачје, што дополнително ја нагласува важноста на спроведување на темелна стратешка оцена на животната средина, да се даде посебен осврт во анализите кои се однесуваат на населението (социо-економски аспект), воздух и климатски промени, вода, почва, биолошка разновидност, природно и културно наследство, предел, отпад, бучава, вибрации, несреќи и хаварии и сл.

Сите можни влијанија да се анализираат во градежна и оперативна фаза и да се предвидат мерки за нивно намалување или избегнување.

Сите потенцијални влијанија оценети во фазата на спроведување на СОЖС задолжително се земаат предвид при изготвување на ОВЖС, со можност за паралелно работење на двата документи. Од оцената на степенот на влијанието ќе зависат и предложените мерки заштита во СОЖС и нивно спроведување во ОВЖС.

ИЗЈАВА	Изјавуваме дека податоците дадени во овој формулар се точни, вистинити и комплетни.
Функција, име и презиме и потпис на лицето кој го носи планскиот документ во име на органот 21-6568/2	Министер за транспорт Александар Николоски
Датум: 06.10.2025 Место:	

Ministry of Transport
Department for Spatial Planning

06.10.2025

Archive Number: 21 – 6968/3

To: Ministry of Environment and Physical Planning

Presveta Bogorodica Sq. 3. 1000 Skopje

Subject: Submitting Acts

Acting in accordance with Article 65 of the Law on Environment (Official Gazette of the Republic of Macedonia Nos. 53/05, 81/05, 24/07, 159/08, 83/09, 48/10, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 192/15, 39/16 and 99/18, and Official Gazette of the Republic of North Macedonia Nos. 89/22 and 171/22), we have prepared and hereby submit to you the Decision on the Implementation of a Strategic Environmental Assessment and the accompanying form relating to the construction of Road Corridor VIII, motorway section Trebenishta – Struga – Frangovo, Municipality of Struga and Municipality of Debarca, for your further action in accordance with the applicable legal regulations.

Please submit your opinion within the legally prescribed deadline, in order for us to be able to proceed with the procedure.

1 Ministry of Transport
Republic of North Macedonia

Ul. "Crvena Skopska Opshtina"
No. 4, Skopje
Republic of North Macedonia

+389 2 3145 497
www.mtc.gov.mk

Enclosed please find:

- Decision on the Implementation of a Strategic Environmental Impact Assessment;
- Form for Determining the Need for Implementation of a Strategic Environmental Impact Assessment.

Thank you for your cooperation.

Yours sincerely,

MINISTER

ALEKSANDAR NIKOLOSKI

//Stamp of Ministry of Transport//

//Illegible handwritten signature//

Drafted by: Njomza Idrizi, //illegible handwritten signature//

Approved by: Vesna Andrievska,
Head of Spatial Planning Department //illegible handwritten signature//

Pursuant to Article 65, paragraph (6) of the Law on the Environment (“Official Gazette of the Republic of North Macedonia” No. 53/05, 81/05, 24/07, 159/08, 83/09, 48/10, 124/10, 51/11, 123/12, 93/13, 187/13, 42/14, 44/15, 129/15, 192/15, 39/16, 99/18, 89/22 and 03/25), the Ministry of Transport, on 06.10.2025, adopted the following:

Decision on the Implementation of a Strategic Environmental Assessment

For the planning document Road Corridor for Corridor VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca, adopted by the Government of the Republic of North Macedonia, and forming part of the LAW ON DETERMINING PUBLIC INTEREST AND NOMINATING A STRATEGIC PARTNER FOR THE IMPLEMENTATION OF THE PROJECT FOR CONSTRUCTION OF INFRASTRUCTURE CORRIDOR VIII (SECTION: TETOVO – GOSTIVAR – BUKOJCHANI AND THE MOTORWAY PROJECT TREBENISHTA – STRUGA – KAFASAN) AND CORRIDOR X-d (MOTORWAY SECTION: PRILEP – BITOLA) IN THE REPUBLIC OF NORTH MACEDONIA (“Official Gazette” No. 163 of 16 July 2021), it is necessary to conduct a Strategic Environmental Assessment, in accordance with Article 65 of the Law on the Environment.

The authorities affected by the implementation of the planning document Road Corridor for Corridor VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca, are designated as follows: the Ministry of Transport, the Ministry of Environment and Physical Planning, the Agency for Spatial Planning, the Ministry of Agriculture, Forestry and Water Economy, the Municipality of Debrca, the Municipality of Struga, the State Environmental Inspectorate, regional and local non-governmental organizations, local business communities and chambers of commerce, local farmers and agricultural associations, etc.

The planning document Road Corridor for Corridor VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca, is expected to have an impact on the environment.

The scope of the Strategic Environmental Assessment Report should cover the following aspects: identification of potential impacts on environmental media and areas, including air, surface and groundwater, soil, noise, waste management, nature and biodiversity, climate change, human health and socio-economic aspects, as well as cultural heritage. The report should envisage measures to mitigate all identified impacts, as well as define measures for monitoring such impacts.

The Decision, together with the Form for Determining the Need for Implementation of a Strategic Environmental Assessment, shall be published on the website of the Ministry of Transport, www.mtc.gov.mk.

The public has the right to lodge an appeal against this Decision with the State Commission for Decision-Making in Administrative Procedure and Employment-Related Procedure in Second Instance within 15 days from the date of publication of the Decision on the website.

No. 21 -6968/1 Date: 06.10.2025 Location: Skopje	Minister, Aleksandar Nikoloski //stamp of Ministry of Transport// //illegible handwritten signature//
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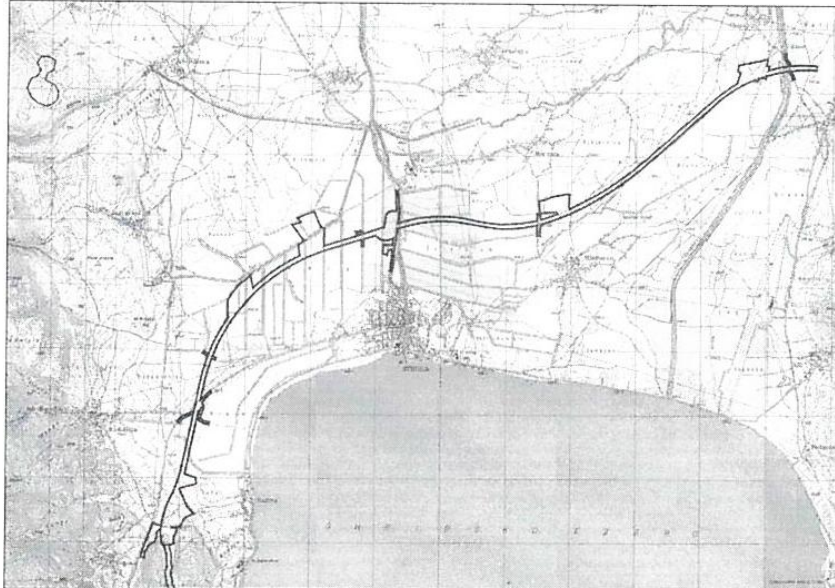
Information on the Authority Preparing the Planning Document	
Title of the Planning Document	CONSTRUCTION OF ROAD CORRIDOR VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca
Authority Competent for Preparation of the Planning Document	Ministry of Transport
Authority Competent for Adoption of the Planning Document	Ministry of Transport

Details of the Person Authorized to Prepare the Planning Document	
Name of the person authorized to draft the Planning Document	Martina Blikova Donchevska
Job Title	Environmental Expert
Contact Details:	Environmental Consultancy Company G-Consult +389 70 443 054

Basic Information on the Planning Document			
What is the basis for the adoption of the planning document? (e.g. legal obligation or other provision)			
The road corridor for the construction of Corridor VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca, is defined in the Agreement concluded between the Ministry of Transport of the Republic of North Macedonia and the Public Enterprise for State Roads (Investor) and Bechtel Enka UK2 Limited – Branch in the Republic of North Macedonia, Skopje (Strategic Partner), on behalf of and for the account of the Government of the Republic of North Macedonia, based on the Law on Determining Public Interest and Nominating a Strategic Partner for the Implementation of the Project for Construction of Infrastructure Corridor VIII (Section: Tetovo – Gostivar – Bukojchani and the Motorway Project Trebenishta – Struga – Kjafasan) and Corridor Xd (Motorway Section: Prilep – Bitola) in the Republic of North Macedonia (Official Gazette No. 163 of 16 July 2021).			
Is it the adoption of a new project scope or amendments to an existing one?			
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
If amendments are made to an existing project scope, state the title of the previous project scope and the reasons for its amendment:			
/			
Does the planning document cover an area defined under Article 65, paragraph 2 of the Law on the Environment? If YES, specify the area.			
Yes, the planning document covers an area in accordance with Article 65, paragraph 2 – a planning document in the field of transport.			
Is the planning document defined under the Regulation on strategies, plans and programmes, including amendments thereto, for which a procedure for assessment of their impact on the environment and on human life and health is mandatory? If yes, indicate the article, item and indent under which it is defined (e.g. Article 3, item 1, indent 5).			
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Article: 3	Item: 7	Indent: 3
Does the planning document envisage the implementation of a project provided for in the Regulation determining projects and criteria on the basis of which the need to conduct an environmental impact assessment procedure is established? If yes, specify the project.			
Yes, the planning document envisages the CONSTRUCTION OF ROAD CORRIDOR VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca.			
Does the planning document cover the use of a small area of local significance as defined under Article 65, paragraph 3 of the Law on the Environment? If YES, specify the surface area and its significance.			
No.			
State the purpose of adopting the planning document and describe the key decision to be taken.			
The purpose of the planning document is to define the conditions and the manner of construction of the Trebenishta – Struga – Frangovo section.			
Subject matter of the planning document (e.g. transport, spatial planning, etc.):			
Transport.			
Timeframe for adoption of the planning document:			
/			
Is revision of the planning document envisaged? If yes, at what interval (in years)?			
/			

Area or Territory Covered by the Planning Document (e.g. geographical area; it is advisable to attach a map)

The planning scope of the CONSTRUCTION OF ROAD CORRIDOR VIII, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO, Municipality of Struga and Municipality of Debrca, will be implemented within the territory of the Municipality of Debrca and the Municipality of Struga, located in the southwestern part of the Republic of North Macedonia. The total length of the section is 13.5 km. The starting point of the route is located northwest of the settlement of Trebenishta, in the vicinity of the Kichevo–Ohrid route (part of the existing A2 motorway currently under construction), while the end point is positioned between the villages of Frangovo and Kalishta, north of the connecting settlements motorway R1208.



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Are objectives and/or proposed objectives to be achieved by implementation of the planning document contained in an act or document

Yes
No

Is a copy of the objectives attached?

Yes
No

Summary of Environmental Impact

(To determine whether implementation of the planning document will cause significant environmental impact, it is necessary to complete the questions below as guidance for determining the significance of environmental effects, in accordance with the Regulation on the criteria on the basis of which decisions are made as to whether certain project scopes may have a significant impact on the environment and human health.)

The project for the construction of the Trebenishta – Struga – Frangovo motorway will have various impacts on the environment and the local community during its implementation. During the preparatory and construction phases, the main impacts are expected to arise from emissions of dust, exhaust gases, noise, vibrations, and potential pollution of water and soil, particularly in sensitive areas. In addition, there may be destruction of natural habitats and disturbance of biodiversity, as well as increased generation of waste. Proper waste management, protection of water resources, and the application of mitigation and preventive measures are of key importance. During the operational phase, the motorway will contribute to increased traffic and consequently continuous emissions of noise, exhaust gases, and polluted runoff waters. These impacts are long-term and may have consequences for human health, agriculture, water bodies, and fauna. Visual impacts on the landscape, habitat fragmentation, and increased wildlife mortality are also anticipated.

The project also brings significant **positive impacts**: creation of new jobs, improvement of transport connectivity and regional economic development, increased connectivity with the Republic of Albania, and new opportunities for tourism and investment. Proper management and monitoring of environmental and social aspects will be key to reducing risks and increasing benefits for the population and the environment. The project location is within an area with UNESCO protection status, which requires compliance with all relevant conditions and criteria established by the organization.

<p>Probability, Duration, Frequency, and Reversibility of Impacts</p>	<p>During the preparatory and construction phases, environmental impacts are highly probable due to the certain occurrence of noise, dust, emissions from machinery, and disturbance of natural areas. These impacts are short- to medium-term, lasting for the duration of the construction. The frequency is high, as activities are intensive and continuous throughout the day. Most impacts are reversible if appropriate remediation and reclamation measures are applied; however, certain components, such as soil degradation and deforestation, may result in irreversible effects.</p> <p>During the operational phase, the probability of impacts remains medium to high, particularly due to continuous traffic and emissions of exhaust gases and noise. The impacts are long-term, persisting throughout the entire service life of the motorway. The frequency is continuous due to constant traffic and associated impacts. Reversibility is limited — some impacts can be mitigated through technical and ecological measures (e.g., noise barriers, green belts), while others, such as habitat fragmentation and visual changes to the landscape, are irreversible.</p>
<p>Cumulative Nature of Impacts on the Environment and Human Health</p>	<p>Cumulative impacts refer to the fact that the effects of construction and operation of the motorway do not occur in isolation but add to existing and anticipated impacts from other infrastructure, industrial, and agricultural activities in the region. Individually, these impacts may appear moderate, but collectively they can result in significant effects, both negative and positive on the environment and human health. Negative cumulative impacts may manifest as increased emissions of harmful gases, accumulation of noise, degradation of natural habitats, soil erosion, and ecosystem fragmentation. Furthermore, the combination of multiple projects can increase pressure on water resources, disturb biodiversity, and raise the risk of floods or landslides. From a health perspective, exposure to accumulated pollutants (air, noise, chemical) can cause long-term adverse effects on the respiratory and cardiovascular systems, especially in sensitive populations. Positive cumulative impacts are related to improved accessibility and connectivity of the population with major economic and health centres, facilitating access to medical services, education, and labour markets. Additionally, construction of roads that bypass settlements may reduce traffic congestion and local pollution in urban areas.</p>
<p>Transboundary Nature of Impacts</p>	<p>Yes, the construction of the Trebenishta – Struga – Frangovo motorway will have transboundary impacts. This project will improve transport connectivity and cooperation between North Macedonia and Albania, generating positive economic and social effects for both countries. The improved transport corridor will allow faster and easier movement of goods and people, enhance regional connectivity, and contribute to the development of cross-border cooperation and stability. The successful implementation of the project largely depends on effective collaboration with Albania and timely coordination with their project team responsible for the national segment of the corridor.</p>
<p>Risks to human life and health and the environment (e.g., as a result of accidents)</p>	<p>Accidents during the construction and operation of the Trebenishta – Struga – Frangovo highway could cause serious consequences for human health and the environment. In the construction phase, the main risks are injuries to workers from heavy machinery, falls, explosions, and chemical spills, which could also affect the population. Pollution from fuel and</p>

	<p>chemical spills could damage soil and water quality, with long-term effects on ecosystems.</p> <p>In the operational phase, the risks mainly relate to traffic accidents, which, with appropriate measures such as safety training, risk management plans, traffic control, and signage, to minimize these risks and protect people and the environment, will be reduced or completely avoided.</p>
<p>Scope and spatial extent of impacts (geographic area and the size of the population affected)</p>	<p>“THE PROJECT DOCUMENTATION FOR ROAD CORRIDOR 8, MOTORWAY SECTION: TREBENISHTA – STRUGA – FRANGOVO,” Struga Municipality and Debrca Municipality (km 0+000 – km 13+900) will be implemented in the territory of Debrca Municipality and Struga Municipality, located in the southwestern part of North Macedonia. The Trebenishta – Struga – Frangovo section is divided into 3 subsections, of which the first, ZA, extends from km 0+000 to km 8+000, while the second subsection ZB1 continues from km 8+000 to km 13+500. The planned coverage of these two subsections spans a length of 13.5 km.</p> <p>With an area of 424 km², Debrca Municipality includes 30 settlements and has approximately 3,719 inhabitants. Struga Municipality covers an area of 5,073 hectares, with a shoreline covering one-third of the total length of Lake Ohrid. The territory includes the city of Struga and around 50 settlements. Struga Municipality has 15,009 inhabitants.</p>
<p>Potential economic and social impacts that could be caused by the planning document, such as:</p> <p>The construction of the highway will contribute to increased employment and support for local businesses (such as markets and restaurants). Although the construction activities will not have a significant direct negative effect on health, there is a risk of traffic accidents and incidents such as fuel spills or fires. The project will improve transport to industrial zones, enabling faster and more efficient transportation.</p> <p>The potential economic and social impacts of the planning document are expected to be significant and positive. Improving the transport infrastructure will enable substantial advancement of communication and increase economic exchange in the region, which will influence the development of local businesses and the regional economy. By reducing travel time and increasing safety, new opportunities for investment and the development of supporting infrastructure, as well as other large-scale projects, will be opened. The project will also strengthen strategic connectivity with the Republic of Albania, enabling better cross-border cooperation, facilitating trade links, and increasing tourism and exchange between the two sides. For the local population, the project will contribute to reducing communication barriers and improving access to services, jobs, and agricultural land, thereby enhancing their social and economic well-being.</p>	
<p>Value and vulnerability of the area affected by the adoption of the planning document:</p> <p>The area affected by the construction and operation of the highway is significant and vulnerable, especially due to the presence of natural habitats and parts of the World Natural and Cultural Heritage of the Ohrid region, which is under UNESCO protection. During the construction phase, loss of grasslands and vegetation, soil disruption, and animal displacement due to mechanical works and noise are expected. In the operational phase, the road may cause habitat fragmentation, increased animal mortality from collisions, the appearance of invasive species, as well as chemical and light pollution. To mitigate these impacts, it is proposed to select an optimal route, construct ecological passages for animal crossing, monitor fauna, and ensure ecological maintenance of green belts. The state of the Ohrid region is vulnerable due to uncontrolled urbanization, tourism, and lack of adequate protection, as confirmed by UNESCO reports, which highlight the importance of implementing recommended measures for protection and sustainable development associated with this project.</p>	
<p>Outstanding natural features or cultural heritage</p>	<p>In the UNESCO-protected area in the Municipality of Debrca and the Municipality of Struga, important archaeological sites and cultural monuments are located. During the preparatory and construction phases, there is a risk of damage to artifacts and potential delays in the project; therefore, a detailed Cultural Heritage Impact Assessment will be prepared. During the operational phase, no significant negative impacts are expected, and the road will provide improved accessibility and greater</p>

	visibility of these monuments. One of the most significant sites is the necropolis near Trebenishta, where the famous “Golden Masks” were discovered. In the event that archaeological findings are uncovered during construction works, all legal procedures for the protection of cultural heritage will be implemented.
Exceedances of environmental quality standards or limit values	Exceedances of environmental quality standards or limit values occur when concentrations of pollutants in the air, water, or soil, or levels of noise and vibration, exceed legally established thresholds, which may cause adverse effects on human health, ecosystems, and the environment. In the project for the construction and operation of the Trebenishta – Struga – Frangovo highway, such exceedances may occur as a result of emissions of dust (PM10, PM2.5), exhaust gases (NOx, CO, SO ₂), volatile organic compounds, and other airborne pollutants, as well as turbidity and chemical contamination of surface and groundwater from sediments, fuels, and chemicals. Additionally, soil contamination with heavy metals and other harmful substances may occur, along with exceedances of permissible noise and vibration levels, especially near populated areas and sensitive ecosystems. To prevent these exceedances, the project provides for the implementation of a detailed Environmental Impact Assessment (EIA) with preventive and mitigation measures, continuous monitoring, and control, in order to minimize impacts and ensure the protection of human health and the environment.
Intensive land use	The land on which the project area is planned is classified for various uses and requires reallocation and expropriation in order for construction to commence.
Impacts on areas or landscapes with recognized national or international protected status	The impacts on nationally and internationally protected areas in the wider region of the A2 motorway route, section Trebenishta–Struga–Frangovo, are of great significance due to the proximity of the highly valuable Ohrid region, which is under UNESCO protection and has high ecological and conservation value. Although the route itself does not pass through formally designated protected areas, the impacts on them may be indirect due to the proximity of Lake Ohrid, the Ramsar site, the Ohrid–Prespa Transboundary Biosphere Reserve, and other international and national protected areas. Therefore, during construction activities and the operation of the motorway, the principles of precaution and high environmental standards must be applied, as well as considering alternatives that minimize impacts on these significant natural and cultural values. Additionally, the region is home to important biological hotspots, such as Important Plant Areas (IPAs), Important Bird Areas (IBAs), and Prime Butterfly Areas (PBAs), which require careful planning and protection. The route begins by crossing the channel of the Sateska River, runs parallel to the old riverbed, and crosses the Crn Drim River. Since the Sateska River is part of the Lake Ohrid catchment, special attention is required during implementation. All these factors indicate the need for an integrated and careful approach in project implementation to preserve the unique natural and cultural attributes of the region and to minimize potential negative impacts on the environment and local communities.
Explain the extent to which the planning document sets the framework for the implementation of projects and other activities, in terms of location, nature, scale, working conditions, or resource allocation:	
For the contents foreseen within the planning scope at the level of project documentation, an EIA study (if deemed necessary) will be prepared, i.e., a Strategic Environmental Assessment and an EIA study – Environmental Impact Assessment.	
Explain the surroundings near the project or activity planned under the planning document from the perspective of potential environmental impacts (e.g., if the plan foresees the construction of residential	

buildings near an industrial zone, explain whether the industrial zone will affect the environment of the planned residential projects):

The construction and operation of the Trebenishta–Struga–Frangovo motorway may cause significant impacts on the environment and the local community. During the construction phase, intensive activities such as vegetation clearance, earthworks, excavations, transport, and operation of heavy machinery will result in emissions of dust (PM10, PM2.5), exhaust gases (CO, NOx, SO2), volatile organic compounds, and aerosols, which will degrade ambient air quality and negatively affect human health and ecosystems. These activities will also cause soil degradation and erosion, removal of the fertile layer, physical and chemical contamination from fuels, oils, and construction waste, as well as geotechnical instabilities of the terrain. Construction works will impact surface and groundwater through sediment transport, turbidity, and potential spills of pollutants, posing risks to aquatic ecosystems, especially due to the crossing of riverbeds and other water bodies. Waste management in all phases is critical to prevent further contamination of soil, water, and air. During both the construction and operational phases, activities will generate significant increases in noise and vibrations, which will affect human health and wildlife, disrupting their normal behavior and spatial orientation. Habitat fragmentation will restrict the movement of wild species, and the risk of traffic collisions will threaten their survival. Visual impacts will alter the character of the landscape, affecting tourist attractiveness and regional identity. From a social perspective, construction will bring increased employment and economic activity, but it will also pose health risks due to exposure to dust, noise, and potential pollution. Particularly important is the impact on cultural and historical heritage within the UNESCO-protected area, where measures must be implemented for the protection and monitoring of archaeological sites. Appropriate planning, monitoring, and application of preventive and mitigation measures are necessary to minimize these impacts and to protect the natural and social environment in the region.

Explain the importance of the planning document for incorporating the environmental protection aspect, particularly regarding the promotion of sustainable development (indicate whether the scope of the planning document contributes to sustainability and the reduction of environmental problems. For example, an infrastructure plan may have greater environmental impacts than an educational curriculum plan).

The planning document for the construction of the Trebenishta–Struga–Frangovo highway is essential for integrating environmental protection aspects and promoting sustainable development, especially given the scope and impact of the project. As part of State Road A2 and the Pan-European Corridor V/11, this infrastructure investment has the potential to provide significant economic and transport improvements. The inclusion of environmental measures in the planning document is necessary to minimize negative impacts, preserve the natural environment, and ensure harmonious development that does not threaten ecosystems or the health of the local population. The scope of the planning document allows for a systematic approach to identifying and managing environmental risks, contributing to sustainability by reducing potential environmental problems and providing long-term positive effects from improved transport infrastructure. In this way, the modernization of the road corridor will be carried out in a manner that balances economic needs with environmental protection, enabling sustainable development and improving the quality of life in the region.

Which environmental problems are relevant to the planning document? Describe why they are relevant and explain their nature and severity (explain the problems that the implementation of the planning document may cause or exacerbate, the problems that may slow its implementation, as well as the problems that the implementation of the planning document may address or reduce).

The planning document for the construction of the Trebenishta–Struga–Frangovo highway presents significant environmental challenges that must be considered during planning and implementation. Construction activities and increased traffic may cause air and soil pollution, erosion, and degradation of agricultural land. Water pollution is particularly critical due to the proximity of Lake Ohrid, where sediments and chemicals could affect water quality. Noise and vibrations from construction machinery and future traffic will negatively impact public health and biodiversity, while habitat fragmentation will restrict the movement of wildlife in protected areas. There is also a risk of damage to archaeological sites, which could delay the project. Without appropriate environmental measures, these impacts could intensify, degrade the environment, and provoke resistance from the local community, leading to delays in project implementation. However, with the implementation of effective measures for emission control, water management, noise reduction, and the preservation of natural corridors, the negative effects can be significantly mitigated. Additionally, improved infrastructure has the potential to stimulate positive economic development and enhance the quality of life in the region, justifying the need for a careful and sustainable approach in the project's execution.

Explain how the planning document under review is related to other project scopes in the planning hierarchy. Indicate the name(s) of the project scope(s) and specify the key environmental impacts of those project scopes. Define the differences in the key decisions made with the subject project scope and the other project scopes that have been or will be subject to assessment.

This plan is related to:

- Spatial Plan of North Macedonia;
- Spatial Plan for the Ohrid-Prespa Region;
- National Strategy for Sustainable Development;
- Second National Environmental Action Plan of North Macedonia;
- Law on Determining Public Interest and Nominating a Strategic Partner for the Implementation of the Infrastructure Corridor VIII Project (Section: Tetovo–Gostivar–Bukojchani and the Trebenishta–Struga–Kjafasan Motorway Project) and Corridor X-d (Section: Prilep–Bitola Highway) in the Republic of North Macedonia.

If the potential impacts of the key decisions in the planning document have already been assessed or previously considered in other project scopes at an earlier phase, summarize the main conclusions of that assessment and how those conclusions were used in the decision-making process. Describe whether the previously conducted assessment was carried out according to the most up-to-date knowledge of environmental impacts so that it can be used in the adoption process of the current project scope.

The subject scope was previously subject to a Strategic Environmental Assessment (SEA) for the infrastructure project – construction of State Road A2, Trebenishta–Struga section, prepared under technical number 0903-974/5 by the “Construction Institute Macedonia” AD – Skopje. However, since the assessment was prepared in 2015 and the alignment is expected to be modified, this SEA cannot be directly used in the adoption process of the current planning document.

If the potential impacts of the key decision in this project scope will be assessed at a later stage of lower-level planning, indicate how the impacts identified in this phase of the planning document will be taken into account in the decision-making at the subsequent phase (e.g., a Strategic Environmental Assessment of an urban plan involving the construction of a facility subject to an environmental impact assessment).

If the potential impacts of the key decision in this project scope are assessed in a subsequent lower-level planning phase, their proper consideration will be ensured by integrating the impacts identified in this phase into all subsequent environmental protection documents and analyses. The subject scope is part of a protected UNESCO area, which further emphasizes the importance of conducting a thorough SEA, with special attention given in analyses to population (socio-economic aspects), air and climate change, water, soil, biodiversity, natural and cultural heritage, landscape, waste, noise, vibrations, accidents, and emergencies, etc. All possible impacts must be analysed during the construction and operational phases, and measures for their mitigation or avoidance must be foreseen. All potential impacts assessed in the SEA phase must be taken into account when preparing the Environmental Impact Assessment (EIA), allowing for parallel preparation of both documents. The assessment of the degree of impact will determine the proposed protection measures in the SEA and their implementation in the EIA.

STATEMENT

We declare that the information provided in this form is accurate, truthful, and complete.

Function, name, surname, and signature of the person adopting the planning document on behalf of the authority
21-6968/2

Minister of Transport
Aleksandar Nikoloski

Date: 06.10.2025
Place:

//Stamp of Ministry of Transport//
//Illegible handwritten signature//

Annex 1 State of Implementation of Reactive Monitoring Missions 2020 & 2024
Recommendations in the Albanian part of the World Heritage property

Recommendations of 2020 Reactive Monitoring mission, implementation progress and 2024 Reactive Monitoring mission new recommendations

Note: In blue appear the 2024 Reactive Monitoring mission new recommendations

In light grey appear the 2020 recommendations or parts of them that are no longer pertinent

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
1. Recommendations concerning potential threats according to paragraphs 179 and 180 of the Operational Guidelines:				
1.a Permanently abandon plans for a marina at Studenčišča Marsh and remove from any planning instruments, zoning provisions allowing any form of development, including leisure zones, at Studenčišča Marsh;	Immediate	Inadequate/Plans for a marina at Studenčišča Marsh are still under consideration—plans should be removed from all planning instruments	Immediate	
1.a.1 Explore the possibility of extending the Studenčišča Marsh protected area into the wider surrounding region, including areas such as Gorica Sever and damaged sections of the wetland designated for restoration, with the aim of enhancing conservation efforts and safeguarding biodiversity in a larger ecological landscape;		New recommendation	Immediate	
1.b Permanently abandon plans for building developments along the Lin lakeshore and on top of Lin Peninsula, including the completion of a church building near the archaeological remains of the early Christian church, as well as between Pogradec town and Tushemisht. This implies to: i Remove from the Pogradec General Local Plan the development zoning areas along the Lin lakeshore and on the top of the Lin Peninsula (PG/HU63 and PG/HU70); ii Remove from the Pogradec General Local Plan the development zoning area between Pogradec and Tushemisht (PG/BU111);	Immediate	Not implemented - Planning provisions require prior submission of projects to the World Heritage Centre.	Immediate	<i>Binding legal measures initiated through a Draft Council of Ministers Decision approved in principle, declaring Lin Village an Urban Architectural Ensemble, with proposed boundaries, buffer zones, and a conservation, protection, and management plan.</i>

			<p><i>The entire Lin Peninsula is designated as a natural buffer subzone with explicit exclusion of urban-system land uses.</i></p> <p><i>General Local Plan (GLP) revision pending for formal alignment.</i></p> <p><i>National Agency of Territorial Planning confirmed that the current GLP of Pogradec integrates World Heritage requirements and that a formal revision is required, with technical support to be provided during the revision process.</i></p>
<p>1.c Permanently remove from the tourism development project at Drilon Springs all provisions for fish farming, building options in the agricultural plains along the springs, construction of the Lake Museum or any other building on top of the hill, and significantly reduce the areas eligible for building development, by excluding construction in the plain near the water course linking Tushemisht and Drilon spring main water body. Explore options to relocate part of the proposed development in the hinterland of Tushemisht or in Gurras, where development has already occurred.</p>	<p>Immediate</p>	<p>Implemented: Fish farming is not included in the Drilon project.</p> <p>Not implemented: Drilon master plan and project approved as it was shown in 2020.</p>	

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Time frame	Updates SoC 2026
1.d Modify the project to repair Quay Macedonia without any further enlargement of the quay into the Lake;	Immediate	Abandoned		
1.e Halt all approval procedures and implementation of Ljubaništa 1 and 2 tourism development projects, and transmit the project documentation to the World Heritage Centre for examination by the Advisory Bodies, including details of the planned wastewater management system and updated visual documentation of the areas²;	Immediate	Abandoned		
1.f Urgently undertake a joint comprehensive comparative study of alternative routes for the railway of Pan European Corridor VIII, including those that do not pass in close vicinity to the lakeshore, and in particular avoiding one of the last well-preserved stretches of the lakeshore on the border of Albania and North Macedonia, and taking into account the alternative suggested by the 2017 Reactive Monitoring mission;	Immediate	Not yet implemented		
1.g Reinstate as a matter of urgency the construction moratorium which is expected to expire in 2020 and revise the Ohrid, Struga and Debrca municipal decisions on the construction moratorium to significantly reduce its exceptions, limiting authorized interventions to ordinary maintenance but excluding from the moratorium the installations of transmission lines up to 35kV and substations up to 10kV, fire protection installations, local water supply and upgrade of the existing sewerage treatment system;	Immediate	Moratorium not reinstated Approval of the Management Plan	Immediate	
1.h Take advantage of the uncertainty regarding fund availability and the consequent pending implementation timeframe of highway A2 and:	Immediate	Not yet implemented	Immediate	

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
i. Verify the possibilities of combining all planned energy (electricity transmission line and gas pipeline) and transportation infrastructure within the North Macedonia side of the property in one single corridor in the Struga plain, in order to avoid the fragmentation of the landscape in the plain, which contributes to the integrity and understanding of the OUV of the property;	Immediate	Not yet implemented	Immediate	
ii. explore the possibility to combine highway A2 and the railway in one tunnel, if upgrade of the existing road from Qafe Thane to Struga is not possible, to take advantage of the construction of the tunnel;	Immediate	Not yet implemented	Immediate	
iii. Provide the plan for additional proposed road connections between the A2 Trebishta–Struga section;		New recommendation	Immediate	
2. Recommendation to rectify the already implemented and negatively impacting activities / interventions:				
2.a Ensure the closure of fish farms and rehabilitation of affected areas in all water bodies connected with the Lake, especially in the Drilon and Tushemisht springs;	Immediate	Fish farms removed Rehabilitation still insufficient, especially in Drilon and Tushemisht springs.	Immediate	

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
2.b Close all irregular landfills such as Bukovo, Maucker and Struga, as well as any illegal waste dumping sites within the property, and rehabilitate the affected areas;	Three years	Not implemented yet– 4 years passed	Three years	
2.c Complete the demolition of the structures supporting the terraces along the lakeshore in Ohrid town, which at the time of the Mission was only partially carried out;	Immediate	Completed in Albania - Only initiated and then stopped in North Macedonia	Immediate	
2.d Speed up the process of demolishing negatively impacting illegal buildings/structures both in North Macedonia and Albania by preparing an action plan with identified priorities and timeframes for demolition, with a three-year time horizon. This implies:	Immediate	Inventory prepared – no criteria established for assessing impacts– legalization is being prioritized over mitigation and recovery	Immediate	
i. Prioritizing for demolition the priorities identified by Galičica National Park and within Ohrid Municipality.	Immediate	Not implemented	Immediate	
ii. Drafting a list of demolition priorities also for Struga and Debrca municipalities;	Immediate	Not implemented	Immediate	
iii. compiling an inventory for Pogradec Municipality similar to the one prepared for Ohrid Municipality and proceeding with an assessment of the negative impacts on the OUV of the property, its attributes and its setting to determine the priorities for demolition;	Immediate	Largely implemented - some structures of dismantled fish farms are still not removed. It would be important to update the inventory and address remaining demolition issues.	Immediate	
iv. considering the demolition of the negatively impacting structures and unfinished buildings in Lin village;		Not implemented	Immediate	
v. Speeding up the administrative procedures to achieve the demolition of the unfinished Lagadin Hotel near Ohrid.;	Three years	Not achieved – building will remain		
vi. Preparing an updated map with demolished illegal buildings and those for which demolition has been proposed.;	Three years	Not implemented	Immediate	

2.e	Urgently complete the removal of the tailings dam and the mining dumpsite at Memëlisht, as well as the area's rehabilitation and the monitoring of heavy metal contamination in soil, water, and locally caught fish.	Immediate	Not implemented	Immediate (plan and negotiation with owner)	
2.f	Evaluate the impacts of former and active mining activity in the surroundings of the property on its OUV and attributes and ensure the permanent closure and remediation of any mining activities proven to have negative impacts;	Three years	Not implemented	Immediate	
2.g	Mitigate the impacts of the highway Qafe Thane – Pogradec by:		Only limitedly implemented		
	i. removing the service road built to facilitate traffic during construction;	Immediate	Removed - but a cycle path was built in its place, with further encroachment into the Lake.		
	ii. rehabilitating through environmental engineering interventions the cut of the Falaise near Pogradec to build the 'panoramic tunnel';	Five years (completion)	Not implemented-no design received for comment	Immediate	
	iii. re-designing the landscaping of the highway, prioritizing visual alignment with the natural landscape instead of tree- lines, and native tree species instead of conifers and palms;	Immediate(design)	Not implemented-no design received for comment	Immediate	
	iv. preventing any type of edification on the stretches of land between the lakeshore and the highway;	Five years (execution)	Addressed by unsatisfactory solution - provisions in the GUP to refer projects to the World Heritage Centre	Immediate	

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
2.h Restore ecologically sensitive sections of the lakeshore that have been degraded, such as the Studenčišča Marsh , including its connection to the Mazjia area , and ensure their connection to the Lake, including removing seasonal Tourism facilities and moving them to fewer sensitive sections of the coast.	Immediate	Inadequate/Improve effectiveness of restoration in Degraded parts of the Studenčišča Marsh	Two years	
2.i Prevent the construction of permanent structures along the beach adjacent to the new promenade being built at Studenčišča Marsh and ensure that temporary ones are strictly regulated in terms of material used, ease of dismantling, shape, and size.;	Immediate	Inadequate - Promenade completed / Restore Studenčišča's connection with the water ecosystem of Lake Ohrid	Two years	
2.j Carry out, within an 18-month timeframe, the revision of the uses of the lakeshore in all existing or draft plans, taking into account the OUV of the property and its attributes, and avoid further degradation of the integrity of the lakeshore, also ensuring that temporary legal structures are dismantled at the end of the tourist season.;	18 months (completion)	<i>Rare remnants of undisturbed lakeshore habitats; problematic legal protection and management: identification and protection are needed.</i>	Two years	
2.k Halt the construction of Gorica North and Gorica 3 and carry out a heritage impact assessment of the potential impacts of the projects, including the cumulative impacts of existing development on this part of the Lake;		New recommendation	Immediate	
2.l Prepare and append to the Strategic Recovery plan a budget outline for urgent recovery measures to be implemented to facilitate fundraising and budget planning;		New recommendation	Immediate	
2.m Revise the monitoring system of the Strategic Recovery Plan by including measurable progressive objectives to be achieved over time.		New recommendation	Immediate	

Recommendations	Recommended Timeframein2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
allowing for developments that may have negative impacts on the property, its OUV and attributes, and implement it and support its implementation by allocating adequate human and financial resources and guaranteeing high-level commitment;				
3.g Ensure that the ongoing development of the new Management Plan for Galičica National Park halts timber extraction activities within its territory and reinforces the protection of its forested areas while regulating sustainable tourism activities, and send it to the World Heritage Centre and the Advisory Bodies for review	Immediate	The mission was unable to verify reports that timber extraction activities had ceased or to assess the effectiveness of the management of the Galičica National Park.	Immediate	
3.h Prepare, both at the national and transboundary levels, an action plan and an implementation calendar of short-, medium-, and long-term measures to address all previous World Heritage Committee and Reactive Monitoring Missions' recommendations and integrate this action plan into the respective management plans for the property;	Immediate	The Recovery Plan has been drafted but not yet implemented.	Immediate	
3.h.1 Raise the legal status of the Recovery Plan and strengthen the governance arrangements to ensure its prompt implementation in Albania by all responsible institutional actors;		New recommendation	Immediate	<i>Pending the formal upgrade, Albania applies the SRP in practice as the main framework guiding coordinated delivery by responsible actors, as reflected in the sequencing of SRP-linked measures from routine site management and impact-assessment practice to the near-finalisation of the draft Council of Ministers Decision for Lin</i>

3.i	Increase the RAPA and the RDCH staff dedicated to Pogradec and reinforce the dialogue and cooperation among RAPA and RDCH dedicated staff, and municipal technical staff, including the Museum staff;	Immediate	Partly implemented – more dialogue is evident – staff still insufficient.	Two years	
3.j	Establish long-term transboundary cooperation on monitoring the Lake’s biodiversity and water quality, and establishing common management actions such as jointly agreed fishing quota.	Three years	Lack of time prevented the review of long-term transboundary cooperation to monitor biodiversity, water quality, and fishing quotas.	Two years	
3.l	Ensure that all institutions and administrations involved implement the management activities they are responsible for through appropriate monitoring and accountability mechanisms;	Two years	Addressed through the Recovery Plan in North Macedonia. To be clarified in Albania.	immediate	
3.m	Consider the introduction for both countries of a tourism tax, its amount being proportional to the hotel class rather than a flat rate, where it does not exist, to be managed locally and to provide municipalities with additional revenue to cover the costs deriving from environmental.	Three years	Removed-The tax exists		

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
3.n Dedicate the revenue of the tourism tax to the improvement of the wastewater and waste management systems as a matter of priority	Five years	Implementation to be reviewed – not clear what the revenue from this tax will be used for.		
4. Recommendation to fully align planning provisions to the OUV of the property and its attributes:				
4.a Assess the negative impacts on the OUV of the property of implemented development provisions of expired General Urban Plans (GUP) for Ohrid, Struga and Debrca, as well as of all other spatial or development plans covering the property or parts of it;	Immediate	Not implemented	Immediate	
4.b Assess the potential negative impacts on the OUV of the property of the yet to be implemented provisions of the GUPs, as well as of other existing spatial or development plans, and verify the possibility to cancel or reduce them, on the basis of the considerations and recommendations of all Reactive Monitoring Missions and of the World Heritage Committee;	Immediate	Not implemented	Immediate	
4.c Revise / update the GUPs for the municipalities in North Macedonia and the draft General Local Plan (GLP) for Pogradec making them consistent with the aim of preserving the OUV of the property and its attributes; approve and implement them. This includes:	Immediate	Not implemented	Immediate	
i. Establish stricter criteria for the development of area PG/HU64 in Pogradec GLP in order to guarantee that any proposal improves the current conditions, characterized by low-quality architecture, inappropriate landscaping and non-native vegetation, and excessive tourism structures on the lakeshore;		The recommendation stands - the change in numbering between the draft plan and the approved plan does not allow for verification of implementation.	Two years	See above updates under action 1.b;
ii. Preserve the rare rural areas along the lakeshore, which contribute to the appreciation of the OUV of the property and adapt planning objectives and provisions accordingly, the only exception being the former mining dumpsite of Guri i Kuq (Albania) that can be considered		The recommendation stands		Initiated at institutional level; revision process pending formal launch by municipality.

or redevelopment				
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Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Update Soc 2026
5. Recommendations to strengthen protection of the property:				
5.a Proceed urgently to designate Studenčišča Marsh as a protected area at the national level and encourage Lake Ohrid's designation at the international level, including through a possible Ramsar designation;	Immediate	Partially in progress. / Result still inadequate.	One year	
5.a.1 Identify additional potential protected areas, especially in the coastal area of Lake Ohrid, to enhance the protection and integrity of the property;		Ensure that the territories identified in this way are promptly declared protected in accordance with the relevant IUCN categories.	One year	
5.a.2 Implement measures to regulate tourism activities and visits to minimise environmental impacts, particularly around ecologically sensitive areas such as springs and endangered species habitats at St. Naum, possibly through entrance fees for visitors;		New recommendation	Two years	
5.a.3 Remove the Ostrov restaurant, clean the island, and restore the natural habitat;		New recommendation	Three years	
5.a.4 Upgrade the wastewater treatment at St. Naum to ensure full functionality and proper discharge of treated water, along with scheduled maintenance and monitoring;		New recommendation	Three years	
5.a.5 Establish a regular monitoring protocol for spring parameters using scientific methodology for reliable comparison over time. Management at St. Naum should be aligned with national nature protection laws and the Galichica National Park Management Plan;		New recommendation	Two years	

<p>5.a.6 Visitors services impacting on the OUV of the property should be relocated to the periphery of the area or outside the St. Naum complex;</p>		<p>New recommendation</p>	<p>Four years</p>	
<p>5.b Implement expeditiously the provisions of the new Law on Cultural Heritage and Museums (Albania), particularly those related to the automatic protection provided to landscapes, categories such as coastal zones, rivers, forests, and mountains.</p>	<p>Immediate</p>	<p>Lin landscape designation underway. Not clear whether automatic protection will be implemented and enforced.</p>	<p>immediate</p>	<p>The provisions of the Law on Cultural Heritage and Museums related to automatic protection of cultural landscapes and associated natural environments are being progressively implemented through binding secondary legislation. In particular, a Council of Ministers Draft Decision approved in principle in 2025 declared Lin Village an Urban Architectural Ensemble, with proposed boundaries and buffer zones, including a second-level buffer subzone of natural character covering the entire Lin Peninsula, within which urban-system land uses are excluded once adopted. In parallel, Council of Ministers Decision No. 790 (18.12.2024) declared the underwater archaeological zone "A" of the Lin pile-dwelling settlement as cultural property, applying protection measures to</p>

				submerged cultural and landscape attributes. These instruments will operationalize upon formal adoption landscape-scale protection mechanisms provided by the Law.
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Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Update Soc 2026
5.c Proceed urgently to designate the whole Lin peninsula as a protected cultural landscape according to the provisions of the Law on Cultural Heritage and Museums;	Immediate	The preparation of the necessary documents for the declaration has started. The process needs to be accelerated.	One year to finalize the declaration.	The whole Lin Peninsula has been brought under a proposed and institutionally anchored cultural-landscape protection regime through a Council of Ministers Draft Decision adopted in principle in 2025 declaring Lin Village an Urban Architectural Ensemble, with proposed formally delineated core and buffer zones. The entire peninsula is designated as a second-level buffer subzone of natural character, within which urban-system land uses are explicitly prohibited and permitted activities are limited to landscape-compatible functions, once the decision is formally adopted. This designation will effectively remove the Lin Peninsula from future urbanization

				scenarios and will fulfil the request to designate the area as a protected cultural landscape in accordance with the Law on Cultural Heritage and Museums.
5.d	Enforce fully the existing legal framework, in particular the current Law on Managing the World Cultural and Natural Heritage of the Ohrid Region, and proceed with the approval of the new law on the Management of the Natural and Cultural Heritage of the Ohrid Region as soon as possible;	Immediate	In process	Immediate
5.e	Elaborate a plan for inventorying additional immovable cultural heritage objects, including archaeological sites, and implement it.;	Three years	Apparently in progress (via Feasibility Study)	Three years
5.f	Monitor and control the discharge of lake waters into the Crn Drim River by North Macedonia power plants company ESM and ensure implementation of best practices in transboundary water management;	Immediate	In progress – Monitoring and controlling of the discharge of lake waters into the Crn Drim River is in process but not adequately	
5.g	Enforce legal provisions to protect native forests, including restoring degraded areas, and take all necessary measures to regulate and reduce timber harvesting as well as to introduce alternative fuel and power sources;	Immediate		
5.h	Use the Transboundary Watershed Management Committee meetings as an opportunity to discuss the potential creation/expansion of the buffer zone of the property.	Five years	Limited progress	
5.i	Remove the material deposited in the narthex of St. Sophia Church and make the narthex accessible to the public, and check the state of conservation of the narthex and its mural paintings by certified restorers, assessing priorities for intervention;	Immediate	The mission did not have time to enable verification of this activity	Immediate (if not implemented)
5.j	Provide the local inhabitant monitoring the archaeological remains of Lin Church with forms for monitoring the state of conservation of the remains and its surrounding area, as well as visitor monitoring for statistics purposes.	Immediate	Currently implemented	To be continued

Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
<p>6. Elaborate Strategic, Environmental, and Heritage Impact Assessments according to the ICOMOS Guidance and IUCN World Heritage Advice Note to assess the cumulative impacts of plans and projects and submit them to the World Heritage Centre before any final decision is taken. These should include:</p>	<p>Immediate (beginning)</p>	<p>Not implemented</p> <p>In order to reflect the more recent 2022 <i>Guidance and Toolkit for Impact Assessments in a World Heritage Context</i>, which replaces the previously separate ICOMOS and IUCN Guidance, the Recommendation is updated as follows:</p> <p>6. Undertake Environmental and Heritage Impact Assessments (EIA and HIA) in accordance with the 2022 Guidance and Toolkit for Impact Assessments in a World Heritage Context to assess the potential impacts of proposed projects and submit them to the World Heritage Centre before any final decision is taken. This includes [and a-c remains the same]</p> <p>6.1 Conduct a Strategic Impact Assessment of all projects and plans to assess their cumulative impact on the OUV of the property and its underlying attributes.</p>	<p>Immediate initiation of the activity</p>	

6.a	All plans and planned infrastructure projects (e.g. highway A2, all envisaged stretches, railway corridor VIII Kichevoe – Lin) that may impact on the property, its OUV and attributes, before proceeding with their implementation, including the alternatives that combine the routes of linear infrastructure planned for the Struga plain, as requested by the World Heritage Committee;			See above	
6.b	High Voltage transmission line focusing on the overhead and underground alternatives.			See above	
6.c	Gas pipeline project.			See above	
7. Recommendations concerning projects to enhance the conservation conditions of the property:					
7.a	Improve the existing wastewater treatment system for all settlements in the Lake's basin, ensuring the connection of the lacking rural areas to the main system or the creation of smaller treatment plants where needed;	Immediate (beginning)/Five years(completion)	Partially implemented-slow progress-wastewater treatment system needs to be improved / transboundary implementation of the Lake Ohrid Watershed Management Plan, inclusion of ecological measures such as species composition in regular monitoring programs, etc.	Three years	<i>Construction works for the wastewater network in the Administrative Unit of Udënisht progressed from procurement to implementation during 2025, with works ongoing. Technical projects for Çërravë and Dardhas have been approved; financing remains pending.</i>

Recommendations		Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
7.b	Ensure the allocation of sufficient financial and human resources for the continuous and efficient running of the Pogradec Wastewater Treatment Plant;	Immediate		Immediate	<i>Financing requirements for extending wastewater coverage to rural administrative units remain under</i>

				<i>assessment.</i>	
7.c	Implement a long-term, transboundary water quality monitoring programme, including the exchange of relevant scientific data and technical support, and in close collaboration with local environmental authorities;	Immediate (beginning)/Three years(completion)	Partially implemented	Three years	<i>Monitoring results continue to inform prioritisation of wastewater infrastructure interventions.</i>
7.d	Establish a functional system for communal waste collection, separation and treatment, including the rural areas outside the main towns;	Immediate (beginning)/Three years(completion)	Unable to assess progress- insufficient time	Two years	
7.e	Proceed with implementing plans to re-divert the Sateska River back into the Crn Drim River as soon as possible, and ensure complete restoration of the Sateska;	Two years (beginning)	Noting that implementation of the plan store-divert the Sateska River back into the Crn Drim River only allows for a limited diverted flow (15m ³ /s), which is unlikely to resolve the issue of sediment and pollutants, continue with implementation of the project towards ensuring complete restoration of the Sateska	One year	
7.f	Provide updated information on the detailed urban plans for the 19 complexes of the Old Nucleus of Ohrid and their level of implementation;	Immediate	No progress in the development of the project	Immediate	
7.g	Implement a transboundary invasive species monitoring programme for Ohrid Lake, and take all necessary measures to control invasive species in the Lake and its tributaries, including implementing control and/or eradication programs if needed;	Three years	Inadequate implementation of a transboundary invasive species monitoring programme for Lake Ohrid, lack of coordination	Two years	
7.h	Ensure that reintroduction of red deer in Galičica National Park is only carried out according to expert opinion, and the most recent scientific data and best practices available;	Three years	According to available information, the reintroduction of red deer in Galičica National Park is underway.	Ongoing	

<p>7.h1 Review zoning policy to ensure compliance with IUCN standards. Over time, Galičica National Park should achieve the conservation objective of allowing natural processes to occur in 75% of the park area. This objective should be clearly stated in the vision of the national park;</p>		<p>New recommendation</p>	<p>Two years</p>	
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Recommendations	Recommended Timeframe in 2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
<p>7.i Carry out an impact assessment of the off-road vehicle tourism activities currently permitted in Galičica National Park on its protected habitats and species, and develop and enforce regulations to manage these activities within the National Park;</p>	<p>Immediate</p>	<p>This appears to be a challenging task for the park management. (Limited time did not allow the mission to verify and monitor this issue in more detail).</p>	<p>Two years</p>	
<p>7.i.1 Implement strict regulations and enforcement measures to prevent illegal off-road driving. Gradually reduce (eventually stop) off-road vehicle use, especially to protect sensitive areas from further degradation;</p>		<p>New recommendation – Off-road driving in national parks is not compatible with IUCN category II quality standard</p>	<p>Three years</p>	
<p>7.l Provide detailed information to the World Heritage Centre and the Advisory Bodies on passenger transportation of the already operating passenger boats on both sides of the Lake as well as on the propelling system of the ferry boats and potential pollutants, if any, which can be dispersed into the Lake.</p>	<p>Immediate</p>	<p>Partially implemented</p>	<p>Immediate</p>	
<p>8. Recommendations concerning raising awareness of the values of the property and community participation:</p>				
<p>8.a Increase community participation in the management, conservation and monitoring of the property by promoting active collaboration between authorities and civil society and by ensuring that management meetings are open to the public, as well as facilitating access to official information regarding management and the implementation of the World Heritage Committee’s recommendations;</p>	<p>Immediate</p>	<p>Implementation is not continuous and consistent</p>	<p>Immediate</p>	<p>Awareness and participation measures ongoing (8.b priority; 8.a where relevant). Annex 3</p>

8.b	Develop environmental awareness and education programmes in close collaboration with local citizens' groups, targeting especially children and visitors during the summer season;	Immediate (preparation) implementation extended in the mid-andlongterm	Implemented	-	<i>Awareness and participation measures ongoing (8.b priority; 8.a where relevant). Annex 3</i>
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	Recommendations	Recommended Timeframein2020	Progress March 2024 / Suggestion of new recommendation	New Timeframe	Updates SoC 2026
8.c	Continuously communicate the World Heritage Supplement to the Management Plan of the PPL in Albania and its content to all national and local institutions and agencies, and promote the objectives and actions of the Supplement among local communities through leaflets and meetings.	Immediate	Not effectively implemented – as suggested by the approved development projects and plans and the pace of development in the area.		

<p>9. Provide updated information and documentation on all project and plan proposals according to paragraph 172 of the Operational Guidelines and submit the most updated project documentation to the World Heritage Centre for examination by the Advisory Bodies before any decision is taken, particularly on the following projects:</p> <ul style="list-style-type: none"> • Ljubaništa 1 and 2; • One hundred villages initiative: Lin, Tushemisht, Gurras; • Waterscape Park Design of Drilon-Tushemisht; • Draft masterplan for the Pogradec waterfront and subsequent implementation operational plans and projects; • Pan European VIII railway; • Free economic zone near Ohrid airport; • Ohrid airport expansion; • Architectural design for the Quay Macedonia in Ohrid, including the finishing, urban furniture, illumination system and vegetation arrangements; • Ohrid ring road. 	<p>Immediate (for all projects)</p>	<p>Documentation was provided for:</p> <ul style="list-style-type: none"> • Waterscape Park Design Drilon–Tushemisht • Masterplan for Tushemisht Waterfront • PanEuropean Railway corridor VIII (Only for the side located in North Macedonia) <p><i>Documentation still missing for:</i></p> <ul style="list-style-type: none"> • <i>Lin and Gurras (One hundred villages initiative)</i> • <i>Railway corridor on Albanian side</i> • <i>Free economic zone near Ohrid Airport (North Macedonia)</i> • <i>Ljubanishta 1 was terminated and Ljubanishta 2 was initially considered but was abandoned</i> • <i>Ohrid airport expansion was not in the agenda</i> 		
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Annex 2 Draft Decision of the Council of Ministers on the Declaration of the Village of Lin as an Urban Architectural Ensemble and the Approval of Its Protection, Conservation, and Management Framework

(Unofficial translation)

DECISION

No. ____, dated __.__.2025

ON THE DECLARATION AS IMMOVABLE CULTURAL PROPERTY “URBAN ARCHITECTURAL ENSEMBLE” OF THE VILLAGE OF LIN, THE DETERMINATION OF ITS BUFFER ZONE AND THE APPROVAL OF THE PLAN FOR THEIR PRESERVATION, PROTECTION AND MANAGEMENT

Pursuant to Article 100 of the Constitution; letters “a” and “ç”, point 3, Article 9; subparagraph “ii”, letter “b”, point 3, Article 53; point 3, Article 62; and point 1, Article 96 of Law no. 27/2018, “On Cultural Heritage and Museums,” as amended; upon the proposal of the Minister of Tourism, Culture and Sports, the Council of Ministers:

DECIDES:

1. To declare as immovable cultural property the “Urban Architectural Ensemble” of an area in the village of Lin, according to the map and coordinates in the Albanian Geodetic Reference Framework (KRGJSH), which are attached to this Decision.
2. To define the buffer zone of the “Urban Architectural Ensemble” of an area in the village of Lin, according to the map and coordinates in the Albanian Geodetic Reference Framework (KRGJSH), which are attached to this Decision.
3. To approve the Plan for the Preservation, Protection, and Management of these areas, according to the text attached to this Decision.
4. The State Authority for Geospatial Information is charged with publishing the maps of the “Urban Architectural Ensemble” of the village of Lin and its buffer zone on the National Geoportal.
5. The State Cadastre Agency is charged with registering this Decision in accordance with Law no. 111/2018, “On Cadastre,” and the sublegal acts in force.
6. The Ministry of Economy, Culture and Innovation, the Ministry of Infrastructure and Energy, and the Municipality of Pogradec are charged with implementing this Decision.

This Decision enters into force upon publication in the Official Gazette.

PLAN
FOR THE PRESERVATION, PROTECTION, AND MANAGEMENT OF THE “URBAN ARCHITECTURAL ENSEMBLE”
AND ITS BUFFER ZONE IN THE VILLAGE OF LIN

Article 1

Purpose

This Plan defines the rules, procedures, and state authorities responsible for the preservation, protection, and management of the “Urban Architectural Ensemble” and its buffer zone in the village of Lin, as well as their boundaries.

Article 2

Object

The object of this Plan is:

1. The management of the “Urban Architectural Ensemble” and its buffer zone in the village of Lin, according to the zoning map attached as an integral part of this Plan;
2. The protection, conservation, and restoration of the architectural–cultural values and landscape values of the “Urban Architectural Ensemble” of Lin;
3. The modes of cooperation with local self-government units for the management, protection, and restoration of the cultural heritage and landscape values of the “Urban Architectural Ensemble” of Lin and its buffer zone.

Article 3

Urban area under protection

1. The urban space under protection of the village of Lin consists of:
 - a. The Urban Architectural Ensemble;
 - b. The Buffer Zone.
2. Within these zones defined in point 1 of this article are included cultural properties, public facilities, traditional dwellings closely linked to the urban–architectural landscape, green areas, squares, cobbled street networks, and natural parcels.
3. The General Local Plan of the Municipality of Pogradec shall take into account the boundaries and protection criteria of the “Urban Architectural Ensemble” and its buffer zone.
4. The organs of local self-government units, in cooperation with the specialized state institutions, shall ensure the preservation and protection of the “Urban Architectural Ensemble” and its surrounding buffer zone.

Article 4

The “Urban Architectural Ensemble” and its boundaries

1. The “Urban Architectural Ensemble” of the village of Lin is an urban space of significant urban and architectural value that documents the village’s architectural development and its achievements in architecture and urban planning.
2. The boundaries of the “Urban Architectural Ensemble” are presented in the zoning map of the village of Lin, which forms an integral part of this Plan. The coordinates in the official reference system (KRGJSH) are provided in Annex 1, which forms an integral part of this Plan.

Article 5

Buffer zone of the “Urban Architectural Ensemble” and its boundaries

The buffer zone of the “Urban Architectural Ensemble” of the village of Lin extends to its southern part and consists of:

1. First-level buffer subzone, which preserves architectural–cultural values that complement and enrich the values of the “Urban Architectural Ensemble” and provide a smooth transition towards the natural lands of the village of Lin.

The boundaries of the First-level buffer subzone are presented in the zoning map of the village of Lin, which is an integral part of this Plan. The coordinates in the official reference system (KRGJSH) are presented in Annex 2, which forms an integral part of this Plan.

2. Second-level buffer subzone (Natural area), which encompasses the entire Lin peninsula, consisting of natural land, vegetation, and greenery that contribute to the panoramic views of the cultural landscape.

The boundaries of the Second-level buffer subzone are presented in the zoning map of the village of Lin, which is an inseparable part of this Plan. The coordinates in the official reference system (KRGJSH) are presented in Annex 3, which forms an integral part of this Plan.

Article 6

Permitted interventions within the “Urban Architectural Ensemble”

1. Interventions within the “Urban Architectural Ensemble” aim to preserve and protect the cultural, architectural, and urban heritage values of the village of Lin.
2. To ensure the preservation of the urban–architectural values of the “Urban Architectural Ensemble”, the following interventions are permitted within this zone:
 - a. Systematic maintenance, conservation, restoration, and revitalization interventions in accordance with the principles of *integrated conservation*;
 - b. Restorative interventions aimed at preserving urban–architectural spaces and the street network, maintaining the configuration of open areas and traditional vegetation;
 - c. Reconstruction or rebuilding works must integrate harmoniously within the architectural entirety of the ensemble or zone, respecting the composition and external appearance of constructions, as well as the criteria defined in this Plan;
 - d. In cases of natural disasters, collapse, or fire affecting cultural heritage structures, reconstruction or rebuilding may be carried out on existing structures, following the compositional and architectural formulation of the pre-damage condition, based on clear photographic or graphic documentation;
 - e. New constructions are subject to the criteria defined in this Plan. Construction permits are issued in accordance with the legislation in force on territorial planning and development, and the legislation on cultural heritage.

Article 7

Permitted interventions within the buffer zone of the “Urban Architectural Ensemble”

1. Permitted interventions within the First-level buffer subzone include:

- a. Systematic maintenance, conservation, and restoration interventions;
 - b. Reconstruction, rebuilding, and new construction works that enhance the values within the zone and improve living conditions, provided they harmonize with the architectural and urban character of the area and comply with this Plan's criteria;
 - c. Revitalization projects, provided they do not harm the value of the cultural property, in accordance with Law no. 27/2018 "On Cultural Heritage and Museums," as amended;
 - d. Installation of temporary structures, flagpoles, and placement of informational or advertising materials, in accordance with Article 101 of Law no. 27/2018 "On Cultural Heritage and Museums," as amended;
 - e. Reconstruction of street networks and squares to improve infrastructure conditions or create new above-ground or underground infrastructure lines, using traditional materials, forms, and techniques;
 - f. Urban furnishing interventions, such as installation of benches, lighting fixtures, bins, flowerpots, or other furnishing elements, provided they are part of a rehabilitation project designed to harmonize with traditional typologies and values;
 - g. Modifications to road alignments necessary for better functioning or use of the area, provided that when the road traverses multiple zones, the intervention shall follow the criteria of the most protected zone.
1. Permitted interventions within the Second-level buffer subzone (natural area) shall be based on the General Local Plan of the Municipality of Pogradec.
 - Permitted uses include:
 - Trails and eco-tourism activities;
 - All categories of natural and aquatic systems;
 - Agricultural system categories: B–agricultural land, IB–agricultural infrastructure, EB–agricultural economy (only subcategories EB1, EB2).
 - Prohibited uses include:
 - Urban system categories: A–residential, IE–economic industry, IS–institutions (IS3–social services, IS4–diplomatic service, IS5–financial institutions, IS6–religious institutions);
 - Agricultural system category EB3–agro-tourism;
 - Opening of quarries, gravel or sand pits, large-scale earth excavations, or canal digging.

Article 8

Permitted interventions in cultural monuments

1. Interventions in cultural monuments aim at preserving and protecting the values for which they have been designated as cultural property.
2. Permitted interventions include:
 - a) Systematic maintenance, conservation, and restoration works;
 - b) Revitalization projects, provided they do not harm the cultural property's value, in accordance with Law no. 27/2018 "On Cultural Heritage and Museums," as amended;
 - c) Installation of temporary structures, flagpoles, and placement of informational or advertising materials, in accordance with Article 101 of Law no. 27/2018 "On Cultural Heritage and Museums," as amended.

Article 9

Prohibited interventions within the “Urban Architectural Ensemble” and its buffer zone

1. Within the area of the “Urban Architectural Ensemble,” the following are prohibited:
 - a) Installations posing risks or of a hazardous nature that could cause serious or irreparable damage to people, property, nature, or landscape;
 - b) Sports fields (with surface area exceeding 200 m²);
 - c) Industrial structures;
 - d) Quarries.
2. Within the buffer zone of the “Urban Architectural Ensemble”, the following are prohibited:
 - a) Industrial structures;
 - b) Quarries.

Article 10

Non-designated buildings within the “Urban Architectural Ensemble”

Non-designated buildings within the “Urban Architectural Ensemble” are those constructed prior to the approval of this Plan whose volume and architectural formulation are not in harmony with its compositional unity.

Article 11

Design criteria for permitted interventions within the “Urban Architectural Ensemble” and its buffer zone

1. Architectural–urban studies for the rehabilitation of specific parts of the “Urban Architectural Ensemble” and its buffer zone, identifying the objects subject to conservation, restoration, reconstruction, or rebuilding, must aim to enhance values and adapt to the area’s architectural and urban character.
2. Projects for maintenance, conservation, restoration, and revitalization of existing buildings within the “Urban Architectural Ensemble” and its first-level buffer subzone shall be drafted based on the architectural–cultural values of each object and the conservation–restoration criteria, consistent with international charters on restoration, national heritage legislation, and sublegal acts in force.
3. Projects for reconstruction or new construction within the “Urban Architectural Ensemble” must:
 - a) Preserve the traditional characteristics of local buildings, visible external and internal original elements, typology, and traditional techniques;
 - b) Respect volumetric and developmental conditions, architectural treatment, and architectural elements;
 - c) Preserve the original treatment of external façades, respecting the existing volume; interiors may adapt provided elements of cultural heritage value are maintained;
 - d) Respect the condition that building height shall not exceed two to three floors or 10.5 m up to the roof eave;
 - e) Determine materials, dimensions, and colors of doors and windows in harmony with the cultural landscape;
 - f) Preserve the original roofing typology in harmony with the landscape. Roofs shall be four-pitched, with a slope of 25–30°, covered with locally produced red tiles.

4. Projects within the first-level buffer subzone shall follow the General Local Plan of Pogradec Municipality and respect:
 - a) Maximum height of new or reconstructed buildings: up to 3–4 floors or 12.5 m up to the roof eave, unless otherwise specified by special studies;
 - b) Architectural composition harmonized with the traditional style, using stylized morphological elements, volumes, and colors;
 - c) Roofs must be four-pitched, with a 25–30° slope and covered with local red tiles.
5. Projects for reconstruction and new construction of roads, squares, and above-ground or underground infrastructure lines within the “Urban Architectural Ensemble” and buffer zone shall:
 - a) Be based on the General Local Plan of Pogradec Municipality;
 - b) Avoid damaging existing protected structures;
 - c) Avoid creating contrast with the urban and architectural composition.

Article 12

Study, design, and implementation of works within the “Urban Architectural Ensemble” and buffer zone

1. Architectural–urban studies for rehabilitation of specific parts of the “Urban Architectural Ensemble” or buffer zone, identifying objects for conservation, restoration, reconstruction, or rebuilding, shall be prepared by the National Institute of Cultural Heritage (NICH), the Regional Directorate of Cultural Heritage (RDCH) responsible for Lin, and/or licensed physical or legal persons. These studies are reviewed and approved by the National Council of Tangible Cultural Heritage (NCTCH).
2. Projects for maintenance, conservation, restoration, and revitalization within the “Urban Architectural Ensemble” shall be prepared by NICH, RDCH responsible for Lin, and/or licensed entities. They are reviewed and approved by NCTCH. Works are implemented by RDCH or licensed executors. Supervision and final acceptance (commissioning) shall follow the cultural heritage legislation in force.
3. Projects for reconstruction or new construction within the “Urban Architectural Ensemble” shall be prepared by NICH, RDCH, and/or licensed entities. They are reviewed and approved by NCTCH, following procedures under the territorial planning legislation. Works implementation, supervision, and commissioning shall follow the cultural heritage legislation in force.
4. Projects for maintenance, conservation, restoration, revitalization, reconstruction, rebuilding, and new construction within the First-level buffer subzone of the “Urban Architectural Ensemble” shall be prepared by licensed persons authorized for this category of projects, based on the General Local Plan of the Municipality of Pogradec or on relevant urban and architectural studies. The projects shall be reviewed and approved by NCTCH. The approval procedure shall follow the legislation in force on territorial planning and development. The implementation of the works shall be carried out by licensed entities in this category. Supervision and commissioning shall also be carried out by licensed entities in this category and shall be monitored by the RDCH responsible for the village of Lin.
5. Projects for the reconstruction and new construction of the road network, squares, and above-ground and underground infrastructure lines within the “Urban Architectural Ensemble” and its buffer zone shall be prepared by licensed persons in accordance with the legislation in force on territorial planning and development. The projects shall be reviewed and approved by the NCTCH. The approval procedure shall follow the provisions of the Law on Territorial Planning and Development. The implementation of works, supervision, and commissioning shall be carried out in

accordance with the Law on Territorial Planning and Development. The RDCH responsible for the village of Lin shall monitor the process of works implementation.

6. Projects for installation of temporary structures, flagpoles, and informational or advertising materials within the “Urban Architectural Ensemble” shall be prepared by licensed designers, reviewed and approved by NCTCH, and followed by the Minister responsible for cultural heritage. Works shall be supervised by RDCH responsible for the village of Lin.

Article 13

Final provisions

1. Additions and amendments to this Plan shall be made upon the proposal of the Minister responsible for cultural heritage and shall be approved by the Council of Ministers.

Annex 3 Awareness-raising and education activities in the Albanian part of the property (Municipality of Pogradec and partners)

During the reporting period, the Municipality of Pogradec, in cooperation with relevant local institutions and civil society partners, continued awareness-raising and education activities in and around the Albanian component of the transboundary property “Natural and Cultural Heritage of the Ohrid region.” This annex provides an overview of these actions as follow-up to Recommendation 8 of the joint World Heritage Centre/IUCN/ICOMOS Reactive Monitoring mission (25–29 March 2024) on awareness of the property’s values and community participation. The activities described here primarily contribute to Recommendation 8.b through environmental education and outreach, focusing on children and visitors, particularly during the summer season. Where applicable, they also contribute to Recommendation 8.a by supporting cooperation with local stakeholders and improving public information on management actions and follow-up.



REPUBLIKA E SHQIPËRISË
BASHKIA POGRADEC
DREJTORIA E TURIZMIT, TRASHËGIMISË KULTURORE DHE RINISË

- 22 March – World Water Day

As part of World Water Day, an educational visit was organised to the wastewater treatment collector in the village of Guras, with the participation of a group of young people from Pogradec.

The aim of the activity was to provide first-hand insight into the wastewater treatment process and its importance for protecting Lake Ohrid.

The activity also served to raise young people's awareness of sustainable water management, in line with UNESCO recommendations for safeguarding the lake's ecosystem.



- 18 April – International Day for Monuments and Archaeological Sites

On 18 April, as part of the International Day for Monuments and Sites, an informative guided tour was organised at Pogradec Castle with the participation of young people from the city.

The activity aimed to increase awareness of the monument’s historical and cultural values, while also introducing participants to the period of construction, its functions, and the role of the castle in the area’s early history.

This initiative was delivered in the spirit of promoting cultural heritage as part of local identity and as a resource for the development of cultural tourism.



- 22 May – International Day for Biological Diversity

On 22 May, International Day for Biological Diversity, young participants were introduced to the concept of biodiversity, its importance for life on Earth, and the challenges it faces due to climate change.

The presentation highlighted the distinct features of biodiversity in Albania and in the Ohrid–Prespa region, focusing on the need to live in harmony with nature and pursue sustainable development, in line with the UN theme for the year.



- 24 May – European Day of Parks

On the occasion of the European Day of Parks, an activity was organised with young participants at the Drilon Water Park, where they learned about the area’s natural values and took part in a clean-up action.

The group also visited the new Information Centre near the park entrance, where the director presented its functions and operational approach, emphasising the importance of conserving and promoting protected areas.



- 5 June – World Environment Day

As part of World Environment Day, two activities were organised with young participants: a cycling event from Pogradec to Drilon, implemented in cooperation with the municipal and traffic police to ensure participants' safety, and a symbolic clean-up action in the Drilon area.

The clean-up focused on tackling plastic pollution, a problem also highlighted by this year's theme and evident in the area due to increased tourist flows.





**REPUBLIC OF ALBANIA
MUNICIPALITY OF POGRADEC
DIRECTORATE OF TOURISM, CULTURAL HERITAGE AND YOUTH**

31 May 2025 – Opening of the Tourist Season

On 31 May, Pogradec officially opened the summer season with a full programme of activities and a wide-ranging tourism offer.

The event brought together the local community and visitors to promote the city's culture, traditions, gastronomy, and rich heritage.

With the participation of local businesses, artists, and various groups, a festive atmosphere was created that showcased Pogradec's natural, cultural, and historical values.



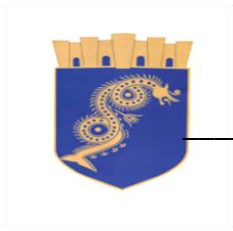
21 June 2025 – Lake Day

As part of Lake Day, the Directorate of Tourism, Cultural Heritage and Youth, in cooperation with the National Agency of Protected Areas, organised a series of awareness-raising and educational activities at Uçkat Beach.

The activities included:

- A lake shore clean-up action
- A photographic exhibition featuring images of the lakeshore over the years
- Distribution of informational and awareness-raising materials on environmental protection





**REPUBLIC OF ALBANIA
MUNICIPALITY OF POGRADEC
DIRECTORATE OF TOURISM, CULTURAL HERITAGE AND YOUTH**

Pogradec on, **21.01.2026**

CULTURAL HERITAGE SECTOR

- Number of employees of the Pogradec Historical Museum:

- 1- Head of the Cultural Heritage sector - Froseda Tola
- 2 - Cultural Heritage Specialist - Anxhela Caushaj
- 3- Cultural Heritage Specialist - Endri Balliu
- 4- Museum employee - Stefan Naço
- 5- Tourism infrastructure worker - Thea Berberi
- 6- Employee for the maintenance of historical buildings- Gentian Olldashi

- Awareness-raising activities for the preservation and promotion of cultural heritage during 2025

18 April – International Day for Monuments and Sites

At the Pogradec Historical Museum, on the occasion of the International Day for Monuments and Sites, a special exhibition was opened featuring miniature works depicting various monuments from the Pogradec region, as well as archaeological objects uncovered during excavations at these monuments. The works were created by highly talented students from the “Kolë Koci” 9-year school in Pogradec. The students were also awarded certificates of appreciation in recognition of their creativity in conveying the values of cultural heritage through artistic work.





18 May – International Museum Day

As part of International Museum Day, an activity was held in the Historic Centre of the city of Pogradec with students from the “Koli Gusho” and “Muharrem Çollaku” schools. This year’s theme, “The Future of Museums in Rapidly Changing Communities,” aligns closely with the developments taking place in this historic area through restoration works aimed at its revitalisation. In this context, the Deputy Mayor of the Municipality of Pogradec, Paskalino Ziko, spoke to the students about the restoration project, the preservation of historic architectural elements inherited from the area’s early residents, and the role the Historic Centre will play as a key hub for tourism development in Pogradec and beyond.



21 June – Lake Day

On the occasion of Lake Day, the Cultural Heritage Unit presented a photographic exhibition featuring images of the lakeshore over the years.



9 August – Documentary and Photographic Exhibition for the Mali i Thatë Festival

Residents and visitors from the area and beyond came together to enjoy the nature, traditions, hospitality, and history of our villages. As part of the festival, the Cultural Heritage Unit opened an exhibition, which drew strong interest from local residents and attendees.



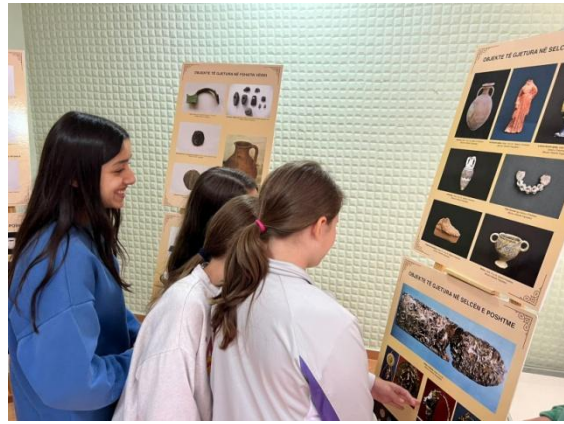
16 August – Photographic Exhibition of Archaeological Objects Found in the Villages of Mokra during the 6th edition of “Mokra n’ Fest”



29 September – National Cultural Heritage Day

As part of National Cultural Heritage Day, seventh-grade students from the “Koli Gusho” school visited the Pogradec Historical Museum today. During the visit, they had the opportunity to view the exhibition “Mokra in Antiquity” up close, learning about the archaeological objects found in the villages of Mokra and the historical and cultural value they represent.





Annex 4 Draft Set of Corrective Measures

N°	Measure (Part of the property located in Albania)	Rationale	Method of verification	Baseline in 2026 (Q1)	Target completion date
I. Governance, planning, and delivery control					
1	Transboundary coordination operates on a regular basis at political, institutional, and operational levels, with the Transboundary Watershed Management Committee (TWMC) meeting routinely and supported by a transboundary working group, producing agreed outputs and follow-up actions	Strengthened transboundary coordination is a Committee request and a precondition for effective management of shared threats and for tracking delivery of corrective measures	Calendar of joint meetings adopted by both States Parties; Minutes and decisions of TWMC; Evidence of a functioning working group supporting the TWMC(membership list, terms of reference, meeting notes).	Regular information exchange and alignment on World Heritage requirements in place;	2026 Q4
2	SRP formally upgraded for Albania, with an annexed budget outline for urgent recovery measures and measurable progressive objectives	The Committee requires decisive, funded delivery to stop ongoing deterioration	Government act adopting SRP upgrade; Budget annex; Monitoring framework with indicators and annual reporting.	Currently, SRP is applied “in practice“ pending formal upgrade.	2026 Q4
3	A functional Para 172 / impact-assessment gate prevents irreversible decisions on high-risk proposals in Albania	Stops cumulative harm driven by phased approvals and permit pipelines	Written screening rules for the e-leje permitting system and the competent permitting authorities in Albania; Audit trail of stopped or conditioned decisions; Submitted Impact	Operational Para. 172 coordination with the World Heritage Centre as a routine step for high-risk proposals.	2026 Q4

			Assessments and Advisory Bodies feedback		
3	Staffing for RAPA and RDCH Korça increased, with joint inspection and enforcement plans	Weak enforcement enables illegal construction, shoreline encroachment, and unmanaged visitor pressure	Staffing decisions and job descriptions; Annual inspection plan; Enforcement statistics and sanctions	Partially implemented: increased institutional coordination but staff still insufficient.	2027 Q4
4	SEA for cumulative impacts affecting the Albanian part of the property is completed and submitted for review	SEA is the main instrument to address cumulative effects across sector plans	SEA report and non-technical summary; Submission to WHC/Advisory Bodies; Integration into spatial and sector planning	Preparatory steps to initiate the SEA for cumulative impacts.	2027 Q2
5	Pogradec General Local Plan (GLP) formally revised to remove development zoning in sensitive areas (Lin Peninsula; Pogradec–Tushemisht) and to integrate WH requirements	Current planning provisions enable urbanisation in high-sensitivity areas	Adopted GLP revision; Zoning maps published; Conformity note referencing WH obligations	GLP revision to be initiated by the Mayor and is required in light of the recent World Heritage Committee decisions; Draft Decision of the Council of Ministers, prepared by the National Institute of Cultural Heritage, is at an advanced stage for adoption to designate Lin as an Urban Architectonic Ensemble, establishing the core and buffer zones, including a natural buffer subzone that prohibits	2026 Q4

				urban-system land uses on the Peninsula.	
	II. Lin Peninsula and Lin attributes				
6	Lin “Urban Architectural Ensemble” designation adopted, registered, mapped, and enforced, including a natural buffer subzone that prohibits urban-system land uses	Locks out future urbanisation scenarios on the Peninsula	Council of Ministers decision; Permits screened against the new protection regime	Draft Decision of the Council of Ministers, prepared by the National Institute of Cultural Heritage, is at an advanced stage for adoption to designate Lin as an Urban Architectonic Ensemble, establishing the core and buffer zones, including a natural buffer subzone that prohibits urban-system land uses on the Peninsula.	2026 Q3
7	Lin church remains and its mosaics: conservation actions completed and sustained, with visitor and condition monitoring operating year-round	Reduces incremental damage to fragile attributes under rising visitation	Conservation completion report; Routine monitoring forms and logs. Annual maintenance records.	Monitoring forms and visitor statistics in place. Partial intervention conducted.	2027 Q4
	III. Development control and infrastructure				
8	Tushemisht new five-story complex revised and downscaled, with decision taken only after Advisory Bodies’ opinion	A large building in a spring-connected rural settlement erodes integrity and character	Revised design dossier HIA/EIA; Advisory Bodies review and decision traceability		2026 Q4
9	Drilon–Tushemisht Waterscape project interventions and the	The Waterscape project provisions can lead to	Formal suspension acts;	The 2024 mission received confirmation that a hilltop	2026 Q4

	Pogradec bypass road remain halted until revised impact assessments, including cumulative impacts, are completed and submitted for review, and the project documentation is amended to remove pressure drivers (Water Museum or any hilltop construction, provisions enabling urbanisation, and excessive lakeshore structures).	irreversible impacts on the Drilon Springs system and the lakeshore's ecological and landscape attributes that convey OUV	Revised impact assessment package submitted for review), including cumulative impacts; Amended and re-approved detailed plan/masterplan showing removal of the Water Museum and other hilltop facilities, reduction of urbanisation potential, and reduction/controls of lakeshore structures (piers);	museum in Drilon is definitively abandoned.	
10	Pogradec waterfront masterplan and operational projects proceed only after HIA and binding design controls for lakeshore integrity (setbacks, materials, temporary structures, pier limits)	Waterfront works can harden shorelines and degrade rare remnants of habitat and landscape coherence	Approved masterplan with WH conditions; HIA and alternatives. Permit conditions and monitoring		2027 Q4
11	Corridor VIII railway: comparative alternatives study completed (including options not in immediate lakeshore vicinity), and decisions taken only after Impact Assessment review and WorldHeritage screening	Linear infrastructure along the lakeshore carries high irreversible risk	Alternatives study report HIA/EIA per 2022 toolkit; WHC/Advisory Bodies review package and decision record	SoC report 2026: detailed design started June 2025;	2027 Q1

12	Road corridor mitigation on Albanian side: landscaping redesign uses native species and avoids visual/soil artificialisation; no edification between lake and road; any shoreline encroachment from auxiliary works is reversed	The road corridor fragments landscape integrity and can induce secondary development	Approved redesign drawings Field verification of native planting and removals Permit enforcement on the strip between road and lake	SoC 2025 reported no palms planted; process started to replace conifers with native species	2027 Q4
IV. Pollution control and wastewater					
13	Wastewater coverage and treatment performance improve along the Albanian shoreline (Udënisht completed and connected; financing secured for Çërravë and Dardhas)	Eutrophication and pollution remain core drivers of OUV decline	Completion and commissioning certificates; Connection rates; Effluent compliance and nearshore monitoring trends	Udënisht: works ongoing and ~30% completed; Çërravë and Dardhas projects approved but final financing pending	2028 Q4
14	Interim wastewater controls are enforced for tourism operators not connected to the grid, paired with a plan to connect wherever possible	Stops untreated discharge while network gaps persist	Inspection logs and sanctions; Installed treatment systems registry; Connection plan and delivered connections	A Normative Act obliges tourism operators to install treatment if not connected and sets up a monitoring task force	2027 Q2
15	Solid waste coverage expanded to rural shoreline settlements, with closure of illegal dumps and routine enforcement	Reduces direct pollution and visual degradation	Service coverage maps and contracts. Closure records and clean-up reports. Enforcement statistics.	No specific implementation detail evidenced in the cited SoC extracts	2027 Q4
V. Natural attributes, springs, fisheries, lake-use pressures					
16	Drilon springs system: ecological rehabilitation completed, with strict controls on shoreline	Protects spring-fed habitats and nearshore ecology	Rehabilitation plan and completion report;		2027 Q4

	structures and piers in sensitive nearshore zones		Pier inventory and permit control; Monitoring indicators		
17	Long-term transboundary cooperation on water quality and biodiversity monitoring is operational, including common management actions such as jointly agreed fishing quotas	Shared lake system needs a shared evidence base and joint response	Joint monitoring protocol; Annual datasets and meetings minutes; Implemented joint measures.	In process: review of long-term transboundary cooperation on biodiversity, water quality, and quotas; Municipal-level cooperation in place	2028 Q1