Delegation of the European Union to Albania

This project is financed by the European Union

Second Five Years Review of the Albanian National Transport Plan (ANTP3)

Project Identification No: EuropeAid/138392/DH/SER/AL

Contract No: 2017/394-457

Final ANTP3 - PART III. UPDATE OF THE SUB-SECTOR PLANS, INVESTMENT AND ACTION PLAN

TYPSA
CONSULTING
ENGINEERS
& ARCHITECTS

A Project implemented by TYPSA

Project Title	: Second Five Years Review of the Albanian National Transport Plan (ANTP3)
Contract Number	: 2017/394-457
Project Value	: 430.000 EUR
Starting Date	: 15/01/2018
End Date / Duration	: 12 months

Contracting Authority	**: European Union delegation to Albania (EUDA)**
EUCDA Project Manager	: Mrs. Entela Sulka
Address	: ABA Business Centre, Rr. Papa Gjon Pali II, Floor 17, Tirana, Albania
Telephone	: + 355 (0) 4 222 8320 (ext. 422)
Fax	: + 355 (0) 227 0678
e-mail	: delegation-albania@eeas.europa.eu; Entela.Sulka@eeas.europa.eu

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Beneficiary	**: Ministry of Infrastructure and Energy of Albania**
Contact person	: Mr Thimjo Plaku
Telephone	: + 355 0682020257
e-mail	: Thimjo.Plaku@transporti.gov.al

Consultant	**: Técnica y Proyectos S.A. (TYPSA)**
Project Director	: Mr David Moreno Nacarino
Address	: Calle Gomera 9, San Sebastian de los Reyes, 28703, Madrid, Spain
Telephone	: +34 91 722 73 00
Fax	: +34 91 651 75 88
e-mail	:
Project Team Leader	: José Laffond Yges
Address (Project Office)	: Boulevard Zogu i I, Pallati 103, 1st floor Tirana, Albania
Telephone/Fax	: Cel. +34 636 26 98 52
e-mail	: jlaffond@typsa.es

Tittle of Report	: Final ANTP3 - PART III. UPDATE OF THE SUB-SECTOR PLANS, INVESTMENT AND ACTİON PLAN
Date of Report	: 15/01/2019
Compiled By	: JLY
Checked By	: DMN

QUALITY CONTROL SHEET						
DOCUMENT	FINAL REPORT - PART III					
PROJECT	SECOND FIVE YEARS REVIEW OF THE ALBANIAN NATIONAL TRANSPORT PLAN (ANTP3)					
CODE	TR4689-FINAL-ANTP3-PART-III-ED1					
AUTHOR	INITIALS	MBE	JTO	CRR	EM	ROL
	DATE	01/2019	01/2019	01/2019	01/2019	01/2019
VERIFIED	INITIALS	JLY				
	DATE	01/2019				
RECIPIENT	EU DELEGATION TO ALBANIA / MINISTRY OF INFRASTRUCTURES AND ENERGY / IOT					
NOTES						

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ACRONYM LIST - LISTA E SHKURTIMEVE

- **AADT - TMDV** Trafiku Mesatar Ditor Vjetor (Annual Average Daily Traffic)
- **ACAA - CAA** Autoriteti Shqiptar i Aviacionit Civil (Albanian Civil Aviation Authority or CAA)
- **ADF - FSHZH** Fondi Shqiptar i Zhvillimit (Albanian Development Fund)
- **ADR** Marreveshja Europiane per transportin e mallrave te rrezikshme me rruge (The European Agreement concerning the International Carriage of Dangerous Goods by Road)
- **ADT - TMD** Trafiku Mesatar Ditor (Average Daily Traffic)
- **ALBCONTROL** Agjencia Shqiptare per kontrollin e trafikut ajror (Albanian National Air Traffic Agency)
- **ANS - SHNA** Sherbimet e Lundrimit Ajror (Air Navigation Services)
- **ANTP1 - PKT1** Plani Kombëtar Shqiptar i Transportit 2005 (Albanian National Transport Plan 2005) nga Louis Berger SA.
- **ANTP2 - PKT2** Rishikimi i parë i Planit Kombëtar Shqiptar të Transportit 2010 (First five-year review of the Albanian National Transport Plan 2010) nga Louis Berger SA.
- **AR - HSH** Hekurudhat Shqiptare (Albanian Railways)
- **ARA - ARRSH** Autoriteti Shqiptar Rrugor (Albanian Road Authority)
- **ATC - MAT** Matja Automatike e Trafikut (Automatic Traffic Counter)
- **ATM - MTA** Menaxhimi i Trafikut Ajror (Air Traffic Management)
- **BoA - BSh** Banka e Shqipërisë (Bank of Albania)
- **BOT** Ndertim Operim Transferim (Build Operate Transfer)
- **CAP - PNV** Plani Ndreqës i Veprimeve (Corrective Action Plan)
- **DCM - VKM** Vendim i Këshillit të Ministrave (Decision of Council of Ministers)
- **DPA/PDA - APD** Autoriteti i Portit të Durrësit (Durres Port Authority)
- **EASA - AESA** Agjencia Evropiane e Sigurisë së Aviacionit (European Aviation Safety Agency)
- **EBRD - BERZH** Banka Evropiane për Rindërtim dhe Zhvillim (European Bank for Reconstruction and Development)
- **ECAA - ZPAE** Zona e Përbashkët e Aviacionit Europian (European Common Aviation Area)
- **ECD - DKE** Delegacioni i Komisionit Evropian (European Commission Delegation)
- **EIB - BEI** Banka Evropiane për Investimet (European Investment Bank)
- **ERA - AHE** Agjenca e Bashkimit Europian për Hekurudhat (European Union Agency for Railways)
- **EMS - ASDE** Agjencia e Sigurise Detare Europiane (European Maritime Safety Agency)
- **ERTMS - SEMTH** Sistemi Europian i Menaxhimit te Trafikut Hekurudhor (European Railway Traffic Management System)
- **EU - BE/KE** Bashkimi Evropian (European Union)
- **Eurocontrol - Eurokontroll** Organizata Evropiane për Kontrollin e Hapësirës Ajrore (European Airspace Control Organization)

- **Exchange rates - Kurset e Këmbimit**, referues:

  1 Euro = 140 ALL para (before) 2005-2018 = 125 ALL 2018

  1 USD = 100 ALL para (before) 2005-2018 = 108 ALL 2018
- **FDI - IHD** Investimet e Drejtpërdrejta të Huaja (Foreign Direct Investment)
- **FMP - PMF** Programi i Menaxhimit Financiar (Financial Management Programme)
- **GDP - PBB** Prodhimi i Brendshëm Bruto (Gross Domestic Product)
- **GIS - SIGj** Sistemi i Informacionit Gjeografik (Geographic Information System)
- **GMD - DPD** Drejtoria e Përgjithshme Detare (General Maritime Directorate)
- **HDM4** Program kompjuterik për analizimin e kushteve (të tanishme dhe të ardhshme) të rrugëve ose të një rrjeti rrugor (Highways Development and Management Model, version 4)
- **HSH - AR** Hekurudhat Shqiptare (Albanian Railways)
- **ICAO - ONAC** Organizata Ndërkombëtare e Aviacionit Civil (International Civil Aviation Organization)
- **ICZM** Menaxhimi i Integruar i Zonës Bregdetare (Integrated Coastal Zone Management)
- **IMF - FMN** Fondi Monetar Ndërkombëtar (International of Monetary Fund)
- **IMO - OND** Organizata Ndërkombëtare Detare (International Maritime Organization)
- **INSTAT** Instituti i Statistikave (Institute of Statistics)
- **IoT - IT** Instituti i Transportit (Institute of Transport)
- **IPA - INP** Instrument Ndihmës Para-Hyrjes (Instrument for Pre-Accession Assistance)
- **IPF - SPI** Sistemi i Përgatitjes së Infrastrukturës (Infrastructure Preparation Facility)
- **ITS - SIT** Sistemet Inteligjente te Transportit (Intelligent Transport System)
- **KPI - TKP** Treguesi Kyç i Performancës (Key Performance Indicators)
- **LRIT** Instrument per Gjurmimin ne Distanca te Largeta (Long Range Instrumental Tracking)
- **MA - AD** Administrata Detare (Maritime Administration)
- **MARD - MBZHR** Ministria e Bujqësisë dhe Zhvillimit Rural (Ministry of Agriculture, and Rural Development)
- **MFE - MFE** Ministria e Financave dhe Ekonomise (Ministry of Finance and Economy)
- **MIE - MIE** Ministria e Infrastruktures dhe Energjisë (Ministry of Infrastructure and Energy)
- **MIS - SIM** Sistemi i Menaxhimit të Informacionit (Management Information System)
- **MoI - MB** Ministria e Brendshme (Ministry of Interior Affairs)
- **MP** Master Plan
- **MTC - MMT** Matja Manuale të Trafikut (Manual Traffic Count)
- **MTM - MTE** Ministria e Turizmit dhe Mjedisit (Ministry of Environment and Tourism)
- **NIBAAI - OKIIA** Organi Kombetar per Investigimin e Incidenteve/Aksidenteve Ajrore (National Investigation Body of Air Accidents and Incidents)
- **NIC - KKI** Komiteti Kombetar i Investimeve (National Investment Committee)
- **NPEI - PKIE** Plani Kombëtar për Integrimin Europian (National Plan for European Integration)

- **NSPP - SKPP** Strategjia Kombetare per Projektet Prioritare (National Strategy of Priority Projects)
- **NTS - SKT** Strategjia Kombetare e Transportit (National Transport Strategy)
- **NSDI - SKZHI** Strategjia Kombetare per Zhvillim dhe Integrim (National Strategy for Integration and Development)
- **OD - NM** Matjet Nisje-Mbërritje ose N/M (Origin Destination)
- **PBRRMC – KMRrBRP** Kontratat e Mirëmbajtjes Rrugore Bazuar mbi Rezultatet dhe Performancën (Performance Base Result Road Maintenance Contract)
- **PPP** Partneritetin sektor Privat-sektor Publik (Public Private Partnership)
- **RAMS - SMPRR** Sistemi i Menaxhimit të Pasurive Rrugore (Road Asset Management System)
- **REBIS** Studimi për Infrastrukturën në rajonin e Ballkanit (The regional Balkans infrastructure study)
- **RFC** Korridoret Europiane Hekurudhore te Mallrave (Rail Freight Corridors)
- **RNE** Rrjeti Europian hekurudhor (RailNet Europe)
- **SAA - MSA** Marrëveshja për Stabilizim Asocim (Stabilisation and Association Agreement)
- **SEA - VSM** Vleresimi Strategjik Mjedisor (Strategic Environment Assessment)
- **SC - KD** Komiteti Drejtues (Steering Committee)
- **SEETO - VTEJL** Vëzhguesi i Transportit për Evropën Jug-Lindore (South East Europe Transport Observatory
- **SES** Iniciativa per Qiellin e Vetem Europian (Single European Sky initiative)
- **SSPP - PPPS** Paketa e Projekteve Prioritare te Sektorit (Single Sector Project Pipeline)
- **TA - AT** Asistenca Teknike (Technical Assistance)
- **TAZ - ZAT** Zona e Analizës së Transportit (Transport Analysis Zone)
- **TBD** Për tu percaktuar (To be determined)
- **TEN-T** Rrjeti Trans-Europian i Transportit (The Trans-European Transport Networks)
- **TIA** Aeroporti Ndërkombëtar i Tiranës (Tirana International Airport)
- **ToR - TeR** Termat e Referncës (Terms of Reference)
- **USOAP** Programi Universal per auditin e mbikqyrjes se sigurise ne aviacion (Universal Safety Oversight Audit Programme)
- **VTIMS - SIMTA** Sistemi për Informacionin dhe Monitorimin e Trafikut të Anijeve (Vessels Traffic Information and Monitoring System)
- **WB6 - BP6** 6 Vendet e Ballkanit Perëndimor (West Balkan 6 Countries)
- **WB/IBRD - BB** Banka Botërore per Rindërtim dhe Zhvillim (World Bank for Reconstruction and Development)
- **WBIF - KIBP** Kuadri i Investimeve per Ballkanin Perendimor (The Western Balkans Investment Framework)

1. INTRODUCTION

This document, third part of the "Second Five Years Review of the Albanian National Transport Plan (ANTP3)" contains the preliminary results corresponding to "Methodology on estimation of indicators for all transport modes" and "Sub-sector Transport Plans and Updated National Transport Plan ".

This report presents the progress of the work related to the configuration of the National Transport Plan which is intended to comprise the Transport Plans for each Sub-sector for 20 years period of time, and an overall National Transport Plan.

First of all, before beginning the development of the different sub-sectors, a synthetic analysis of the conclusions and recommendations of the previous version of the plan was carried out, which were later incorporated into the priorities defined in the Transport Strategy of 2016-2020. This has been done in order to consider the prioritization and selection criteria used for identifying the sector project pipeline for transport within the Connectivity agenda. Once completed, this third version of the ANTP aims to cover the following aspects:

- General Situation within the Transport Sector;
- Transport Sector Development and Demand Forecasts;
- Capacity Constraints and Problem Areas;
- Governmental Policy and Strategy;
- Organizational and Institutional Framework;
- Financial Framework;
- Transport Sector Needs Assessment;
- Prioritization of development of transport infrastructure;
- Synthesis of Sub-sector Plans;
- Appraisal of the sustainability of the proposed Master Plan;
- Implementation of the Investment and Action Plans in rolling programs of capital investments;
- Institutionalization of National Transport Plan;
- Conclusions and Recommendations related to other services required to support the Implementation of the MP.

After the progress of the work of each Subsector Plan, an analysis of performance indicators and monitoring has been carried out.

In the transport Strategy 2016-2020, there is a list of proposed indicators, to be used for the monitoring and evaluation of the strategy. The list has two parts:

- 1 - Indicators which are already detailed and linked with outcomes and outputs;
- 2 - Indicators which are just proposed as a title for consideration in the future as potential indicators.

In this document, the list of currently used indicators has been analyzed in depth in order to elaborate a classification based on its objective and scope, to subsequently proceed to the realization of an analysis of their shortcomings and future needs.

After that, the analysis has been completed with methodology for measurement of new indicators. In his methodology, the baseline, targets, source of data, and where possible provide data for the first measurement have been prepared.

2. REVIEW OF RECOMMENDATIONS OF THE ANTP2

The First Five Year Review of the Albanian National Transport Plan (ANTP2) was released in 2010 as the first revision of the original Albanian National Transport Plan of 2005 (ANTP1). While ANTP was mainly focused on building an institutional and legislative base on which developing infrastructure plans and promote the private sector as key participant, the ANTP2 was addressed to materialise this primary implementation in the context of a future EU integration through investment program combined for all modes of transport over a 20 year time horizon.

Thereby five sub-sector plans (road, rail, maritime, aviation, logistics & intermodality) were undertaken based on the analyses of the existing situation, planning needs and the financing situation and possibilities in the context of the national budget and IFIs funds. Each sub-sector is appraised based on its management structure (describing the governing bodies, legal framework and its organizational structure); a description of its infrastructure assets; traffic forecasts and an analysis of the investment needs and complementary programmes, finalizing with a Sub-Sector investment plan.

These investment plans were propped up on an Action Plan including various institutional, legal and regulatory changes. In particular, the Action Plan is made up by a total of 42 complementary proposals, whilst the Investment Plan estimates the allocation of investment funds between 2010 and 2015 and in the period 2016-2030.

The ANTP2 is driven by 28 Strategies, mainly aligned with the general principles governing a reliable, sustainable, safe, inclusive and efficient transport sector. Among them we highlight the urge to ensure cooperation with the neighbouring countries and adhering to the general EU *Aquis Communautaire* as well as other European and International standards and regulations. Therefore, the guidelines of the European Strategy for development of Transport Networks were used as reference for the proposals.

Moreover, the relevant changes to be considered in the ANTP3 compared with ANTP2 were identified. In particular, those actions paralyzed or unviable due to further changes in strategy policies. Likewise, new fields of analysis in the ANTP3 were explored according to the existing situation of Albanian transport sector. For instance, the ANTP2 already suggested the need of including Urban Transport as a new sub-sector since should become a crucial factor in future updates of the ANTP.

ANTP is based on principles of improving Albania's competitiveness, integrating it into the European and international community, meeting its public service obligations, ensuring better living conditions for its people and creating an environment conducive to economic and social development.

Based on the above stated, the main governing objectives or goals of the ANTP are to:

- Create a regulatory and legal system which promotes the optimal operation of the transport system;
- Support the development of the economy;
- Ensures equitable accessibility to transport throughout the country causing an improved balance in the country's regional development;
- Reduce traffic bottlenecks;
- Promote integration with the European Union and meet the transport demand of the Southern Balkan Region;
- Improve safety, quality and reliability of the transport system;
- Provide enhanced focus on passengers and freight shippers as customers and users;
- Create an environmentally sustainable transport system;
- Ensure transparency in the decision-making process

There are three underlining themes identified during ANTP which have and continue to be followed in managing the transport sector. These themes continued to form part of the recommendations of ANTP2:

- 1. Institutionally, the governmental organizations need to be leaner and to focus on policy, planning and regulating the sector, and to be structured in line with international norms;
- 2. Legislation and regulations need to be oriented towards European norms in anticipation of Albania's future accession to the EU;
- 3. The private sector has to become a more vital participant and partner in providing transport services for the sector.

Regarding the three points above, in the first update of the National Transport Plan, the Albanian path for accession into the EU was deemed reasonably well advanced, as are the institutions and the physical implementation of ANTP1. Therefore, the main objective of the ANTP first five year update was to provide an optimized investment program combined for all modes of transport over a 20 year time horizon and define the related institutional/management changes that will enable these investments and transport operations to be undertaken in the most efficient manner.

The past ANTP update organized its recommendations framed into Sub-Sector Plans that cover road transport, rail transport, maritime transport and civil aviation, intermodal and multi-modal options available to Albania.

The National Transport Strategy 2016-2020

The National Transport Strategy and Action Plan 2016-2020 was released in 2016 and constitutes the most important transport policy in recent years since continues the previous national programmes, is aligned with EU objectives and priorities, and is based on a comprehensive and detailed situation of the Albanian transport sector, considering infrastructure networks, regulations and financing instruments. For these reasons, it shall be considered as the key link between the previous ANTP2 and the current ANTP3. Besides, the Transport Strategy 2016-2020 is aligned with the National Strategy for Development and Integration 2015-2020 (NSDI-II) which takes into consideration the Single Sector Project Pipeline (SSPP) for Transport that has already been prioritised by the Government of Albania (GoA) and other cross-cutting strategies promoted by the GoA in the fields of Business, Trade, Tourism, Environment, Energy and Social Inclusion.

After a deep assessment of the current conditions of the Albanian transport sector, the Transport Strategy establishes a set of vision, strategic priorities and goals to be finally materialised through an action plan with 43 priority actions. They are characterized by means of key performance indicators, budget estimation, calendar, sources of financing, relevant stakeholders, etc. In the following section, sectorial plans will be reviewed.

Although this ANTP3 document is a direct update of ANTP2, the strategic priorities defined in the Transport Strategy of 2016-2020 have been addressed and constitute the starting point for the development of the Priority actions for the next 20-year planning period.

Below, the proposed measures and actions included in ANTP2 are summarized.

2.1. ROAD TRANSPORT

The Sub-Sector Plan for Road Transport was drafted under five main topics, which are described below.

Reorganization of the asset manager:

The ANTP2 was developed shortly after the publication of the law creating the Albanian Road Authority (ARA), highlighting its role as the new administrator of road infrastructures as opposed to the old model of structure and operation under the GRD.

Since then, ARA assumes the role of principal asset manager for the national road network under the framework of a service level agreement.

The ANTP2 defines at this point the executive structure of the entity and the management team, stating that once they take possession of their position, they can benefit from the experience provided by the various agents involved in the sector and the technical assistance designated for the ARA.

Given that the ARA is in a very embryonic stage at the time of drafting the first revision of the plan, the ANTP2 does not delve into the scope of its functions and responsibilities, but points out that a certain degree of flexibility will be needed to deal with the task to undertake.

Maintenance and investment requirements:

The ANTP2 performed a simulation of the condition of the road network using HDM4. This tool must be used from now on by ARA to carry out the evaluation of the road network under its management in relation to the year-to-year estimation of the deterioration of the pavement according to the traffic assigning the different road segments in order to to organize and plan the maintenance or improvement work.

The methodology applied in the first revision of the plan was carried out at the strategic level, using average values to estimate the deterioration of the road sections. However, ANTP2 specifies that ARA must follow a more detailed methodology, dividing the roads into uniform sections in their physical characteristics to adapt their conservation requirements.

Following this methodology, ANTP2 recommends the creation of annual and multi-year conservation and maintenance plans prepared based on the cost of the work to be undertaken in each subsection.

The strategic scope of the ANTP2 contemplates the main network, while it groups the secondary and tertiary network in packages at the time of estimating the costs. In this way, there is a difference between routine maintenance and road widening works.

The proposed methodology establishes a comparison between the income received by the Government of Albania on taxes and charges and investments in maintenance to determine if such income is sufficient or new financing methods are necessary.

Sustainability of road network:

In line with the previous key point, ANTP2 establishes three reasons why the maintenance and assurance of a sustainable road network will grow in importance in the long term:

- 1. The need to expand and reconstruct the road network decreases resulting in relatively lower levels of capital expenditure especially if it is well maintained;
- 2. The aging of the newly constructed roads will require greater maintenance resources to keep them in good condition;
- 3. Road users will become more demanding on their road managers and will expect higher standards of maintenance found elsewhere in the EU.

These reasons are well known and valid in the present update of the Plan. The document emphasizes that a strong management is one of the keys of the correct maintenance of the network, being the other fundamental pillar the assurance of a constant budgetary commitment that allows the correct planning in the medium and long term.

The international tendency of governments to apply budgetary adjustments as resources are scarce is indicated, with the aggravating circumstance that corrective and maintenance actions lack the advertising impact of the construction of a new infrastructure. It is known that conservation activities do not arouse the interest of public opinion until the deterioration is too evident, at which time it is usually too late for corrective works, forcing the Administration to undertake more invasive and expensive works.

That is why ANTP2 makes emphasis on maintaining avoid having to arrive at corrective actions avoiding falling into the cyclical effects of:

- Insufficiently finance maintenance actions until the deterioration of the road network exceeds the thresholds.
- Embarking on an expensive network setup program to re-establish adequate service levels.
- Slowly abandon the subsequent maintenance work to save funds used in the reconstruction program, again reaching a situation of critical deterioration.

In order to avoid falling into this vicious circle, the Plan proposes to establish a Road Fund to guarantee a stable financial flow dedicated to the conservation activities of the network. It is pointed out that the creation of said fund was already established in the first version of the Plan, but it was never implemented.

ANTP2 has identified that the budget allocated to conservation has remained below the minimum required during the last 5 years, which is why this recommendation is strongly emphasized.

Road safety:

ANTP2 recognizes road safety as a key aspect with growing importance. However, the Plan is limited to presenting a review of the original improvement proposal program in order to improve safety and reduce costs associated with the accident rate, as Road Safety Strategy 2011-2020 is under implementation.

Road transport industry:

ANTP2 recognizes the road transport industry as a key sector in the movement of people and goods. The requirements of adhesion to European Union regulations within the framework of the Acquis have entailed changes in the applicable legislation in this regard, but the Plan detects deficiencies in its implementation and in monitoring its correct application. That is why ANTP2 includes some recommendations in this regard.

2.1.1. Road Investment and Action Plans

In ANTP2, the road sector holds the biggest share of the envisaged investment budgets (87% of total allocated funds between 2010 and 2015).

Table III - 1: ANTP2 Transport Sector Action Plan for 2010-2015. Road Sector

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
1	Whole Sector	Approval of ANTP first five year update	Approval of the ANTP first five year update		6 months	Aug-10	Feb-11	MPWTT+ other stakeholders+ Council of Ministers	None	
2	Whole Sector	Modify concession law	Updating concession law to allow more flexibility	II 6.1 + II 6.5 + III 6.3	6 months	Aug-10	Feb-11	MPWTT+ METE + other stakeholders + Council of Ministers	None	Modify the concession law to allow more flexibility in PPP arrangements and for the Durres Port Authority to contract its own PPP agreements. Participation of other key stakeholders is desirable
3	Whole Sector	Modal coordination	Prepare a general Transport Law	II 6.2 + II 6.5	6 months	Aug-12	Feb-13	MPWTT and other ministers	TBD	The concept should be reviewed in 2 years to determine its need
4	Whole Sector	Sector planning	Annual update of investment proposals in ANTP	III 7.4	3 months	Every year	Every year	MPWTT + IoT	None	IoT should assist MPWTT to update the investment programme and action plan in ANTP

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
										based upon progress being made
5	Multi-sector	Compliance with EU laws and regulation	Modify laws on public procurement, competition, statistics and regional policy. See action plan in Part II chapter 6	II 6.2 + II 6.5	2 years	Aug-10	Sep-10	MPWTT + Ministry of Integration	None	Dependant on-going assessment and on responses to EU questionnaire. These laws and regulations affect all sectors of the economy as well as the transport sector.
6	Roads	Approve road standards and road construction specifications	Approve of the MPWTT	III 3.1	3 months	Aug-10	Nov-10	MPWTT and Council of Ministers	None	The ARA & MPWTT should be able to make technical modifications to the design manual through a formal process. ARA should oversee the administration of these documents
7	Roads	Reclassification of roads	To updated the road classification system based on function classification & jurisdictional responsible for	III 3.2	18 months	Dec-10	Jun-12	MPWTT + ARA + Council of Ministers	0.3	The reclassification of the roads might require some minor modifications of the road design standards and road

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
			maintaining the roads. Most of the road network should fall under the jurisdiction of MPWTT								design manual. But these changes should not hold up approval of these documents. The Road Code will need to be modified accordingly
8	Roads	Update the Road Code	Road needs to be updated taking into consideration the following		Below	4 months	Jun-12	Oct-12	MPWTT + ARA	0.4	Technical assistance should be considered for this activity. Participation of relevant stakeholders is highly desirable
			a.	Based on reclassification of road	III 3.2	4 months	Jun-12	Oct-12	MPWTT + ARA	Above	See item 7 above
			b.	Road safety issues	III 3.6	4 months	Jun-12	Oct-12	MPWTT + ARA	Above	A detailed list is given in Part III Chapter 3.6 on road safety
			c.	Vehicle classification	III 3.7	4 months	Jun-12	Oct-12	MPWTT	Above	Vehicle classification should reflect function: see Part III Annex 3.4

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
			d.	Approve of the changes		6 months	Oct-12	Apr-13	Council of Ministers	None	
9	Roads	Review financing of road subsector for the opportunity of introducing a road fund or other modality of financing road maintenance	Road User Charge Study is aimed at introducing a road fund based on the economic cost of maintaining the road network			6 months	Jun-12	Dec-12	MPWTT + Ministry of Finance + other stakeholders	0.5	Technical assistance should be provided through a donor. Recommendations should be based on a participatory process
10	Roads	Draft legislation for road fund or other modality of financing road maintenance	Take action on recommendations to create a road fund			3 months	Dec-12	Mar-13	MPWTT + stakeholders	None	The actions to be taken should follow the report of the Technical Assistance coordinated with stakeholders
11	Roads	Approve legislation	Approve of the legislation			6 months	Mar-13	Sep-13	Council of Ministers	None	
12	Roads	Start up of Albanian Road Authority	Strengthening ARA by		III 3.2					None	This is an on-going recommendation to 2015
			a.	Establishing organization structure	III 3.2	3 months	Aug-10	Nov-10	ARA + MPWTT	None	Preliminary work has begun

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
			b.	Recruiting key staff members	III 3.2	18 months	Aug-10	Feb-12	ARA + MPWTT	None	
			c.	Negotiating initial service agreement	III 3.2	2 months	Aug-10	Oct-10	ARA + MPWTT	None	
			d.	Following key recommendations of TA consultants to ARA	III 3.2	15 months	Aug-10	Nov-11	ARA + MPWTT	None	Key requirements are being defined by the TA consultant to ARA including implementation of road (bridge) asset management system.N58
			e.	Negotiate update first year service agreement and implement second year agreement	III 3.2	15 months	Aug-11	Nov-12	ARA + MPWTT	None	Incorporating lessons learned after 1 year
			f.	Continuing technical assistance to ARA	III 3.2	5.4 years	Aug-10	Jan-16	ARA + MPWTT	2	Technical assistance to ARA to continue to at least 2015
13	Roads	Implement a bridge management system	Fund bridge maintenance on regular basis, implement a bridge management		III 3	5.4 years	Aug-10	Jan-16	ARA + MPWTT + IoT	TBD	Taking the conclusions of the Technical Assistance provided by IPA.

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
			system, complete the inventory and condition survey of the remain 1,300 smaller bridges							Implement the recommendations. Some continuing technical assistance might be desirable.
14	Roads	Continue with a Secondary and Local Road Development Programme	Have an annual rural road development programme including funding the maintenance requirements of the rural roads. Priority should be given to ensuring adequate maintenance of completed roads	III 3.2	5.4 years	Aug-10	Jan-16	ARA + MPWTT + MOI & ADF	2.5	This would be a continuation of ADF programme in the long term it should be transferred to ARA. However, this should be done only on the basis of ARA's performance and its capacity to handle these responsibilities. Technical assistance should continue
15	Roads	Create an unit in the MPWTT to oversee the administration and management of the service agreement with ARA	Establish an unit within the MPWTT to administer and manage the service agreement with ARA, monitor the performance of ARA and negotiate the annual update of the agreement	III 3.2	5.4 years	Aug-10	Jan-16	MPWTT	TBD	The ARA unit in the Ministry will be responsible for negotiating annual updates of the service agreements, monitor performance of ARA, prepare recommendations to the Ministry

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
											regarding ARA, and oversee audits (technical and financial) of ARA's performance
			a.	Prepare scope of units responsibilities and activities	III 3.2	3 months	Aug-10	Nov-10	MPWTT	None	TA Project to prepare scope of units activities
			b.	Approve creation of the unit	III 3.2	6 months	Nov-10	May-11	Council of Ministers	None	
			c.	Recruit staff	III 3.2	3 months	Aug-10	Nov-10	MPWTT	None	Unit to start on ad hoc or temporary basis
			d.	Negotiate and monitor initial service agreement with ARA		15 months	Aug-10	Nov-11	MPWTT	None	
			e.	Update agreement for second year	III 3.2	3 months	Aug-11	Nov-11	MPWTT	None	
			f.	Continuing technical assistance to ARA	III 3.2	5.4 years	Aug-10	Jan-16	MPWTT	TBD	Technical assistance can begin under the

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
				unit in the Ministry							existing TA Project
16	Roads	Continue performance based road maintenance contracting	Modify contracting modalities based on lessons learned for pilot projects and set up procedures to implement them including contracting the monitoring			5.4 years	Aug-10	Jan-16	Albanian Road Authority	See Preservation Programme	Based on the results, build on the lessons learned from the on-going pilot maintenance projects & continue to employ this or other modalities of maintenance contracting. Expand to entire network. Technical assistance should be made available to ARA
17	Roads	Implement a road safety programme									
			a.	Implement back spot program	III 3.6 + III 7.2	5.4 years	Aug-10	Jan-16	Albanian Road Authority	See Preservation Programme	Donor technical assistance is desirable. See below
			b.	Improve Tirana – Durres motorway	III 3.6 + III 7.2	2.5 years	Aug-10	Feb-13	Albanian Road Authority	See Preservation Programme	Donor technical assistance is desirable. See below
			c.	Install signs and	III 3.6 +	4.5 years	Aug-10	Feb-15	Albanian Road	See Preservation	Donor technical assistance is

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
				markings	III 7.2				Authority	Programme	desirable. See below
			d.	Support through technical assistance	III 3.6 + III 7.2	5.4 years	Aug-10	Jan-16	Albanian Road Authority	1	Donor technical assistance is desirable.
18	Urban Transport	Monitor developments in urban transport	Monitor developments in urban transport including transport and investment requirements to develop a national strategy		III 3.7	5.4 years	Aug-10	Jan-16	MPWTT + IoT	None	IoT should assist MPWTT in monitoring urban transport requirements of the municipalities to develop a national strategy covering this sub-sector. Urban transport issues should play a larger role in the next update of ANTP

2.2. RAIL TRANSPORT

Reorganization:

As a result of the entry into action of the board's directives and to adapt to the railway packages, Albanian Railways has adopted the operating model of creating separate operating units with their own responsibilities in line with EU practices. However, the separation has not taken place legally yet.

ANTP2 therefore focuses on the study of the best future model for Albanian Railways. The plan proposes a series of investment scenarios aimed at mitigating the disadvantages of Albanian rail transport compared to road transport, identifying three main points:

- Both the rolling stock and the infrastructure are in poor condition to offer a quality service.
- While the road has benefited from investments for improvement and maintains acceptable levels of service in general, the same has not happened with the railroad. It is noted that the transport industry is characterized by the use of up-to-date technology and high competitiveness.
- The country is not large enough for domestic rail transport to be the preferred option. ANTP2 notes that as a general rule, the railway mode becomes competitive for distances greater than 500 kilometres, while the average distance between the main origins and destinations rarely exceeds 100 km.

That is why the Plan emphasizes that the focus should be on international cargo transport, particularly along Corridor VIII. Another proposal includes the development of a container exchange station in the port of Vlora, to be carried out through a PPP scheme. According to the plan, the improvement of the rail network would greatly benefit this market.

2.2.1. Rail Investment and Action Plans

Table III - 2: ANTP2 Transport Sector Action Plan for 2010-2015. Rail Sector

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
1	Whole Sector	Approval of ANTP first five year update	Approval of the ANTP first five year update		6 months	Aug-10	Feb-11	MPWTT+ other stakeholders+ Council of Ministers	None	
2	Whole Sector	Modify concession law	Updating concession law to allow more flexibility	II 6.1 + II 6.5 + III 6.3	6 months	Aug-10	Feb-11	MPWTT+ METE + other stakeholders + Council of Ministers	None	Modify the concession law to allow more flexibility in PPP arrangements and for the Durres Port Authority to contract its own PPP agreements. Participation of other key stakeholders is desirable
3	Whole Sector	Modal coordination	Prepare a general Transport Law	II 6.2 + II 6.5	6 months	Aug-12	Feb-13	MPWTT and other ministers	TBD	The concept should be reviewed in 2 years to determine its need
4	Whole Sector	Sector planning	Annual update of investment proposals in ANTP	III 7.4	3 months	Every year	Every year	MPWTT + IoT	None	IoT should assist MPWTT to update the investment programme and action plan in ANTP based upon

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
										progress being made
5	Multi-sector	Compliance with EU laws and regulation	Modify laws on public procurement, competition, statistics and regional policy. See action plan in Part II chapter 6	II 6.2 + II 6.5	2 years	Aug-10	Sep-10	MPWTT + Ministry of Integration	None	Dependant on-going assessment and on responses to EU questionnaire. These laws and regulations affect all sectors of the economy as well as the transport sector.
19	Railways	Select an option on which to base the future development of Albanian Railways	The Government of Albania needs to assess how it intends to develop Albanian Railways	III 4.3	12 months	Aug-10	Aug-11	MPWTT + Albanian Railways	None	The option selected will set the stage for the future development of Albanian Railways
20	Railways	Re-establish railway right of way	Illegal crossings and appropriation of right of way constraints AR's ability to implement an investment programme	III 4.3	18 months	Aug-10	Feb-12	Albanian Railways	None	Some funding might be required for expropriations
21	Railways	Continue with the implementation of the reorganization of the Albanian	Implementation operating technical and financial procedures for the separate business	III 4.2	5.4 years	Aug-10	Jan-16	Albanian Railways	TBD	Technical assistance should be considered for this activity upon a decision on the selection of the

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
		Railways	units in accordance to EU norms							development option for ARA
22	Railways	Modify Railway Code	Modify Railway Code in order to make it comply with EU laws and regulations	III 4.2 + III 4.3	6 months	Oct-10	Apr-11	Albanian Railways + MPWTT	None	Technical assistance should be considered for this activity planned under the TA project
23	Railways	Modify Railway Code	Approve changes to Railway Code		6 months	Apr-11	Oct-11	Council of Ministers	None	
24	Railways	Implement investment programme	Base on the option selected prepare a feasibility studies for the rehabilitation of the railways	III 6.3	12 months	Aug-11	Aug-12	MPWTT +`Albanian Railways	TBD	Technical assistance will be needed to prepare the feasibility study and investment programme to determine its technical and economic viability

2.3. MARITIME TRANSPORT

Reorganization of the subsector:

ANTP2 was carried out within the framework of a transformation of maritime regulation that changed to adapt to international regulations within a Maritime Authority. At the time, the Plan gathered the experiences learned with the reorganization of the Port of Durres in a Landlord port model and the construction under PPP schemes of two oil terminals specialized in Vlora 1 and Porto Romano.

ANTP2 identifies three smaller ports that are still managed by the Ministry. The Plan made proposals to change the management model, but without issuing firm recommendations.

The Plan summarizes the current situation of the main ports (Durres, Vlora, Shengjin and Saranda) in terms of traffic, envisaged developments and future forecasts in force at the time of writing the Plan update:

"Traffic: Traffic growth has seen some deterioration because of the global recession, but growth is likely to return in the medium term (2011 to 2015).

Durres Port: Growth in container traffic has been high since this is a more efficient method of shipping a large variety of imported goods to Albania. Ferry traffic is a big operation at the port. The quantity of cargo transiting Albania is relatively small. In the future, the port should see growth in this traffic from Kosovo (medium term) and eventually from Corridor VIII (long term).

Vlora Port: Ferry traffic is an important component of the traffic. Conventional cargo ships still use the port, and the cargoes handled are oriented to the importation of construction materials. The commercial port will undergo a major upgrading funded through the Italian Government based on an earlier Master Plan.

Shengjin Port: The management of this port might be turned over to the Government of Kosovo. It is uncertain how this arrangement might work. Ferry operations began this year and should grow.

Saranda Port: Commercial traffic has been dropping while passenger traffic from Corfu and cruise ships has been increasing. This port will see a major make over. Under World Bank funding, the old commercial port will be converted to a cruise ship dock while the commercial (cargo) port has been moved to a nearby cove".

Strategic considerations:

ANTP2 declares that, strategically, the only port of national scale is that of Durres, since the rest hardly have export impact, serving only as import points of its immediate hinterland. However, at the time of writing the plan, they had an investment portfolio that could predict a promising future for those ports. The Plan makes the following proposals:

- For the port of Shengjin, the improvement of road access and the expansion of its storage areas can mean, together with the change in the management model, an important impulse linked to industrial and mining developments in the north.
- The development of the offshore oil exploration industry can have a significant impact on all ports
- Completing Vlora's Transhipment Terminal will move ferry operations to the existing commercial port.
- Additional industrial ports are required for resources with potential as cement or mineral export. For the approval of the development of said ports, it is proposed to take into consideration the following potential conflicts:
    - 1. Different economic uses of the coastal lands, for example, between tourism and industrial development;
    - 2. Environmental concerns regarding the adverse impacts that could result from building and operating these facilities.

Finally, the development of marinas linked to the development of the tourism sector is proposed, in harmony with the imposed regulations.

2.3.1. Maritime Investment and Action Plans

Table III - 3: ANTP2 Transport Sector Action Plan for 2010-2015. Maritime Sector

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
1	Whole Sector	Approval of ANTP first five year update	Approval of the ANTP first five year update		6 months	Aug-10	Feb-11	MPWTT+ other stakeholders+ Council of Ministers	None	
2	Whole Sector	Modify concession law	Updating concession law to allow more flexibility	II 6.1 + II 6.5 + III 6.3	6 months	Aug-10	Feb-11	MPWTT+ METE + other stakeholders + Council of Ministers	None	Modify the concession law to allow more flexibility in PPP arrangements and for the Durres Port Authority to contract its own PPP agreements. Participation of other key stakeholders is desirable
3	Whole Sector	Modal coordination	Prepare a general Transport Law	II 6.2 + II 6.5	6 months	Aug-12	Feb-13	MPWTT and other ministers	TBD	The concept should be reviewed in 2 years to determine its need

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
4	Whole Sector	Sector planning	Annual update of investment proposals in ANTP	III 7.4	3 months	Every year	Every year	MPWTT + IoT	None	IoT should assist MPWTT to update the investment programme and action plan in ANTP based upon progress being made
5	Multi-sector	Compliance with EU laws and regulation	Modify laws on public procurement, competition, statistics and regional policy. See action plan in Part II chapter 6	II 6.2 + II 6.5	2 years	Aug-10	Sep-10	MPWTT + Ministry of Integration	None	Dependant on-going assessment and on responses to EU questionnaire. These laws and regulations affect all sectors of the economy as well as the transport sector.
25	Maritime Transport	Establish Maritime "Administration" (MA)	Implementation operating, administrative and technical and financial procedures for the MA							Dependant on recommendations of ongoing Technical Assistance by WB
			a. Address legal &	III 5.2	3 months	Aug-10	Nov-10	MPWTT	None	Based on

N°.	Sub-sector	Description	Action to be taken		Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
				regulatory changes							recommendations developed among the TA. MPWTT & stakeholders
			b.	Approve changes	III 5.3	6 months	Nov-10	May-11	Council of Ministers	None	
			c.	Address operative, administrative, technical & financial requirements of the MA	III 5.2	2 years	Nov-10	Dec-10	MA	TBD	Donor technical assistance is desirable
26	Maritime Transport	Modify Maritime Code	Modify Maritime Code needs to comply with the establishment of MA and other changes		III 5.2	3 months	Nov-10	Feb-11	MPWTT + MA	None	Technical assistance should be considered for this activity planned under the TA project
27	Maritime Transport	Modify Maritime Code	Approve changes			6 months	Feb-11	Aug-11	Council of Ministers	None	
28	Maritime Transport	Develop a Port Strategy for	Prepare a port strategy in compliance with an integrated coastal zone		III 5.7	4 months	Aug-10	Dec-10	MPWTT	0.1	Technical assistance through

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
		Albania	plan							a donor
29	Maritime Transport	How to better manage the three smaller public ports	Review the options available	III 5.2	6 months	Dec-10	Jun-11	MPWTT + stakeholders	None	This action should involve the key stakeholders based on a participatory process
30	Maritime Transport	Port of Shengjin	Update Master Plan with all stakeholders and in accordance to the port strategy	III 5.2	4 months	Dec-10	Apr-11	MPWTT	0.1	
31	Maritime Transport	Update of the Durres Port Master Plan	Update the 20078 Master Plan prior to next ANTP update	III 5.3	6 months	Dec-12	Jun-13	DPA	0.4	The Master Plan should be prepared in accordance to the national Port Strategy
32	Maritime Transport	Prepare the Master Plan for Porto Romano & greater Durres coastal region	Determine port facility requirements in the Durres coastal region other than the port of Durres	III 5.4	8 months	Apr-11	Dec-11	MPWTT	0.8	Industrial port at Porto Romano Bay and marina and other facilities. Environmental and touristic concerns are important in this

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
										region. A participatory process is desirable
33	Maritime Transport	Prepare regional port Master Plan for the Bay of Vlora	Determine port facility requirements in the Bay of Vlora region including container concession port, relocation of fishing port and marina facilities	III 5.5	8 months	Jun-11	Feb-12	MPWTT	0.8	Environmental, touristic and cultural concerns are important in this region, a participatory process is desirable
34	Maritime Transport	Prepare a region port Master Plan for the Saranda Region	Determine port facility requirements in the Saranda coastal region	III 5.6	4 months	Aug-11	Dec-11	MPWTT	0.4	Environmental, touristic and cultural concerns are important in this region, a participatory process is desirable

2.4. CIVIL AVIATION

Reorganization of Civil Aviation

By the time of the preparation of the Plan, ANTP2, the Civil Aviation Authority was in charge of the corresponding regulatory authority while it has to face the challenges of the dynamic developments in the air sector contributing to the implementation of the ECAA agreement:

- The staff of the authority has to comply with the ICAO requirements following a corrective action plan approved from European Air Safety Committee.
- The need for the expansion of aviation capacities was restricted from the Tirana International Airport PPP concessionaire scheme for the operation of "Mother Tereza" airport approved by law on 2004.

Infrastructure Development

Given the abovementioned TIA PPP agreement, the investment proposals were oriented towards Kukes Airport, which shall follow the steps taken by TIA and become a general aviation airport operated via PPP model in order to relieve the Ministry.

Furthermore, the Plan pinpoints the perceived need for a second international airport to be built from scratch in the southern area of Saranda. Though some conflict of interest may arise with TIA Concessionaire Company, several solutions are proposed. However, this project lacked a feasibility study so further investigation was deemed necessary.

2.4.1. Civil Aviation Investment and Action Plans

Table III - 4: ANTP2 Transport Sector Action Plan for 2010-2015. Civil Aviation Sector

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
1	Whole Sector	Approval of ANTP first five year update	Approval of the ANTP first five year update		6 months	Aug-10	Feb-11	MPWTT+ other stakeholders+ Council of Ministers	None	
2	Whole Sector	Modify concession law	Updating concession law to allow more flexibility	II 6.1 + II 6.5 + III 6.3	6 months	Aug-10	Feb-11	MPWTT+ METE + other stakeholders + Council of Ministers	None	Modify the concession law to allow more flexibility in PPP arrangements and for the Durres Port Authority to contract its own PPP agreements. Participation of other key stakeholders is desirable
3	Whole Sector	Modal coordination	Prepare a general Transport Law	II 6.2 + II 6.5	6 months	Aug-12	Feb-13	MPWTT and other ministers	TBD	The concept should be reviewed in 2 years to determine its need
4	Whole Sector	Sector planning	Annual update of investment proposals in ANTP	III 7.4	3 months	Every year	Every year	MPWTT + IoT	None	IoT should assist MPWTT to update the investment programme and action plan in ANTP based upon

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
										progress being made
5	Multi-sector	Compliance with EU laws and regulation	Modify laws on public procurement, competition, statistics and regional policy. See action plan in Part II chapter 6	II 6.2 + II 6.5	2 years	Aug-10	Sep-10	MPWTT + Ministry of Integration	None	Dependant on-going assessment and on responses to EU questionnaire. These laws and regulations affect all sectors of the economy as well as the transport sector.
35	Civil Aviation	Creation of National Search and Rescue Centre	Establish Nation Search and Rescue Centre	III 6.1 + III 6.5	1 year	Aug-10	Sep-10	CAA + Ministry of Defence + others	TBD	This organization is a requirement of the Civil Aviation Code in compliance with international agreements
36	Civil Aviation	National Accident and Incident Investigative Body	National Accident and Incident Investigative Body	III 6.1 + III 6.5	18 months	Aug-10	Feb-12	CAA + MPWTT	TBD	Initially, creating this organization will satisfy the requirements of Civil Aviation Code in compliance with international agreements for civil aviation but it might eventually include maritime, rail and possibly road transport

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
37	Civil Aviation	Update the Master Plan of Tirana International Airport (TIA)	Update the Master Plan of Tirana International Airport (TIA)	III 6.1 + III 6.5	12 months	Nov-10	Oct-11	TAP + CAA + MPWTT	None	Some technical assistance in reviewing the master plan might be desirable
38	Civil Aviation	Review TIA concession agreement to allow development of other airports	Review TIA concession agreement to allow development of other airports	III 6.3	4 months	Aug-10	Dec-10	TAP + CAA + MPWTT	None	A potential modification of the concession agreement would allow other airports in Albania to provide services for international scheduled flights
39	Civil Aviation	Saranda International Airport	Saranda International Airport	III 6.3	2 years	Dec-10	Dec-12	MPWTT	0.7	To attract a PPP arrangement attractive to the private sector
40	Civil Aviation	Create land reserve for future airfield/airport development	Create land reserve for future airfield/airport development	III 6.3	2 years	Aug-10	Aug-12	MPWTT	0.4	In long term, this will support of general aviation industry
41	Civil Aviation	Strength Civil Aviation Authority (CAA)	Strength Civil Aviation Authority (CAA)	III 6.5	4.4 years	Aug-10	Jan-15	CAA	None	Largely self-financing: in principle there are no state budgetary requirements

N°.	Sub-sector	Description	Action to be taken	Reference	Duration in years or months	Start	End	Principal Actor(s)	Cost in million Euros	Comments
42	Civil Aviation	Privatise Kukes Airport	Privatise Kukes Airport	III 6.5	4.4 years	Aug-10	Jan-15	MPWTT + Other stakeholders + METE	None	This action would relieve the Ministry of the need to maintain and operate this airport and reduce the burden of financing this operation on an annual basis

2.5. INTERMODAL AND COMBINED TRANSPORT

Development of transit services

ANTP2 brought to the table a new objective, the development of transit services. The Plan proposed the development of a new multimodal terminal along SEETO Corridor VIII, pointing the border with FYR of Macedonia as a preferred spot. Abreast with the new infrastructure developments that this investment entails, numerous organizational arrangements have to be put in place, particularly regarding the shipment of sealed containers, clarified custom procedures and the provision of facilities and services to the road transport companies along the route.

For the proposed terminal, the connection between the port of Durres and that terminal, ANTP2 proposes that it would be initially and mainly by road until a decision is made to rehabilitate the line Durres – Tirana – Elbasan – Macedonia Border. Numerous organizational arrangements are proposed to ensure an efficient operation of that terminal and of the whole transport chain, including:

- Securing the shipment of sealed containers and other goods transiting Albania between the port of Durres and the terminal;
- Developing simplified Customs clearance procedures;
- Providing facilities and services to Macedonian road transport companies at the terminal.

Nevertheless, ANTP2 highlights that the system will only reach full efficiency if the rail connection is built on the Macedonian side of the border, therefore proposing to achieve coordination with Macedonian counterparts.

2.5.1. Intermodal and Combined Transport Investment and Action Plans

ANTP2 did not propose a concrete Action Plan for this sub-sector, proposing that it be treated in greater depth in the next version of the Plan.

3. SUB SECTOR PLANS

As has been highlighted throughout the study, the current update of the ANTP aims to collect the recommendations made in the previous review along with the Strategic Priorities defined in the National Transport Strategy 2016-2020.

The Strategy and Action Plan are in full alignment with the strategic vision of the Government of Albania and with the main concepts of the European Transport Policy. It provides for the development of an efficient, sustainable and environmentally friendly transport system, able to support the key objectives of economic and social development of Albania and the country's future integration to the European Union.

Furthermore, having aligned its recommendations with the National Strategy for Development and Integration 2015-2020 (NSDI-II), the National Transport Strategy and Action Plan further takes into consideration the Single Sector Project Pipeline (SSPP) for Transport that has already been prioritised by the Government of Albania (GoA) and other cross-cutting strategies promoted by the GoA in the fields of Business, Trade, Tourism, Environment, Energy and Social Inclusion.

According to this and given the five-year nature of the strategy and the revision of the ANTP, the ANTP3 structures the Sub-Sector Plans starting from the Strategic Priorities defined in the NTS 2016-2020, adding, expanding and modifying the existing list as appropriate.

The main objective of ANTP3 is to serve as a basis to guide the development of the Transport Sector the framework of a cooperative dialogue process between the different ministerial bodies and agents involved.

Apart from the well-known benefits derived from an adequate strategic transport planning, this aspect is a key element of the integration process in the European Union. In particular, the backbone of the infrastructural plan of the EU's transport policy, the trans-European transport network, or TEN-T, has its horizon in the year 2030. It is therefore a long term process.

Given that the ANTP3 is a five-year review of a long-range plan framed within international instruments, it is necessary to ensure that the measures of the ANTP are aligned with the long-term objectives already approved.

In other words, a five-year review is not the appropriate instrument to impose divergences of scope in long-term strategic planning. Furthermore, we are immersed in the final stretch of the period defined for the financing instrument Connecting Europe Facility (CEF) 2014-2020, therefore, most financing for the next 5-year period is already allocated.

The basis of ANTP3 is to ensure coherence and compatibility between the present revision of the Plan and the existing planning instruments (ANTP2 and NTS 2016-2020).

That is why ANTP3 is aligned with the already defined strategic objectives. Thus, when drafting the new Action Plan, the high-level objectives defined in the current planning instrument (NTS 2016-2020) have been kept, that is why the Strategic Priorities are the same that the ones defined in NTS for each sub-sector. Only in a few cases has it been considered to merge or eliminate Strategic Priorities that were no longer valid or add new ones responding to current needs (e.g. urban transport).

Within these Strategic Priorities, the Goals and Priority Actions have been reviewed individually to analyze their validity, degree of development and need for updating. That is why most of the Action Plan is based on a set-up of the NTS 2016-2020 since this document gathers the advances of the ANTP2 and the new proposals of the National Strategy for Development and Integration 2015-2020 (NSDI-II) and the Single Sector Project Pipeline (SSPP) for Transport that has already been prioritized by the Government of Albania (GoA).

Additionally, keeping aligned within the same framework of Strategic Priorities allows an adequate follow-up of the proposals through the proposed indicator system. The impact of the Strategic Priorities can only be checked in the long term and introducing changes in these objectives would make it impossible to follow up.

4. DEVELOPMENT PLANS

To carry out the development plan for the actions identified in the ANTP, a prioritization has been carried out according to the criteria defined in the Project Pipeline Sector defined in the Connectivity Agenda.

Regarding Albania's SSPP for Transport, the WBIF's project selection process met the following criteria, with regard to:

- Be in line with EU policies and strategies;
- Contribute to valid national development objectives;
- Be in line with National Transport Sector Strategic framework, i.e. the ANTP2.

Strategic relevance: a list of 14 criteria is presented in Table 5 as follows:

Table III - 5: SSPP for Transport: Criteria for Strategic Relevance (Source: WBIF)

Prioritization criteria for strategic relevance	Scoring guide	Weight
The project improves intermodality	New intermodal centres = 5 Existing intermodal centres = 3 No intermodality = 1	1
The project increases international traffic of persons and freights	Significant increase = 5 Moderate increase = 3 Limited increase = 1	1
The project is included in the latest Multi-annual plan (MAP) of SEETO	Priority List = 5 Preparation list = 3 Not included = 1	2
The project provides connection to TEN-T corridors	Yes = 5 No = 1	1
The project addresses a significant safety problem	Significant safety problems = 5 Safety problems of moderate nature = 3 No record of safety issues = 1	1
Technical characteristics of the infrastructure	New infrastructure, with high standards = 5 Improvement of characteristics= 3 Rehabilitation retaining the same characteristics= 1	1
Annual traffic demand growth	Significant growth = 5 Moderate growth = 3 No growth = 1	1
Environmental effects	No effects = 5 Minimal effects = 3 Serious effects = 1	2
The project contributes to overall economic growth	Inter-regional = 5 Regional = 3 Country = 1	2
The project is part of a programme, continuing an	Finalising an investment = 5 Continuing running investment = 3	1

Prioritization criteria for strategic relevance	Scoring guide	Weight
existing investment	New project = 1	
The project is the main transport solution in the same connection	No other alternative solution = 5 Other alternative solution, other type of transport = 3 Other alternative solution, same type of transport = 1	1
The project provides improved transit /transport facilities, access to new markets and jobs / education and health services and stimulates mobility and new investments	Significant improvement = 5 Medium improvement = 3 Limited improvement = 1	2
Total cost of the project was defined	Well defined and confirmed by studies = 5 Well defined but not confirmed by studies = 3 Superficially defined = 1	1
The management implementation/ operation/ maintenance capacity of the proponent is adequate for this type of the project	Adequate capacity = 5 Arrangements for strengthening the capacity in place = 3 Insufficient capacity = 1	1

The prioritization of the Action Plan according to these criteria led to those with greater possibility of being included as priority projects, ensuring their financing and prompt implementation.

5. SUBSECTOR – ROAD TRANSPORT

5.1. SUBSECTOR OVERVIEW

The program of the Government on 2017 has confirmed Governmental subsector policies as presented in this section.

The primary objective of the Ministry of Infrastructure and Energy is the integration of the Albanian road system into Balkan networks and the pan-European transport system.

The short-term objective will be to ensure the implementation of the cross-border agreement with Montenegro as part of the Adriatic-Ionian highway project, while the medium term is linked to the increased efficiency of other cross-border agreements.

The government will pursue a number of effective practices as financial incentives for cleaner and more efficient vehicles; promoting ecological transport to the environment; intelligent transport system; ring roads and the creation of by-passes on national roads as well as in rural areas.

Standards applicable include:

- Law 8308 of 18.03.1998 "On road transport", as amended, which regulates the conditions for admission to the activity of national and international transport operator of goods and passengers, amended by Law No. 10/2016.
- Law 118/2012 of 13.12.2012 "On the transport of dangerous goods", which aims to improve safety in road and rail transport of dangerous goods;
- DCM 266, dated 07.05.2014 "On defining the function and duties of the Inter-ministerial Committee for the transport of dangerous goods"
- Guideline of the Minister of Transport and Infrastructure, 6, dated 27.05.2015, "On the procedures for the inspection of vehicles, issuing of ADR approval certificates, requirements the legal persons should fulfil for the inspection of the ADR vehicle and the service fees".
- Decision of Council of Ministers of Albania 325 of 19.03.2008 "On the approval of rules for admission to the occupation of Road Transport Operator for Goods and Passengers, and recognition of official documents, changed by DCM, no. 520, dated 13.07.2016.
- DCM 628 of 15.07.2015 "on the approval of the Road Design and Construction Technical Regulations". During this period the road construction in Albania was done following the Italian, British or American Standards according to the donor's requirements. Finally after the EU project financed from the CARDS programme, there will be only one set of standards for the design and road constructions in Albania.
- Guideline 1649, dated 08.16.1999 "On the fulfilment of certain conditions in the road transport of passengers", as amended by Guideline 3453, dated 4.07.2016, "On amendments and additions to the Instruction 1649, dated 08.16.1999, "the fulfilment of certain conditions in the road transport of passengers" change ";
- Guideline 5627, dated 18.11.2016 "On determining the criteria, rules and documentation for the issuance of licenses and certificates to practice in road passenger transport within the country".
- Guideline 5402/2, dated 11.24.2016 "On the conditions and criteria that must be met by the subjects to resort to road transport".
- Law 158/2013, dated 10.10.2013, "On the road tunnel safety";
- DCM 739, dated 09.09.2015, "On some amendments and addenda to DCM, 153, dated 07.04.2000, "On approval of the Road Code implementation Rules";

- Guideline of Minister of Public Works and Transport 3606/2 of 28.10.2011 "On Certificate professional trainings of drivers of vehicles category C, CE, D and DE";
- Guideline of Minister of Public Works and Transport 2 of 11.2.2010 "On technical inspection of road vehicles";
- Guideline of Minister of Public Works and Transport 9 of 3.07.2012 "On audit and inspection of road safety".
- DCM 940, dated 11.18.2015 "On some amendments to DCM. 153, dated 04.07.2000, the Council of Ministers "On approval of Rules of implementation of the Road Code of the Republic of Albania".
- Guideline 241/3 dated 19.02.2016, "On the characteristics of materials, security elements, graphics elements and how to complete the new driving license road vehicles"
- Guideline 682/4 dated 01.04.2016, "On the activity of driving, device driving license applicants, qualification driving instructors and specialists of the General Directorate of Road Transport Services (GDRTS)"

5.1.1. Environmental protection

The main regulation governing the Strategic Environmental Assessment is defined by the Law 91/2013 "On Strategic Environmental Assessment", EC Directive 2001/42/EC and SEA Protocol (Espoo Convention).

- Law nr. 91/2013 "On Strategic Environmental Assessment" aims to provide a high degree of environmental protection and sustainable development, including environmental issues during the preparation, approval and review of programming and planning with environmental implications. The law defines the institutional authorities, their duties and responsibilities, as well as the rules of procedure for making strategic environmental impact. The law is aligned with Directive 2001/42 / EC of 27 June 2001.
- EC Directive 2001/42/EC for assessing the impact of some plans and programs on the environment (SEA Directive)
- SEA Protocol adopted in Kyiv (Ukraine) in 2003, at an extraordinary meeting of the Espoo Convention Parties during the ministerial conference "Environment for Europe" and signed by 36 countries and the European Community.

Besides the above regulation, the Strategic Environmental Assessment process looks also at the legal framework governing several environmental parameters. The environmental regulation that may condition the development of ANTP3 is mostly connected with the safeguard of the following environmental parameters:

- Soil both in terms of quantity and quality;
- Air quality;
- Noise levels;
- Water quantity and quality;
- Light pollution;
- Green House Gases and Climate change;
- Nature and biodiversity including vegetation cover, flora and fauna;
- Habitats and species *and*
- Landscape.

Each specific parameter is governed by a set of rules stipulated in the National legislation as well as international conventions. The main governing legal framework for each of the parameters is mentioned here below:

- Soil: Law no.9244, dated 17.6.2004 "On the protection of agricultural land" and United Nations Convention to Combat Desertification.
- Air: Law nr. 162/2014 on the protection of air quality in the environment.
- Noise: Law no. 9774, dated 12.07.2007 "On the assessment and management of noise in the environment" and Guidelines no. 1, dated 19.2.2018 "On the approval of minimum requirements for the drafting of noise action plans".
- Light levels related with light pollution: There is no especially dedicated legislation on legislation regarding this environmental parameter.
- Water quantity and quality: Law nr. 111/2012 "On integrated management of water resources".
- Green House Gases and Climate change: There is no specific legislation on Climate changes. The Ministry responsible for Climate change agenda is currently working on drafting a new law "On climate changes".
- Albania has ratified the Paris Agreement through the Law no. 75/2016, dated 14.7.2016 "On the ratification of the Paris Agreement, within the framework of the United Nations Framework Convention on Climate Change".
- Nature and biodiversity including vegetation cover, flora and fauna: Law no. 9587, dated 20.7.2006 "For the protection of biodiversity", as amended.
- Habitats and species: Law Nr. 81/2017 "On protected areas", Law no. 10 006, dated 23.10.2008 "On the protection of wild fauna" as amended and several international conventions including Ramsar Convention, Bern Convention etc.
- Special attention should be given to the law "On protected areas" as it defines the activities that are not in compliance with the sub zoning of some of the protected areas network.
- Landscape: The above legal framework provides for regulations even for landscape issues.

Following the above description, SEA on ANTP3 has defined the following environmental objectives (EO):

- EO 1: Ensuring sustainable management of the territory and protection of soil.
- EO 2: Preventing the use of natural resources by increasing the share of recyclable solid waste materials
- EO 3: Ensuring the fulfilment of long-term objectives on the annual quantities of emissions of pollutants in transport sector in accordance with standards set by national policies and legislation.
- EO 4: Adaptation of transport infrastructure to global climate changes and reduction of GHG annual emissions below the below the target values set for the transport sector in NSDI II.
- EO 5: Limiting the impacts of transport infrastructure on surface and underground waters, brackish waters, coastal waters and potable water sources.
- EO 6: Reducing the impacts of transport infrastructure on biodiversity and landscape.
- EO 7: Ensuring the protection of areas of special conservation interests from activities of high impact.
- EO 8: In urban areas with excessive air pollution, contribute significantly to the reduction of pollution and the number of days with excessive air pollution in accordance with the target of 40% reduction set by NSDI for 2020.
- EO 9: Reducing noise pollution from traffic related activities and adoption of standards recommended by EU and World Health Organization (LAeq 56 dB by day and LAeq 45 dB by night – SKZHI II).
- EO 10: Improving social cohesion, traffic safety and sustainable mobility.
- EO 11: Protecting and enhancing the values of cultural heritage objects and sites.
- EO 12: Protecting landscape features and renowned landscape areas important at the national level.

5.1.2. Capacity assessment and bottlenecks

The REBIS Update Capacity Assessment (2014) identified, based on technical capacity constraints, whether an intervention is required to alleviate a bottleneck and if so, what type of intervention, and when it would be required to handle the existing traffic as well as the 2030 projected traffic.

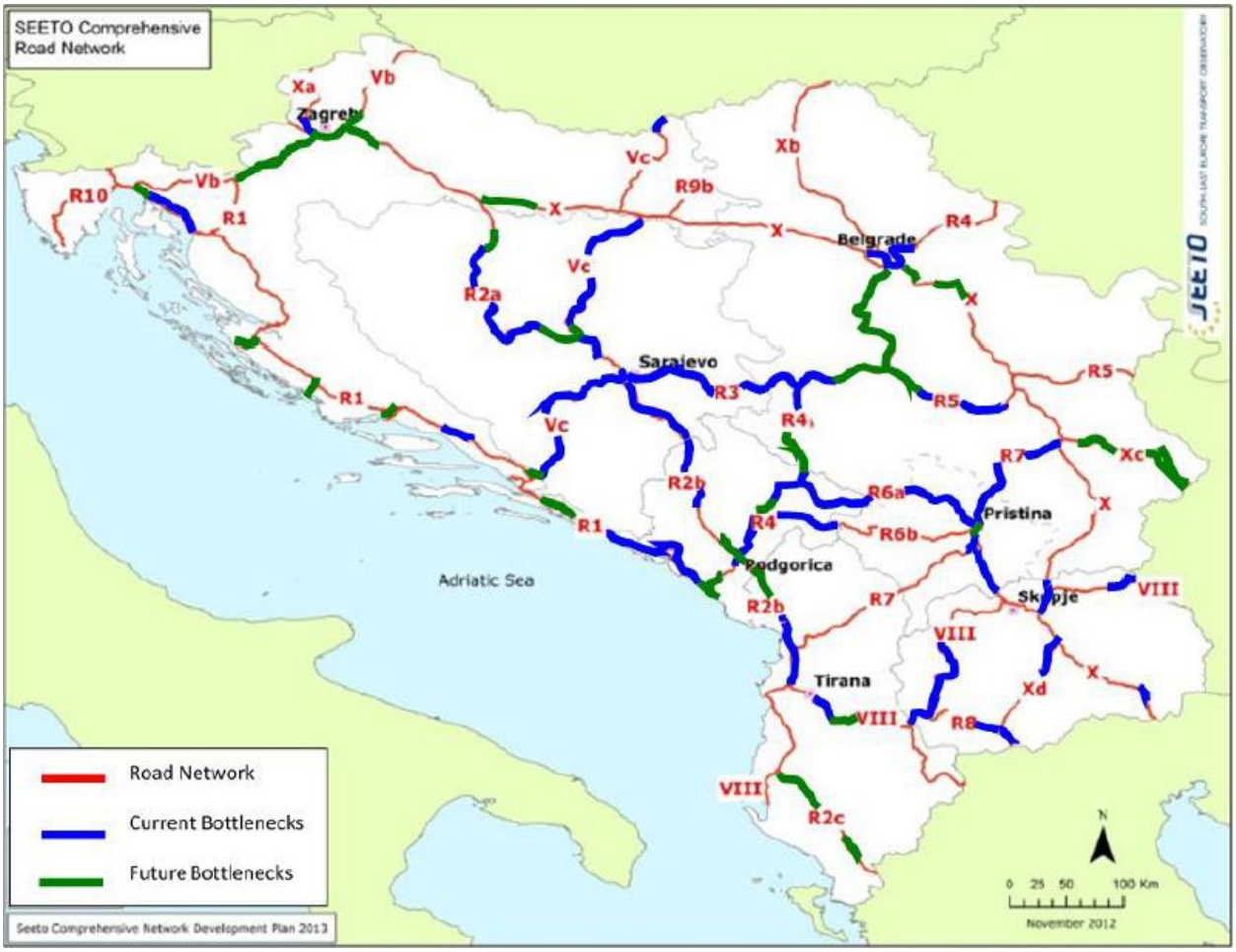
Existing traffic and 2030 traffic projections were then assessed against the capacity of the networks to identify bottlenecks where interventions need to be considered. This was carried out for both the low/moderate and moderate/high economic growth scenarios.

Figure III - 1: Identified Current and Future Bottlenecks on the Existing SEETO Comprehensive Road Network for the Low/Moderate Economic Growth Scenario

For the low/moderate economic growth scenario, Figure above provides the locations of identified current and future bottlenecks in the road network. In the current situation, capacity problems to be addressed are focused on the accesses to Tirana o route R2B from the north and Corridor VIII from the East. For the future scenarios, the constraints continue on the same roads, but on additional stretches. Additionally, capacity issues start appearing on Route 2C near the Greek border.

Similarly, for the moderate/high economic growth scenario, Figure below provides the locations of identified current and future bottlenecks in the road network. Congested segments remain the same as in the previous case. However, for this scenario, more stretches are reaching capacity.

Figure III - 2: Identified Current and Future Bottlenecks on the Existing SEETO Comprehensive Road Network for the Moderate/High Economic Growth Scenario



The proposed interventions are based on technical capacity considerations but need to be subject to an economic analysis to determine their viability. All identified interventions for the different road sections are presented in below:

Table III - 6: REBIS capacity assessment proposed developments for Route 2B.

	SEETO CODE	FROM	TO	Length km	Intervention Type	No of Lanes	Costs (million €)	Priority
ALB	R2b.12	Shkoder	Lezha	42	Future widening	2	349	Low
ALB	R2b.13	Lezha	Milot	13	Upgrade/ widening	2	108	High
ALB	R2b.14	Milot	Mamurras	14	Upgrade/ widening	2	116	High
ALB	R2b.15	Mamurras	Fushe Kruje	14	Upgrade/ widening	2	116	High
ALB	R2b.16	Fushe Kruje	Vora	13	Widening	2	83	High

Table III - 7: REBIS capacity assessment proposed developments for Route 2C.

	SEETO CODE	FROM	TO	Length km	Intervention Type	No of Lanes	Costs (million €)	Priority
ALB	R2c.1	Fier	Tepelena	71	Future widening 2-4	2	454	Low
ALB	R2c.2	Tepelena	Gjirokaster	23	Upgrade	2	44	Medium

Table III - 8: REBIS capacity assessment proposed developments for Corridor VIII

	SEETO CODE	FROM	TO	Length km	Intervention Type	No of Lanes	Costs (million €)	Priority
ALB	VIII.3.2	Elbasan	Librazhd	25	Future upgrade	2	48	High-F
ALB	VIII.3.4	Tirana	Elbasan	32	Future upgrade	2	64	High-F
ALB	VIII.4.1	Perrenjas	Pogradec	13	Future upgrade	2	77	High-F

High-F: Interventions that are not an immediate priority but that will need to be implemented before 2030 and that are expected to have positive economic returns when implemented at the optimal time

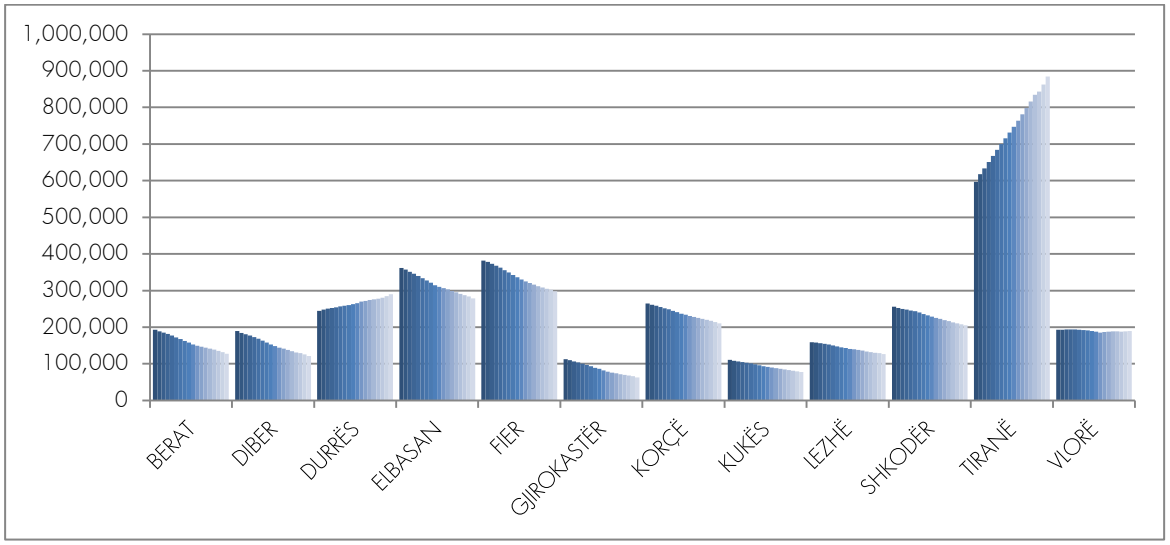
These proposals have been taken into account when defining Investment Plan of ANTP3, analyzing the status of implementation and their suitability for the road network development.

5.1.3. Safety in Road transport

The number and distribution of road accidents and casualties has experienced a heterogeneous development over the years. In order to analyze it with the right approach, a brief socioeconomic review has been done.

In recent years, Albania has experienced a migratory flow towards large urban centres, such as Tirana or Durres, as seen below. This trend is closely linked to the economic development of the country, given the natural concentration of industry in large cities.

Figure III - 3: Evolution of population in Regions (2001-2018)

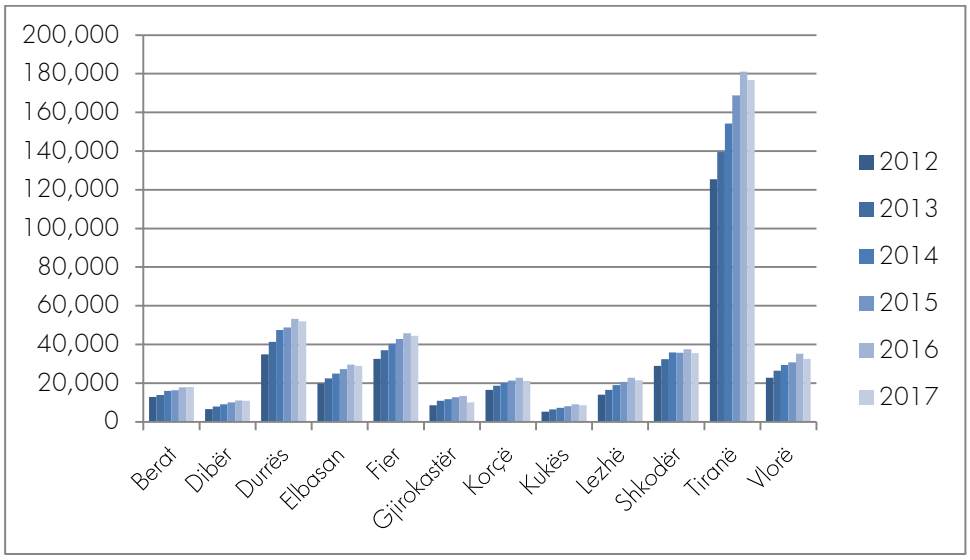


Source: Instat

This situation also influences the economic tendency, with Tirana holding over 40% of the national GDP, and the regions of Durres, Elbasan and Fier sharing almost 30% of it.

The economic development of the country implies an increase in both the passenger and goods trips. Regarding the passenger vehicles fleet, the latest available statistics show an overall growth in the 12 Regions, with the increase of the vehicle fleet in the Tirana Region being especially marked, having all the Regions a slight decrease in 2017.

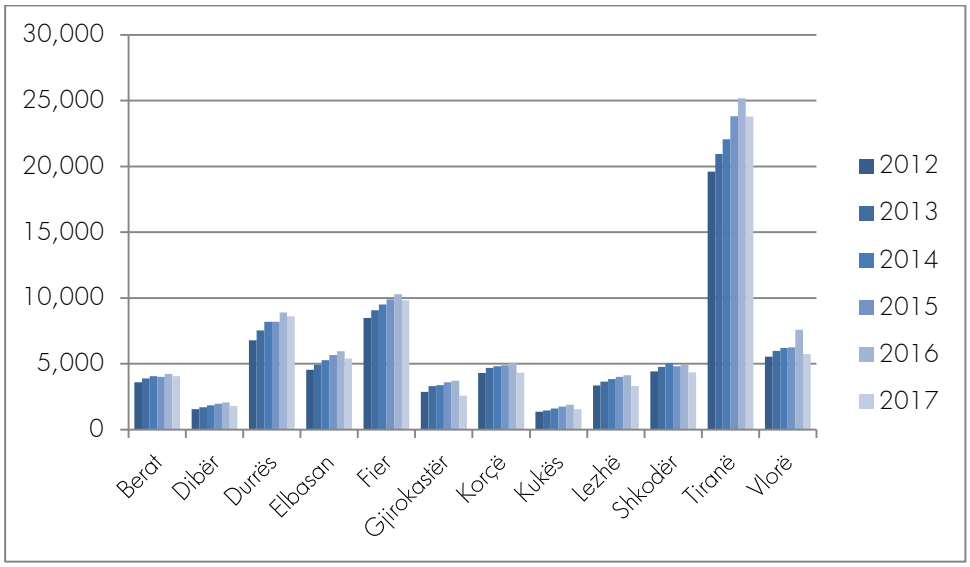
Figure III - 4: Passenger vehicles by Regions (2012-2017)



Source: Statistical Yearbook 2018

Concerning the road vehicles for goods transportation, the distribution is more uniform, with Tirana keeping a predominant role. All the Regions experienced a slight decrease in 2017.

Figure III - 5: Goods vehicles by Regions (2012-2017)



Source: Statistical Yearbook 2018

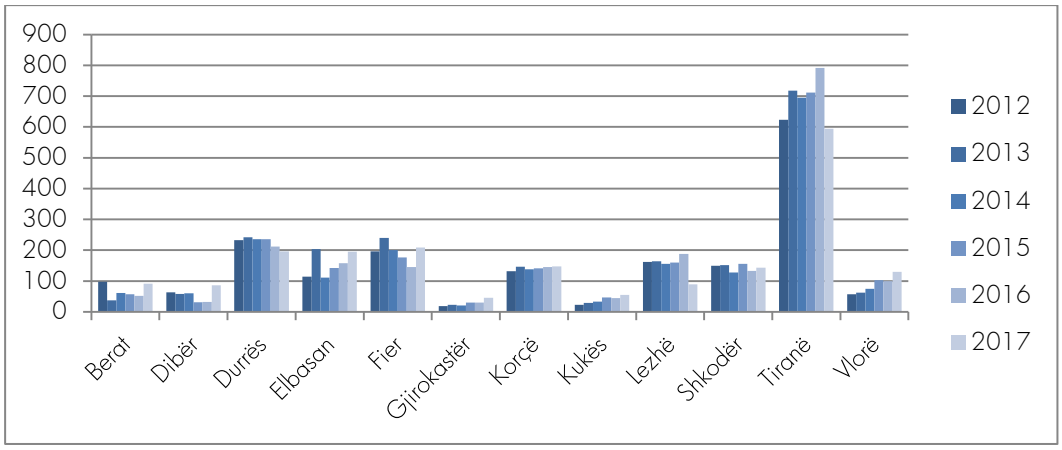
All these trends serve as a preamble to analyze the road accidents and casualties. The rise of Albanian economy implies a greater number of displacements and vehicles, with direct impact on accident statistics. This is one of the main challenges to face, as the national development should not entail a worsening of the safety indicators.

This Plan deals, integrated within its objectives, with the enhancement of the road network, both with new constructions and with the rehabilitation of the current network. As a preliminary evaluation of the different actions and their suitability, this section examines the accidents and casualties statistics.

The graphic below shows how the number of accidents remains stable in the regions of mid-high volume of vehicles (Durres, Elbasan, Fier) even with slight drops. Nonetheless, the main area of incident (Tirana) shows an ascendant tendency, which has to be taken into account necessarily in the following sections. However, 2017 shows an important decrease in the number of accidents in Tirana.

Additionally, despite of being lower values, it should be noted the increase of accidents in rural areas, with traditionally lower levels of trips and, as a result, incidents. This Plan will bear in mind this casuistry, as part of the considerations for the territorial cohesion of rural areas and their stimulation, which will imply greater mobility standards.

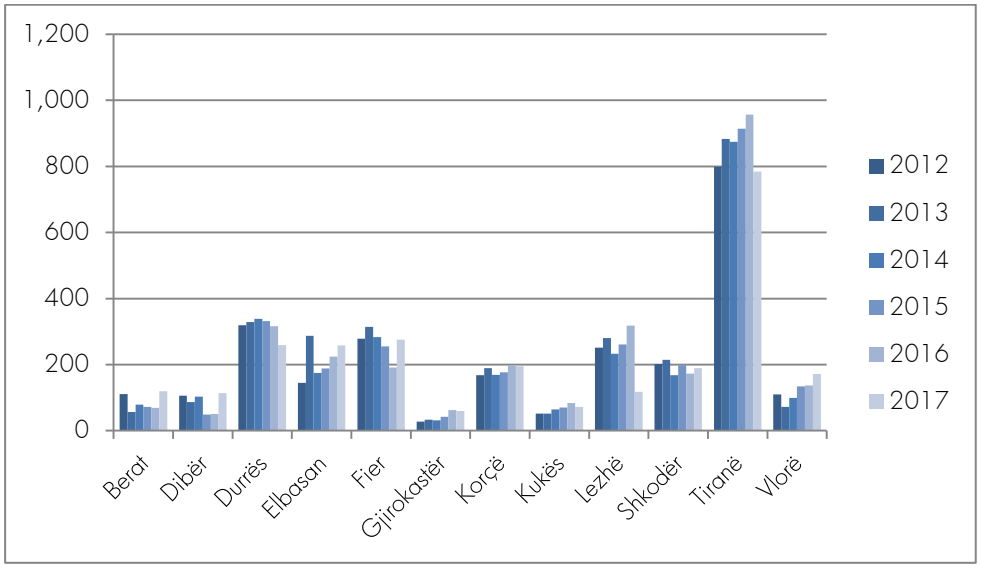
Figure III - 6: Road accidents by Regions (2012-2017)



Source: Statistical Yearbook 2018

The global casualties' statistics clearly shows a reduction of the gap between Tirana and the rest of Regions, compared with the previous graphic, being especially important in 2017. This might respond to different reasons, like safer roads and newer cars.

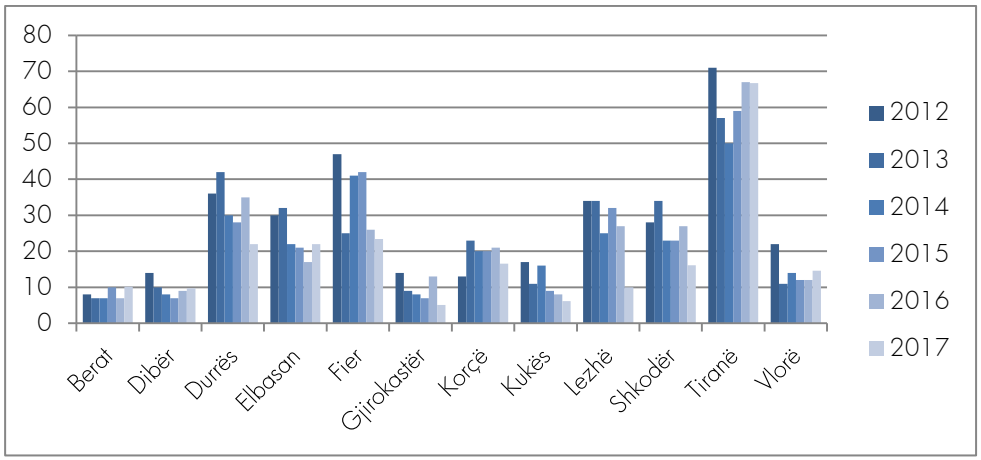
Figure III - 7: Road casualties by Regions (total)



Source: Statistical Yearbook 2018

Furthermore, isolating the casualties that end in decease, the gap nearly disappears, which has to be taken into account in following judgments, such as the priorities in terms of road rehabilitation and maintenance projects, and the primary design of new corridors.

Figure III - 8: Road casualties by Regions (killed)



Source: Statistical Yearbook 2018

The Ministry of Infrastructure and Energy is playing the role of the technical secretary of the Inter- ministerial Committee for the Road Safety by collecting and processing all the data for road accidents in close cooperation with the Road Police.

The Ministry will play its role through ARA for the completion of the infrastructure in compliance with all the road safety parameters and GRDS, which has the role of the oversight of the drivers and automobile fleet.

- ARA is working for the identification and the improvement of the black spots in the national road network;
- ARA recently has acted against the illegal constructions and entrances at the national road network by removing all the illegal construction that created a potential black spot;
- The completion and the refreshment of all horizontal and vertical road signage for the national road network and the safety barriers;

- The companies with the performance-based maintenance contracts are responsible for the correct road signage and the black spot warnings and removals;
- The construction companies have to comply with all the provisory arrangements of the road signage during the construction period;
- The safe audit of the road infrastructure design before their implementation has become mandatory;
- Set up of a new driving licensing system in full compliance to Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licenses;
- Simplify administrative procedures for candidates of driving licenses;
- Introduce a demerit point driving license: recently carried out and implemented by the Road Police and GDRTS.
- Simplify procedures for the replacements of foreign driving licenses both for foreigners and Albanians who possess such driving licenses.

Albanian is trying to become a member of European Treaties on Information Exchange on drivers and vehicles (EUCARIS). The Law No 145/2014 of 23.10.2014 "On the adherence on the Treaty concerning the European vehicle and driving license information system (EUCARIS)" was adopted. The treaty foresees mutual exchange of vehicle data and driving licenses between EU member states and other countries for the purposes of vehicle registration and other services related to driving licenses and registration of vehicle authorities.

5.1.4. Financial resources for the subsector

The financing of projects at the road sector comes from the state budget and the support of the foreign donors, EU instruments, development funds and the International Financial Institution. For ease of reference, there are used the terms "domestic budget" and "foreign budget".

The planning of the investments for all the sectors is based on the three years midterm budget approved by law from the Parliament where the first year is the actual budget. The road sector got 96% of the budget allocated for 2017 confirming the priority that the sector has for the economy.

There are many projects under construction at the road infrastructure, while a good part has been delayed in years due to the lack of financing. This problem is addressed by the Government as no new projects have been started until the old arrays have been paid.

During the year 2018, the Government has activated the package of "1 billion USD for construction", to finance the infrastructure projects mainly in the road sector. There are some projects with a PPP scheme; the private partner will construct with its own resources and the Government will repay on long terms after the construction has been substantially completed. Some examples are:

- Arbri Road - under construction
- Thumana Kashar – contract suspended
- Milot Balldren – open bid
- Orikum Llogora – open bid

These projects are more expensive compared with the classical form of the public tendering but the justification is the lack of money to complete the projects, and the allocation of the construction risk timeline to the private.

Table III - 9: Mid Term Budget 2018-2020

Project	Detailed Budget Year 2018	Detailed Budget Year 2019	Detailed Budget Year 2020
Total Programme of Road Transport	22,500,041,000	25,420,233,000	24,174,471,000
Total Foreign Financing	7,345,000,000	10,368,132,000	10,368,132,000
Total Domestic Financing	15,155,041,000	15,052,101,000	13,806,339,000
Construction and reconstruction of roads	10,351,527,198	7,756,762,000	5,897,420,000
Emergency	218,471,937	0	0
Signage and Road Safety	203,944,045	150,000,000	150,000,000
Design and studies	300,000,000	300,000,000	70,000,000
Work supervision	105,300,000	731,500,000	703,500,000
Court decision in process	200,000,000	200,000,000	200,000,000
Expropriation	451,000,000	400,000,000	400,000,000
Other objects guarantee	700,000	500,000	500,000
Local Cost	900,000,000	900,000,000	900,000,000
Vat and custom duties	2,200,000,000	2,200,000,000	2,200,000,000
Emergency fund	130,000,000	20,000,000	20,000,000
Funding of the new projects PPP, Ministry	0	2,393,339,000	3,264,919,000

5.1.5. Ongoing/Compromised Infrastructure Investments

Here are listed some of the infrastructure projects for the midterm period 2018-2023.

- The Feasibility Study for Adriatic – Ionian Highway/Expressway (Route 2b/Corridor VIII/ Route 2c), 305 km long, financed by WBIF;
- Construction of Tirana Bypass, 22 km, estimated cost is 133 million euro;
- Construction of Gjirokastra Bypass, 8.7 km, estimated cost is 6.8 million euro;
- Widening of Tirana Durres Highway 2x3 crossings, 32 km, estimated cost 170 million Euro (PPP);
- Kashar Rrogozhina PPP 45 km estimated cost 215 million Euro;
- Reconstruction of Tirana Durres road on the direction Tirana - Ndroq - Plepa 29 km estimated cost 17 million euro;
- Doubling of Milot Rreshen and upgrade to the highway parameters 30 km estimated cost 64 million Euro;
- Gramsh Skrapar;
- Permet Skrapar;

- Korça Erseke lot2;
- Llogara Himare PPP continuation of the segment Orikum- Llogara.

5.2. SUB-SECTOR NATIONAL STRATEGY PLAN

5.2.1. Conclusions

Road transport represents the predominant mode of land transportation for passengers and freight in Albania. During the last decade it has been receiving the bulk of the transport infrastructure investments, but there is still room for improvement, particularly in terms of services provided and enforcement of the new legislation put in force. Lately, a Road Tolling Strategy has been adopted in the context of an ongoing reform regarding the national road infrastructure work plan.

In the Institutional level, the subsector is managed by the following institutions:

- Ministry of Infrastructure and Energy
- The Albanian Road Authority
- The General Directorate of Road Transport Services

To date of 2016, according to figures included in the NTS, the National Road Network estimated by the Albanian Road Authority (ARA) is 3,950 km of national roads (primary and secondary network). Of which, all primary roads leading network and about two thirds of the total length of the secondary network are paved roads. The national road network under the jurisdiction of ARA also includes a total of 590 bridges (with an overall length over 10 m). This network carries the majority of the country's traffic, averaging 6,695 vehicles per day for the Primary and Primary-secondary roads and 1,705 vehicles per day in the rest.

The majority of the transport investments made have been directed at road infrastructure and tied to the Indicative Extension of the TEN-T Comprehensive Network to the Western Balkans. Regarding forthcoming investments, as previously noted, the following road infrastructure projects are included in the prioritized SSPP for Transport:

- On the extended TEN-T Core network:
  - Adriatic – Ionian Corridor
  - Route 7
- On the Albanian national road network:
  - Reconstruction of the Vlora River Road
  - Construction of the section Arbri Road

Such projects are included in Priority Action No. 3 of the NTS 2016-2020. According to the 2015 assessment undertaken by the World Bank, revealed that 83% of the overall network is in sustainable condition, however, increased capital investments in road infrastructure have resulted in the need for a re-balancing of maintenance expenditures. In this direction, the GoA prepared the "Results-based Road Maintenance and Safety Project (RRMSP)" supported by World Bank funds (2015-2019) aimed to grant the periodic and routine maintenance of 1,390 km of primary roads of the national road network.

5.2.2. Recommendations

- 1. Complete the construction of the national road network, including strategic arteries;
- 2. Complete the feasibility study for the Adriatic-Ionian Highway North-South (to facilitate the commencement of works on particular segments), including the full completion of the corridor Milot-Morine, Arbri Road as a branch of Corridor VIII, etc.;
- 3. Harmonise the national legislation with the EU acquis for road transport of goods and passengers;

- 4. Reform the intercity passenger road transport network;
- 5. Maintain Albania's road transport infrastructure according to EU standards; and
- 6. Observe technical standards including the need to increase road safety.

To meet the Key Challenges for Road Transport, the Strategic Priorities for Road Transport identified in the National Transport Strategy 2016-2020 have been reviewed, updated and adopted for ANTP3 when needed. This process has led to establish Strategic Priorities and action development for ANTP3. The result of this process of reviewing and updating is shown in the following tables and sections.

Table III - 10: Review of the Strategic Priorities of NTS and actions taken for ANTP3. Road Transport

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1	Create the adequate legal and governance conditions for an efficient transport system		
Priority Action ROAD 1	PA reviewed and updated in order to Finalise the alignment of the Albanian transport legislation to the EU acquis		
	Redefined Priority Action Road I: Implement the roadmap for transport legislation alignment	Updated Operational, regulatory & licensing Actions	Proceed with further approximation of the Albanian legislation to the acquis communautaire, according to the short and medium-term and long-term actions described in the EU-funded Technical Assistance report called "Draft road map for alignment of legislation" (EuropeAid/134513/C/SER/AL). Prioritise the approximation of every piece of legislation connected to road safety and road security.
Priority Action ROAD 2	PA reviewed and updated in order to Ameliorate the existing governance structure		
	Redefined Priority Action Road II: Improve management practices and capacity building	Updated Institutional & organizational Actions	Define duties, responsibilities and interactions of the Road Asset Manager (ARA) Recommendations from the arrears clearance audit for ARA Review of the capacity building programme
Strategic Priority 2	Complete and modernise Albania's primary and secondary road network		
Priority Action ROAD 3	PA reviewed and updated in order to Complete the "missing links" and upgrade the standards of the existing road infrastructures		
	Redefined Priority Action Road III: Complete ongoing construction projects and implement a structured pipeline of road projects	Updated Planning & investment Actions	Investment plan updated in accordance to survey results model outputs and SSPP Connectivity Agenda Inclusion of Projects of the PPP programme 1 billion for reconstruction
Priority Action ROAD 4	PA reviewed and updated in order to Secure a good maintenance of the existing road		

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
	infrastructures and a good governance structure across the whole life cycle of a road infrastructure project		
	Redefined Priority Action Road IV: Implement a Road Maintenance & Safety Plan and improvement of Life Cycle Asset Management processes	Updated Planning & investment Actions	Maintenance plan updated in accordance to survey results model outputs and SSPP Connectivity Agenda Proposed: Updating planning processes, standards in design and construction, operation and maintenance practices, and works supervision Updated capacity building programme
Strategic Priority 3		Strengthen the regional cooperation via road connections	
Priority Action ROAD 5	PA reviewed and updated in order to Reduce border crossing times and procedures PA reviewed and updated in order to Avoid the discrimination exerted to Albanian road transport operators		
	Redefined Priority Action Road V: Establish joint road Border Crossing Points following the principle of "one stop"	Updated Operational, regulatory & licensing Actions	Adopt legislation signed in Transport Community Treaty signed in Trieste Summit 12 July 2017 Updated List of BCPs
Priority Action ROAD 6	Redefined Priority Action Road VI: Promote the joint development of the infrastructures of the Board Crossing Points.	Updated Planning & investment Actions	Updated ongoing project list for BCPs
Priority Action ROAD 7	Revised and reminder actions included within Redefined Priority Action Road V		
Strategic Priority 4		Ensure the functioning of the road transport market in line with EU standards	
Priority Action ROAD 8	PA reviewed and updated in order to ensure completion of an efficient operational and institutional framework for road freight and passenger transport		
	Redefined Priority Action Road VII: Progress in the professionalization of the road freight sector and tax incentive programmes	Updated Pricing, taxation & subsidies Action	Updated measure
		Updated Operational, regulatory & licensing Actions	Updated measure New reorganization of GDRTS proposed
		Updated Institutional & organizational Actions	Updated capacity building roadmap
Priority Action ROAD 9	Revised and reminder actions included within Redefined Priority Action Road VII		

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Priority Action ROAD 10	Revised and reminder actions included within Redefined Priority Action Road VII		
Strategic Priority 5	Improvements in Urban and Interurban transport		
	PA reviewed and updated in order to ensure provision of efficient urban and interurban public transport services to Albania's citizens to obtain an effective shift towards sustainable transport options		
	Newly included Priority Action Road IX: Improvement of urban transport planning through data collection.	Newly defined Institutional & organizational Actions	New roadmap for data collection defined
	Newly included Priority Action Road X: Reorganization of the Interurban Transport System	Updated Operational, regulatory & licensing Actions	Study for the reorganization of interurban transport

5.2.3. Strategic Priority 1: Create the adequate legal and governance conditions for an efficient transport system

Finalize the alignment of the Albanian transport legislation to the EU acquis

- To ensure a national transport legislation body sustaining the achievement of a highly developed transport sector

Ameliorate the existing governance structure

- The operation of efficient public structures supporting the deployment of the transport strategy defined by the Government of Albania

5.2.3.1. Priority Action Road I: Implement the roadmap for transport legislation alignment

Operational, regulatory & licensing Actions

During the 2016 – 2017 period, and accordingly to the Law No 8308 of 18.03.1998 "On road transport" as amended by Law No 10/2016 of 11.02.2016 "On some addenda and amendments to Law No 8308 of 18.03.1998 'On road transports", some steps were taken under the aegis of the EU-funded Technical Assistance EuropeAid/134513/C/SER/AL, based on PKIE 2016-2020. Those actions included two articles on ITS elements. So, this Law is partially aligned with the Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.

In a similar way, following the amendment of the Law, the Minister of Transport and Infrastructure issued the Guideline of Minister of Transport and Infrastructure No. 3616/3 of 20.07.2017 "On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport", which further approximated the Directive 2010/40/EU.

Other issues addressed, regarding the duly implementation of the EU roadmap include:

- The Ministry of Infrastructure and Energy of Albania has included in its legal framework the core provisions of the EU Regulation 1071/2009 on access to the profession of road transport operators and other EU Legislation.
- The Guideline "On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings" approximates the Article 16(1) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC.

The Priority Action Road I therefore includes to proceed with further approximation of the Albanian legislation to the *acquis communautaire*, according to the short and medium-term and long-term actions described in the EU-funded Technical Assistance report called "Draft road map for alignment of legislation" (EuropeAid/134513/C/SER/AL).

Within this Priority Action and according to the national concern of the Government, it is highly recommended to prioritize the approximation of every piece of legislation connected to road safety and road security.

Table III - 11: Road safety statistics

Year	2012	2013	2014	2015	2016	2017
Road Accidents	1,870	2,075	1,914	1,992	2,036	2,044
Persons killed	334	295	264	270	269	220
Persons injured	2,235	2,503	2,353	2,422	2,500	2,503

Road safety is addressed as an important national concern for the Government. A set of proposals has been launched aimed to curve the poor records in this issue. During the 2012-2017 period, fatalities have remained within a band ranging between 334 and 220 per year or equivalent to a rate of between 10 and 7 fatalities per 100,000 persons, and recently descending towards 200 fatalities per year. The Sectorial strategy of the country is aiming to half it by 2020, as it is high by European standards.

5.2.3.2. Priority Action Road II: Improve management practices and capacity building

Institutional & organizational Actions

The main goal of this Priority Actions is to shift ARA and GDRTS towards fully adopting public financial management (PFM) and contract management practices.

The ARA has been subject to an arrears clearance audit that derived in a series of recommendations to be implemented in the short term. Some of them are already in place. Since the last ANTP version, steps towards an improved procurement process have been taken. Nowadays, in all instances, the minutes for procurement procedures (evaluation minutes) are signed by all members of the procurement committee, and all members of the evaluation committee sign a declaration of independence and impartiality.

One of the measures taken regards to contract management and use of contingencies. Amendments to a contract must be signed before the expiration date of the initial contract and by all relevant parties; all invoices should be signed by the contracting authority; the designer should be included and retain responsibility until the completion of the execution of the project; the reporting on the reserve fund should be separated from the reporting on the use of the rest of the budget of the works contract; and, the contracting authority to ensure that all pages of a works contract are signed by all parties. Other measures already taken are:

- The supervisor in charge of the monitoring and work contracts now provides to ARA interim work progress reports, together with quality reports of materials used, and all interim work progress reports should also be signed by the topographer and the supervisor;
- ARA now implements a clear delegation of projects to each of its staff engineers;
- The Handover Committee now applies a new protocol for completed contracts to make sure that, in all instances, the final measurements, such as, the layer thickness and carrying capacity for the completed project, are always documented and to make sure the necessary comparisons and quality evaluations as required by the contract are made.

For the next planning period, some of the aforementioned recommendations are still in need for implementation:

- The monitoring and work contracts supervision could benefit from a best practice push forward if the supervisor provides to ARA interim work progress reports, together with quality reports of materials used. In addition, all interim work progress reports should also be signed by the topographer and the supervisor.
- In line with the supervision issue, it has been noted that there is a significant lack of standardization applied to road construction projects in the last period. This diversity has important consequences in the assurance of the quality of the drafted projects and makes the design and application of maintenance actions more difficult and expensive. The improvement of the supervision procedures will allow monitoring with greater efficiency the applied standards.
- While actions in this direction have been taken, to completely fulfil this, the value of the contracts shall be raised to push supervisors to provide reports as requested.
- In order to provide a sound control over contractual commitments made by Budgetary Institutions, a Government Financial Information System (FIS) shall be put in place and integrated with the Public Procurement Agency System. If such system is applied by all Budgetary Institutions they will capture their invoices and solve potential unknown and unreliable unpaid bill record.

Some recommendations specifically aimed at improve GDRTS are:

- Up to one year ago, GDRTS had a structure specialized in road vehicle inspection. Currently, this structure does not exist and there is no road inspection of vehicles. This duty is not up GDRTS anymore. A new DCM (Decision Council of Ministries) has been approved regarding vehicle inspection; a new structure will be established that will depend on the Ministry. But the structure has not been approved yet. This new Structure must be put in place as soon as possible.
- The road code was last updated two years ago. More changes are envisaged, but there is some lack of concretion.

The second leg of the Priority Action Road II is to increase the total number of staff and to enhance the capacity of the staff allocated to administration entities in charge of the road transport management both in terms of numbers and knowledge.

Currently, there is not much guidance on how best organize the Road Asset Manager (ARA) and how to coordinate with the other Authorities given that the full scope of its duties has not been defined with sufficient detail.

Based on the legal basis, there should not be any concerns regarding competencies between ARA and GDRTS. (ARA has responsibility on the roads and GDRTS is in charge of vehicle registration and driver licenses). Given that the Road Code clearly states the duties of each entity (ownership, administration, organization, registration, signalling regarding the road system), the integration of GDRTS into ARA is not recommended. However, an improvement on the definition of the scope of duties of both organizations is advised. Three main actions to be undertaken in this line have been identified:

- Clearly define duties, responsibilities and interactions of the Road Asset Manager (ARA) within the Administration in charge of the road transport.
- Reinforce the staff in charge of road transport assigned to the Ministry of Infrastructure and Energy and its subordinated structures, (with a special focus on the General Directorate of Road Transport Services (GDRTS) and the Albanian Road Authority) through a budgetary increase.
- Commence a series of capacity building sessions on relevant topics in line with the identified priorities, namely:
  - "Effective Asset Management & Performance-Based Maintenance Contracts".
  - "Road Infrastructure Safety Management: Training for Road Safety Auditors and Inspectors" In this line, improvements in road safety training have been carried out recently. The course of Road Safety Auditors/ Road Safety Inspectors finalized in July 2017 and 26 auditors/inspectors were certified and the first audits have been undertaken.
  - "Access to the road transport operator profession in the framework of the EU".
  - "Safety issues in road transport in the framework of the EU".
  - "Social issues in road transport in the framework of the EU".
  - "Pavement Construction and Maintenance".
  - "Vehicle issues in road transport in the framework of the EU".
  - "Driving licences and safety issues in road transport in the framework of the EU".
  - "Access to the road transport market in the framework of the EU".
  - "Road infrastructure charging and taxation issues in road transport in the framework of the EU".
  - "Sustainable Roads".
  - "Intelligent Transport Systems for Road Transport".
  - "Public-Private Partnerships".
  - "FIDIC Standards".

5.2.4. Strategic Priority 2: Complete and modernize Albania's primary and secondary road network

Complete the "missing links" and upgrade the standards of the existing road infrastructures

- A comprehensive road network in alignment with SEETO commitments and securing the connectivity of the primary and secondary network

Secure a good maintenance of the existing road infrastructures and a good governance structure across the whole life cycle of a road infrastructure project

- Operation and maintenance of a national road network satisfying the mobility needs of Albania in a safe, sustainable and competitive manner

5.2.4.1. Priority Action Road III: Complete ongoing construction projects and implement a structured pipeline of road projects

Planning & investment Actions

Road Tolling Strategy has been adopted in the context of an ongoing reform regarding the national road infrastructure work plan.

The government has been working on the implementation of the pipeline of projects established by the Ministry and the Single Sector Project Pipeline (SSPP) for road transport in according to the Connectivity Agenda.

Table III - 12: Status of NTS (2016-2020) Road Projects

MIE – ARA Road Project Pipeline	Status
Construction of Tirana-Elbasan road	Ongoing
Construction of Plepa-Kavaje-Rrogozhina by-pass	Finished
Construction of Tirana Ring (South-west Section)	Finished
Reconstruction of Elbasan-Banje segment	Finished
Construction of Fier by-pass	Ongoing (Retender of remaining works)
Construction of Kukes-Qafe Plloce road	Ongoing
Reconstruction of Qafe Thane-Lin-Pogradec segment	Finished
Construction of Vlora by-pass	Ongoing (Retender of remaining works)
Reconstruction & Repairing/Paving (total others)	Ongoing
Construction of Tirana Ring (Northeast Section K.Sauk-Bregu Lumit)	Ongoing
Reconstruction of the road Korça-Erseka-leskovik	Finished Lot I
Construction of Shkoder by-pass	Ongoing

Table III - 13: Status of other Road Projects

Road Projects	Status
Reconstruction of the Vlora River Road	Ongoing
Construction of Skrapar-Permet road	Ongoing
Construction of Tirana by pass	Detail design preparation
Reconstruction Tirana-Durres via Ndroq	Planned
Construction of Elbasan by-pass	Feasibility study

Road Projects	Status
Construction of Tepelena by-pass	Ongoing
Construction of Lezha by-pass	Feasibility study
Completion of bridge and tunnel Morine-Kukes	PPP (part of the Concessionaire Contract for the Maintenance of Durres-Morine Highway)
Construction of Milot-Rreshen (doubling) road	Detail design
Construction of Tiranë-Elbasan road	Ongoing
Construction of Fier by-pass	Ongoing (Retender of remaining works)
Construction of Qukes-Qaf Plloce road	Ongoing
Construction of Vlora by-pass	Ongoing (Retender of remaining works)
Construction of Kardhiq – Delvine road	Ongoing
Widening of Tirana-Durres Motorway	Detail design completed
Construction of Gjirokastra	Detail design prepared
Construction of the Leskovik - 3 Urat road section	Under construction
Kashar – Rrogozhina Highway	Feasibility

The core activity of this Priority Action is to continue the national efforts completing ongoing construction projects and implementing a structured pipeline of road projects over the next 20-year period.

The programme "1 Billion USD for Reconstruction", is a key initiative launched by the GoA that wants to address some important issues of the national road infrastructure and address the need to significantly improve tourism infrastructure.

For this reason, projects starts linking the northern urban areas with Theth, down to Vlora, Gjirokastra and Berat. Part of this program is the Arbri Road, approved with Council of Minister's decision (CMD) 180/28.03.2018 with a total value 271 M Euro under construction and Thumana-Kashar 225 M Euro for which contract negotiations have been suspended at this time. Another two segments are on the tendering process were the procedures are approved by the CMD: Milot-Balldren and Orikum-Duka.

Table III - 14: Projects of the PPP programme 1billion for reconstruction

1 billion USD for reconstruction projects (PPP)	Status
Construction of the Arbri Road	Ongoing
Construction of the Thumana – Kashar	225 M Euro allocated by CMD. Contract negotiations have been suspended at this time.
Milot Balldren Segment	Tendering Process approved

1 billion USD for reconstruction projects (PPP)	Status
Orikum – Duka Segment	Tendering Process approved

5.2.4.2. Priority Action Road IV: Implement a Road Maintenance & Safety Plan and improvement of Life Cycle Asset Management processes

Planning & investment Actions

The first core objective of this priority action for the next 20-year period is therefore to continue with the Road Maintenance and Safety Programmes including "black spot" elimination.

Regarding the first aim, the Albanian Road Authority, in the framework of improving road safety, after an inspection conducted in 2014, identified a list of 105 conflictive points and has therefore implemented the implementation of a number of projects in the main axes of the country where the problem of collisions is higher, namely:

- Tirana-Durres
- Kashar-Rinas
- Tirana-Vora
- Shkoder-Hani i Hotit
- Rrogozhina-Lushnje
- Saranda-Butrint
- Rrogozhina-Kapshtice
- Fushe Kruje-Thumana

Secure funding for advancing in the clearance of the list should be therefore prioritized.

These projects have significantly improved access to the main roads, which in many cases have been a danger point, some crossroads, intersections and more.

ARA has recently prepared a project for the improvement of all Black Spots of the list of 105 points, but its implementation was in standby due to the lack of funds despite the continuous demands of the Ministry of Finance for them.

The World Bank Maintenance Project (1,390 km) currently under implementation provides for road safety inspections as well as iRAP assessments (a star rating), processes that have been carried out and are in the processing phase of the material. Based on these inspections, there will also be improvements in black spots, which include aforementioned segments.

At present, the "Technical Assistance for Road Safety" project underway, funded by IPA2013, one of the objectives of this project is to improve the situation of the black spots, which includes: Preparation of the new black list, preparation of a methodology for their treatment, preparation of a priority list as well as improvement of 10 of them, whose projects will have several alternatives.

Specifically, ARA is in the phase of clearly determining the list of black spots, the number of which, after road segment improvements, has been reduced. Upon determination of those updated list of black spots, the rest of the tasks involved in this TA shall proceed, thus commencing studies and feasibility and alternative studies for the elimination of the 10 more urging spots.

Regarding the routine maintenance as well as corrective actions aimed at keep the required performance levels, the Results-Based Road Maintenance and Safety Project (RRMSP) funded by the WB's International Bank for

Reconstruction and Development (IBRD) used the Highway Development and Management Model (HDM-4) to optimise the work programme of preservation works for the Project's budget scenario and network coverage.

An additional road maintenance programme to preserve the average network roughness of at least 25% of the national road network not covered by the RRMSP Programme at the same level as in 2014 for P and PS roads (4.5 IRI, m/km), co-financed by the IPA budget (high-priority investment as per the Vienna Western Balkans Summit) is in process.

In the framework of the next 20-year planning period, the short term priority is to gradually increase the 2014 expenditure of EUR 3,000 per km to EUR 11,000 per km per year by 2020 (re-balancing spending from capital investments toward maintenance and rehabilitation, in order to preserve past road investments). For the longer term, an adequate budgetary provision should be ensure in order to keep assets to a good performance level avoiding entering in the current vicious cycle of lack of conservation – wear and tear increases – major capital investments are needed.

The second leg of Priority Action Road IV involves establishing a detailed roadmap for updating planning processes, standards in design and construction, operation and maintenance practices, and works supervision.

During past years, since 2016, the priority of implement a minimum of 2 new road-based ITS projects optimizing the use and safety conditions of the existing road network was identified and included as part of the NTS.

The measures being implemented in this regard include establishing a Traffic Management System (a system that consists in installation of stationary tools for traffic-counter in the main axes of the national road network) that now is fully functional, and through 17 installed points, it provides accurate, real-time data for the number of traffic compiled by type of vehicle, in number and percentage, for the primary axes of the national network.

This effort shall continue with the creation of a Centre of Monitoring and Control of Road Traffic, which in cooperation with the Institute of Transport, Road Policy, will centralize the national ITS recorded data for its study and coordination allowing long-term knowledge accumulation. Funding devoted to the creation of this centre shall be therefore secured.

Another recent advancement is the "WEB-GIS" System, which is ready for all services according the contract with data entry, layers and others.

The roadmap regarding ITS for the next 20-year planning period shall prioritize the completing data gathering network. The plan is to cover the entire national network with sensors in this first step. The main objective of this project is to ensure the coverage of traffic data across the entire national road network, so that the Albanian Road Authority can administer this data through its Traffic Management System (and the envisaged Centre of Monitoring and Control of Road Traffic) that will be able to offer reports and statistics on traffic at any time.

The short-medium term objective shall prioritize the comprehensive the Core Network according to the Regulation (EU) No 1315/2013 on Union guidelines for the development of the Trans-European Transport Network. The next priority areas will cover:

- Optimal Use of Road, Traffic and Travel Data
- Road Safety and Security
- Continuity of Traffic and Freight Management
- Linking Vehicle and Transport Infrastructure

Since 2015, ARA aligns of road operation and maintenance practices with the recommendations of the Results-Based Road Maintenance and Safety Project (RRMSP) regarding the adoption of Road Safety Audits & Inspections practices, the adoption of guidelines and curriculum and delivery of trainings, and a detailed roadmap for black spot elimination.

It is very important to continue taking steps in feeding the GIS-based road asset management that has been installed for the inventory of the national road network including all the road elements. So far in this system has uploaded the lengths of the axes of the national road network, as well as the widths of the roads. The inventory now covers the 1,390 Km of the Primary and Primary Secondary Network.

For the rest of the 2,600 km national road network, work has been started, in cooperation with the Contractor and Supervisor, for the inventory of concrete works. After collecting these data, they will be uploaded into the GIS system, in order to create a data log for the entire National Road Network and its elements.

In the short term, work shall continue on the inventory of other road elements such as metal barriers, overpasses, underpasses, retaining walls, vertical signage etc. in cooperation with the Performance Contractor Supervisor and the maintenance contractors.

For this Priority Action, specific training actions shall be undertaken. The proposed methodology is a Twinning action with other Road Authorities of the EU countries (including Technical Assistance). Traditional capacity building sessions shall be organized in a regular basis to ensure that members of the ARA and the MIE are duly updated with the latest version of the Road Construction and Maintenance Standards.

Finally, the NTS 2016-2020 includes within its recommendation package the option of initiating a study – via an international consultant – to assess the possibility of earmarking a defined percentage of road user charges to the operations and maintenance of the road network. However, it should be noted that his recommendation is not aligned with the WB guidelines.

5.2.5. Strategic Priority 3: Strengthen the regional cooperation via road connections

Reduce border crossing times and procedures

- Improvement of connectivity, safety and security on Border Crossing Points (BCPs)
- Increasing the average annual volume of goods with Kosovo, FYROM, Greece and Montenegro by 10% and that of passengers by about 15% by 2020

Harmonise axle load taxes

- Harmonised or, at least, non-discriminatory axle load taxes between all SEETO countries (including Albania) and the EU member states

5.2.5.1. Priority Action Road V: Establish joint road Border Crossing Points following the principle of "one stop"

Operational, regulatory & licensing Actions

Following joint EU's commitment to facilitating cross-border movement of goods and passengers, enhancing transport efficiency and predictability, enhancing Market Access for Trade in Services and Investments and building Resilience in Trade and Transport; during 2017 the consultation process between Albanian and Montenegrin partners carried out. Both parties express the willing to expand Muriqan-Sukobin even for freight, but further investments are needed. In the same line, the dialogues are open with Montenegro, Kosovo, FYROM; process is ongoing.

Another important issue regarding the development of harmonised or, at least, non-discriminatory axle load taxes between all SEETO countries (including Albania) and the EU member states in order to avoid discrimination has

been addressed. Transport Community Treaty signed in Trieste Summit 12 July 2017 includes all legislation to be adopted from all WB6 countries for all transport modes.

The key roadmap for this Priority Action is to complete the regional dialog with every neighbouring country until every BCP has been transformed according to the "single window" principle, including recommendations to enhance the implementation of the TIR agreement, overcoming custom brokers imposing a double guarantee to Albanian truck operators. Actions include:

- Improving the cooperation between the national Customs Authorities
- Submission of preliminary information
- Finalization of the complete electronic data exchange
- Harmonization of the control procedures
- Organization of joint control with the neighbouring countries

BCPs include:

- Albania - Montenegro
  - Existing BCPs: (i) Muriqan (Shkoder, AL) - Sukobin (Ulcinj, MNE), (ii) Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) – The main BCP, (iii) Bashkim (Malesi Madhe, AL) - Gusninje (Plav, MNE).
  - Previously-planned BCPs: (iv) Zogaj (Shkoder, AL) - Ckla (Bar, MNE), (v) Grabom (Malesi Madhe, AL) - Cijevna (Podgorica, MNE),
  - (vi) Qafe Vranica (Tropoja, AL) - Plav (MNE).
- Albania - Kosovo:
  - (i) Qafe Morine (Tropoja, AL) - Gjakova (Kosovo), (ii) Qafe Prush (Has, AL) - Gjakova (Kosovo),
  - (iii) Morine (Kukes, AL) - Vernica (Prizren, Kosovo) – The main BCP, (iv) Orgjost (Kukes, AL) - Orgusha (pedestrian only, Kosovo),
  - (v) Shishtavec (Kukes, AL) - Dragash (opened on 10 May 2013, Kosovo)
- Albania - FYROM
  - (i) Bllata (Dibra, AL) - Spas (Debar, FYROM), (ii) Qafe Thana (Pogradec, AL) - Kafasan (Struga, FYROM) – The main BCP,
  - (iii) Tushemisht (Pogradec, AL) - Sveti Naum (Ohrid, FYROM), (iv) Gorica (Pustec, AL)- Stenje (Resen, FYROM).
- Albania – Greece
  - (i) Kapstica (Devoll, Korça, AL) - Krystallopigi (Prespes, Greece) – Very relevant BCP,
  - (ii) Tre Urat (Permet, AL) - Melissopetra (Konitsa, Greece), (iii) Sopic (Dropull, AL) - Drymades (Pogoni, pedestrian only, Greece),
  - (iv) Kakvija (AL) - Ktismata (Pogoni, Greece) – The main BCP, (v) Rips (Finiq, AL) - Sagiada (Filiates, Greece).

5.2.5.2. Priority Action Road VI: Promote the joint development of the infrastructures of the Board Crossing Points.

Planning & investment Action

To support the agreements in terms of regulation and regional cooperation in the BCPs, the necessary capital investments shall be completed. Thus, it is necessary to open a dialogue with the Montenegro, Kosovo, FYROM and Greece authorities (bilaterally or in the framework of SEETO) to propose the 'joint' development of new parking space for trucks and buses to avoid blocking the highway in the main road BCPs.

The dialogue is already open. Upon agreement, it is necessary to star drafting a Feasibility Study and a Design Project for building new infrastructure in at least the main road BCPs:

- Hani i Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE)
- Morine (Kukes, AL) - Vernica (Prizren, Kosovo)
- Qafe Thana (Pogradec, AL) - Kafasan (Struga, FYROM)
- Kakvija (AL) - Ktismata (Pogoni, Greece)

5.2.6. Strategic Priority 4: Ensure the functioning of the road transport market in line with EU standards

Completion of an efficient operational and institutional framework for road freight and passenger transport

- The provision of efficient road transport services to Albania's citizens and businesses

5.2.6.1. Priority Action Road VII: Progress in the professionalization of the road freight sector and tax incentive programmes

Pricing, taxation & subsidies Action

The Action involves promoting the establishment of road hauliers' cooperatives and unions, and in addition taxation incentives for modernizing the freight and passenger vehicle fleet.

The framework shall include developing a joint dialogue with ANALTIR in order to promote the establishment of road operators' cooperatives and unions creating economies of scale in the sector and overcoming the current sector atomization. Upon agreement, GDRTS shall launch taxation incentives for the following items:

- The setting-up of road operators' cooperatives and unions
- Acquiring new-generation road transport vehicles (i.e. through the reduction/exemption of vehicle registration and/or vehicle circulation taxes).

5.2.6.2. Priority Action Road VIII: Improve the regulation and licensing for road transport

Operational, regulatory & licensing Action

Proper regulation is key for the development of a strong and competitive freight transportation sector, enabling the creation of active freight forwarders and logistics companies in the loop: collaborative platforms to link shippers, logistics providers to consolidate loads, better information exchange and monitoring platforms, domestically and across borders, etc.

In a similar way, the establishment of proper vehicle checks is a very important step towards achieving road safety objectives. The main challenges include many concerns related to data in imported vehicles, mainly vehicles coming from European Union. Almost 90% of vehicles in Albania come from Europe. This makes it very hard for GDRTS to consolidate the technical data.

Albania has applied to be part of UCARIS, the European database for vehicle registration, driver licenses, tachograph cards, ADRs, etc. However, the application was refused because of the Albanian personal data protection system. This is very critical for them because there are many modified cars that come for registration: they modify the weight, mileage, use false documents and they can't verify this information. This issue should be amended in the short term.

Secondly, there is a need for capacity building actions. Staff training from a technical and professional point of view should be scheduled at two levels: for experts and for trainers

Advances in this regard have been made. Under IPA 2013 the contract "'Supply and installation of Equipment for roadside technical check spot's is signed in November 2017. The new equipment will increase the number of vehicles road checks undertaken.

Up to year 2017, GDRTS had a structure specialized in road vehicle inspection. Currently, this structure does not exist and there is no formal road inspection of vehicles in place. A new DCM (Decision Council of Ministries) has been approved regarding vehicle inspection; a new structure will be established that will depend on the Ministry. But the structure has not been approved yet. In order to meet the objective of increasing the number of vehicle road checks by 50% in the short term in comparison to 2015 figures, to secure the enforcement of vehicle legislation; this new structure shall be implemented as soon as possible.

Regarding the road transport sector GDRTS shall continue with the reinforcement and subsequent enforcement of the national legislation related to the license issuing for road transport operators, in line with Directive 2003/59/EC (Legislation on initial qualification and periodic training of drivers engaged in road transport) and Regulation 1071/2009 (Legislation on access to the profession of road transport operator).

This issue is a shared responsibility. GDRTS only have the right to license freight transport operators. Licenses for transport of passengers are issued by the Ministry and Municipalities. Coordination and streamlining of processes is a must. Regarding the licensing procedure, there is room for improvement; for example: in the reduction of documents, validity deadlines, administrative procedures, information exchange between the Ministry, Municipalities and the Directorate.

Institutional & Organizational Actions

To gain advancements and rapidly provide innovations and new technologies from R&D programmes to the sector, thereby strengthening the competitiveness of the transport economy and its acceptance of innovation; the creation of a Road Transport National Innovation Programme, in cooperation with academic institutions and private businesses is proposed.

In order to efficiently realize the aims already expressed, the programme could focus in the following Core areas:

- Application of innovatory technologies and systems to improve the performance of road transport systems
- Logistics systems and special logistics services to create seamless transport chains.

The proposed roadmap involves the following specific actions as defined in the National Transport Strategy 2016-2020:

- Mapping of relevant scientific and technological priorities for enhancing Albania's innovation capacity in the field of road transport. A stakeholder dialogue involving the Ministry of Education and Sports, Universities and private business actors should accompany the action.
- Launch of a 2-year National Programme offering a mix of grants and loans to road innovation projects led by Albanian organisations.
- Undertake a 3-day seminar to stimulate the involvement of Albanian organisations in transport-related Calls funded by the EC's R&D Framework Programme.

5.2.7. Strategic Priority 5: Improvements in Urban and Interurban transport

Completion of a sound , seamless and efficient network of public transport for the main metropolitan areas

- The provision of efficient urban and interurban public transport services to Albania's citizens to obtain an effective shift towards sustinable transport options.

5.2.7.1. Priority Action Road IX: Improvement of urban transport planning through data collection.

There has been an accelerated trend toward urbanization over the last 20 years as greater employment and economic opportunities exist in urban environments and many rural activities provide only limited earnings.

- Urban transport is becoming a much more important part of transport systems.
- Main shortcomings in terms of urban transport planning are related to the availability of accurate data:
  - Missing links between urban and inter-urban planning due to the lack of information.
  - A proper urban data collection network is missing.
  - Many collected data is not being reported and clarified for its use.
  - Most urban transport is managed by the private sector and it does not hand over their data.

According to the General National Plan 2030, main findings and guidelines regarding the urban and local centres include the following issues:

- Strengthening the critical mass of port cities such as Shkoder, Lezha, Kukes, Durres, Vlora, Gjirokaster, Saranda is crucial in view of the polycentric development of the territory, but also in terms of the supporting role these cities will provide for the balanced national economic growth.
- The General National Plan identifies several strategic hubs. These hubs will support and be supported by port cities and will connect large surrounding areas. The hubs identified are as follows: Rrogozhina, Vora, Bajze, Koplik, Laç, Has, Fushe Kruje, Lushnja, Porto Romano, Roskovec, Patos, Ballsh, Orikum, Petrolifera, Maliq, Prrenjas, Xarra, Himara.
- The General National Plan recognizes the importance of consolidation of the large peripheral and central urban areas in the national territory, in order to ensure a balanced territorial development. These cities should serve as focal centres that enhance the ties with their surrounding rural areas.
- The General National Plan, depending on the current and proposed status of urban centres, with a view to ensuring territorial development in accordance with the plan vision, proposes consolidating, reinforcing, regenerating, cooperating and empowering interventions for urban centres.

This Priority Action will focus on ensuring a polycentric, smart and comprehensive urban development based on European models. The conclusions on the rate of urbanization in Albania, following the elaboration of Census 2011 data, (INSTAT 2014):

- 1. In October 2011, the urban population of Albania was reported to be 58.2% of the total population as defined by the new EU typology. Its value was 10% higher than that of the urban population calculated in compliance with the administrative requirements (cities defined by law), 47.7 %.While according to the administrative structure of 2011, Albania had 74 cities which were considered as urban areas, the results based on the European classification of the cells grid, show that urban areas are 37 in number (urban settlements defined as continuous groups of cells, including at least 5,000 inhabitants).
- Only 5 urban areas in Albania could be classified with the status of "a city" as per OECD definition on cities. They proved to be Tirana, Durres, Shkoder, Elbasan and Vlora. The city of Tirana includes 5 other local government units: Dajti, Farka, Paskuqan, Kamza and Kashar.
- According to the new EU methodology on measurement of the rate of urbanization of local government units, only 10 local government units resulted in Albania, which are classified as urban areas (high density areas); 57 areas of interim density and 306 rural local government units (low density areas).

- The Albanian statistical regions of NUTS 3 level (division compliant with the administrative borders of regions) were classified based on the new EU urban-rural typology. Only the region of Tirana was reportedly "urban dominant". Durres and Vlora regions were "interim". Other regions were "rural dominant".
- Two main features have characterized the urban development trend in the last 25 years:
  - Migration to the central region (Tirana -Durres) and to the Western Lowland,
  - Urban sprawl damaging agricultural and vacant natural land.

Therefore, for the short term, the priority should be to get the different decision-makers involved in the development of the mentioned urban areas in order to elaborate the requirements to be followed by a Master Plan for Urban and Metropolitan Transport.

This plan should follow homogenous guidelines at the national level, although its application will be local. To focus these efforts, the creation of a working group with a periodic agenda of sessions focused on the preparation of the specifications would be very desirable.

Once the common requirements have been determined in line with the national and metropolitan development objectives, the bidding for a contract for the drafting of said Plans by a specialized consultant may be carried out.

Although this Priority Action has been framed under the Road Transport Subsector, it is of utmost importance to ensure liaison with AR and the Rail Subsector actions. The Action may include a sub-section on Suburban Transportation linked to the light rail transport which is underway in implementation of applicable law 3/2015 as of late 25.01.2018. According to it, rail a suburban transportation system shall connect the new passengers train station to Rinas airport.

5.2.7.2. Priority Action Road X: Reorganization of the Interurban Transport System

During the elaboration of the National Transportation Model, an important lack of coordination in the operation of interurban passenger transport services has been identified. At this moment we are working on an exhaustive analysis of the matter that should lead to a proposal for the reorganization of the services.

6. SUBSECTOR – RAILWAY TRANSPORT

6.1. SUBSECTOR OVERVIEW

One of the main objectives of the Rail Sector is the preparation of a roadmap on potential investments for a fast rail transport system for travellers, tourist areas and high urban concentration (Tirana-Rinas-Durres high-speed line model).

A project will be worked on linking the line between Albania, Kosovo and FYROM by introducing the railway network in the context of a regional network. This would have an impact on the conversion of the Ports of Durres, Shengjin and Vlora into regional reference points.

Within the INTERREG project, work will be done on pre-feasibility of railway connection with Greece. There is a European interconnectivity agenda that enables our country to be no longer disconnected from European railways.

The Government has the priority to develop the transit triangle Hani i Hotit - Durres - FYROM and vice versa, which will significantly increase transport volumes with neighbouring countries. They will also encourage the use of rail transport for cases of hazardous substances transport or that affect the environmental pollution by facilitating the country's roads from this type of transport.

Applicable standards include:

- Law No 142/2016 of 22.12.2016 "Railway Code of the Republic of Albania";
- Regulation of the Minister of Public Works and Transport No. 2638, dated 06.10.2011, "On the device to permit railway transport activity";
- Regulation of the Minister of Public Works and Transport No. 3602, dated 18.08.2011, "On the method of loading the goods in railway wagons";
- Guideline of Minister of Public Works and Transport No 10 of 09.07.2012 "On the rules on rail transportation of passengers and baggage".

6.1.1. Safety in rail transport

The Directorate of Rail inspection is in charge of the safety in rail transport, following the responsibilities given by law on the protection, maintenance, remodelling and reconstruction of the railway infrastructure; the safe movement of trains and technical control of Rolling Stock in use.

The main reason of railway accidents/incidents is:

- The poor infrastructure (amortization of beams, slippery, lack of fencing etc);
- The outdated rolling stock;
- The lack of signage;
- Illegal rail crossing;
- Human behaviour by the train drivers and pedestrians;

Due to the low volume of train movements there are no serious accidents between trains, but there are accidents between trains and cars at the rail crossing or human fatalities not only on the rail crossing but also during the railway line at the rural areas.

A big concern is raised about the railway crossing. Besides of the approved train crossing there is a big number of illegal crossing done during the uncontrolled development of territory on previous years. The railway infrastructure network doesn't have fencing and sometimes there happen accidents and fatalities due to the rail crossing especially in the rural areas.

The accidents reported are low in number due to the low traffic of train and the low speed of the train movements 20-40 km/h.

There is a conflict because the same institution in charge for safety has to investigate the accidents/incidents, hoping to be resolved by the unbundling of the railway inspectorate to the new Railway Safety Authority, Railway Licensing and the inclusion of the rail investigations to the new National Investigation Body for Rail, Maritime, Air Accidents/Incidents.

6.1.2. Capacity assessment and bottlenecks

The REBIS Update Capacity Assessment (2014) identified based on technical capacity constraints, whether an intervention is required to alleviate a bottleneck and if so what type of intervention; and when it would be required to handle the existing traffic as well as the 2030 projected traffic.

Existing traffic and 2030 traffic projections were then assessed against the capacity of the networks to identify bottlenecks where interventions need to be considered. This was carried out for both the low/moderate and moderate/high economic growth scenarios.

Based on the current average speeds and temporary speed restrictions on the Comprehensive Network, it is clear that the infrastructure condition needs significant improvement. The REBIS update does not identify future bottlenecks for Albania.

6.1.3. Financial resources

The funding of the sector is insufficient. The owner of the railway asset is the Albanian Railway. The incomes of the sector are collected from fees for the use of infrastructure collected from the freight and passenger transport. The passenger transport has been deteriorated in years but recently due to the removal of Tirana central station it is has been reduces by almost 90%. Main findings include:

- The subsidy is not sufficient to cover the passenger transport.
- Most of the incomes are from the freight transport which keeps on increasing due to the international connection with Montenegro.
- There have been several offers in the previous for the privatization of the railway network but they were refused due to no feasibility. The Durres-Tirana railway passenger line is the only segment that can justify the efforts that is why the ministry has rejected the request for the partial privatization of this segment while trying to do it with the whole package.
- MIE has accepted the unsolicited proposal on 2016 for the concession of the segments Ballsh-Fier-Vlora about 30km. This segment will be soon in operation from concessionaire after the reconstruction works.

6.1.4. Ongoing/Compromised Infrastructure Investments

Here are listed some of the infrastructure projects for the midterm period 2018-2023.

- Rehabilitation of railway Durres – Tirana and construction of the new railway branch to Mother Teresa (Rinas) International Airport (total cost is 90.45 million euro)
- Rehabilitation of the railway line Vora – Hani i Hotit. The preparation of the detailed design for rehabilitation works is expected to start soon financed by WBIF through a 4.5 million euro
- Rehabilitation of Durres – Pogradec – Lin railway and the construction of a new railway link Lin – border to FYROM (part of rail Corridor VIII):
  - Detailed Design Durres – Rrogozhina Railway segment;
  - Preliminary Detailed Design for the rehabilitation of the railway line Rrogozhina – Pogradec and a new rail line link to border with FYROM

- Rail connection to the Container Terminal Port of Durres
- Rail connection to Porto Romano

6.2. SUB-SECTOR NATIONAL STRATEGY PLAN

6.2.1. Conclusions

During the last decade, rail traffic has been in a constant decline. Most of the tracks are operative but near to limit condition. It must be further noted that train speeds are very low and the service is poor and irregular. Also, It is worth to mention that rolling stocks (wagons, passenger coaches and locomotives) are old and in need of renewal. In addition, signalling is almost completely life expired and many of the components were damaged throughout the years.

In the Institutional level, the subsector is managed by the following institutions:

- Ministry of Infrastructure and Energy
- The Rail Inspection Directorate
- Albanian Railways S.A. (HSH)

The Albanian rail network was supports Albanian Railways (HSH) to carry out services for goods and passengers transport through a network of 360 km of single track railway line. According to the 2014 annual update of the ANTP2 the traffic downtrend is reflected in declining volumes in rail traffic for both freight and passengers, reaching 0.187 million passengers and 39.89 million tonnes.

After a long period of no investment and maintenance work, most of the tracks are operative but near to limit condition.

Albanian Railways (HSH) has undertaken an investment programme over an 8 to 10 year period to ensure full interoperability with the European network and raise general operative standards. The following rail infrastructure projects are included in the prioritized SSPP for Transport to be developed:

- On the extended TEN-T Comprehensive network:
  - Construction of the new railway Pogradec- Korca – border to Greece (CORRIDOR VIII)
  - Rehabilitation of the railway Durres-Pogradec-Lin and construction of new railway link to the Macedonian border (CORRIDOR VII)
- On the extended TEN-T Core network:
  - Rehabilitation of the railway Durres- Tirana and construction of the new railway Tirana-Rinas branch (CORRIDOR VIII)
  - Rehabilitation of the railway Vora - Hani Hotit (ROUTE 2)

6.2.2. Recommendations

- 1. Reform the rail system to set up an open market for different investors whether in terms of infrastructure management or rail operations.
- 2. Strengthen capacities at all levels, thus enabling the administration to effectively respond to interoperating (among various infrastructure managers and railway undertakings) and interactive (completion of technical standards) requests at the European level.
- 3. Create favourable legal and institutional conditions for attracting foreign investment.
- 4. Create a level playing field with other modes of transport.

To meet the Key Challenges for Rail Transport, the Strategic Priorities for Rail Transport identified in the National Transport Strategy 2016-2020 have been reviewed, updated and adopted for ANTP3 when needed. This process has led to establish Strategic Priorities and action development for ANTP3. The result of this process of reviewing and updating is shown in the following tables and sections.

Table III - 15: Review of the Strategic Priorities of NTS and actions taken for ANTP3. Rail Transport

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors		
Priority Action RAIL 1	PA reviewed and updated in order to establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels.		
	Redefined Priority Action Rail I: Finalize the adoption and effective implementation of the new railway code in line with the respective EU Directives	Updated Operational, regulatory & licensing Actions	Updated Measure
		Updated Institutional & organizational Actions	Updated measure: Separation of AR into: Infrastructure manager, freight and passenger operator and operator of rail services
		Newly defined Updated Planning & investment Actions	New Feasibility study for a Port Community System proposed
Priority Action RAIL 2	Revised and reminder actions included within Redefined Priority Action Rail I		
Priority Action RAIL 3	Revised and reminder actions included within Redefined Priority Action Rail I		
Priority Action RAIL 4	Revised and reminder actions included within Redefined Priority Action Rail I		
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs		
Priority Action RAIL 5	PA reviewed and updated in order to increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors.		
	Redefined Priority Action Rail II: Integrate SEETO Corridor VIII and Route 7 into the international corridor systems	Updated Institutional & organizational Actions	Updated roadmap for becoming a member of RNE and other WG Updated investment designation
Priority Action RAIL 6	Redefined Priority Action Rail III: Developing the Port of Durres hinterland Markets as per SSPP for transport	Updated Institutional & organizational Actions	Revised measure
		Updated Planning & investment Actions	Updated investment schedule according to Single Sector Project Pipeline (SSPP)

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Priority Action RAIL 7	Redefined Priority Action Rail IV: Ensure a high level of maintenance with a preventive maintenance system on core and comprehensive rail networks	Updated Planning & investment Actions	Updated preventive maintenance plan
	Newly included Priority Action Rail V: Structuring the mid-long term project pipeline	Newly defined Updated Planning & investment Actions	New investment pipeline proposal

6.2.3. Strategic Priority 1: Reform the rail sector to set up an open market for public and private investors

Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels.

- Open up the railway sector in line with the European Directives and the European framework.
- Establish an attractive framework for the entrance of new railway undertakings.
- Better control over the use of public funds in respect to HSH.
- Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced- facility providers).
- Establish a fair, non-discriminatory and transparent rail market.

6.2.3.1. Priority Action Rail I: Finalize the adoption and effective implementation of the new railway code in line with the respective EU Directives

Operational, regulatory & licensing Action

The process of advancing on the adequacy of the new railway code to the transposed European legislations is well advanced. Based on the new legal code –which entered into force on 10/01/2018- the railway system will be totally transformed. The Albanian railway will be divided into infrastructure management and railway operators and maintenance. Infrastructure management and maintenance will be established based on a special law. Work groups are currently preparing a draft.

Following the law, Railway Inspection Directorate will become a Rail Safety Authority Independent, and the Inspection of Railway Accidents Authority will also be integrated into this new Authority.

Under the Ministerial Order 5428/09.11.2016 so far is submitted for opinion from Ministry responsible for Infrastructure and Energy (MIE) to line Ministries the New Draft Law on Safety, interoperability, organizing and functioning of the RSA.

The common work group with AR is drafting the New Draft Law on Infrastructure Manager I.M and a new Draft Law on Railway Undertakings RUs. These 3 new draft Laws are delivered in advance to Albanian Competition Authority with regard to Chapter 8 "Competition Policies".

Abreast with that, five new laws - on establishing the National Safety Authority NSA; law on Infrastructure Manager IM; law on Railway Undertakings RUs; law on Railway Regulatory Authority; law on National Authority for Investigation of Accidents and Incidents in railways, and one Decision of Council of Ministers on establishing the independent Railway Licensing Authority in Albania - are under preparation.

The process shall continue until total transposition of the legislation.

Institutional & Organizational Actions

In the institutional field, the first objective is to complete the total separation of the different entities, the separation of accounts of infrastructure manager and railway undertaking(s) is ongoing in legal process. The separation of accounting is done in separate balance sheets and profit and loss accounts incl. explanatory notes as in the applicable legislation.

The final definition of tasks according to the new structure is almost completed. Draft laws are finalized, and are expecting is the final approvals as appropriate. For now and on:

- There exist a contract between rail infrastructure manager and Government (budget, investment…) This agreement include all proposed priority actions, their financing, performance and monitoring, in particular the implementation of a preventive maintenance plan for improving the present state of maintenance of the rail infrastructure (permanent way, fixed installations – stations etc.). In this regard, the working group for renewal of Network Statement 2018/2019 was established under Order of Administrator of AR no. 533 date 15.09.2017. The WG is finalized the renewal of the first network statement by the infrastructure manager which entered into force on January 2018 along with the new railway code.
- The draft contracts between government entities (central government, provinces, municipalities) and service providers of public service obligations (PSO) are prepared and need to be approved.
- It is required to prepare a Capacity Building Plan with the objective of training staff on the new challenges of restructuring the AR to accomplish the above-mentioned specific tasks.

According to the Capacity Building Plan, it would be desirable that the training of staff is held at respective educational institutions in EU member states and European Railway Agency (ERA) for periods of one to three months approximately. Identified targets for the trainings include:

- Ministry of Infrastructure and Energy (MIE): 4 persons
- Rail market regulatory body: 2 persons
- Safety / Interoperability /Licensing / Accident bodies: 20 persons
- Infrastructure / Charging: 20 persons

Finally, in order to clarify situation at the ports concerning port and railway law (clarify tasks and requirements of concessionaires, rail infrastructure manager and port authority), the service facility operators were approved in the new Law 142/2016 Railway Code of Republic of Albania.

These requirements are also in preparation in the new law of Infrastructure manager in Albania, according to the PKIE 2017-2020. The final arrangements regarding the assessment of market opportunities for commercial operators to establish their own rail operations inside and outside the ports are underway in common meetings for discussions with Ministry of Infrastructure and Energy (MIE).

Work to be done in the scope in this action includes to study for the improvement the efficiency of loading and unloading of goods/ transfer of containers between ship and rail/road in the ports (organizational and technical barriers and possible solutions including an action plan).

Planning & Investment Actions

The interoperation among between port operators, port authorities, rail operators and other stakeholders involved in the transfer of goods in the port environment requires advances in electronic communications. The implementation of "Single Window" IT systems in port management is a widely accepted practice that is being met with an ever-increasing popularity worldwide.

6.2.4. Strategic Priority 2: Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs

Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors

- Attract investments
- Reduce rail transit times and transport costs (less delays, competitive transport times)
- Establish joint border crossings
- Reduce logistics costs

6.2.4.1. Priority Action Rail II: Integrate SEETO Corridor VIII and Route 7 into the international corridor systems

Institutional & Organizational Actions

The core objective of this Priority Action is to fulfil the SEETO Flagship corridor action plan objective regarding the integration of SEETO Flagship Axes into the Rail Network Europe (RNE) corridor system and implement respective RNE procedures and Rail Freight Corridors.

RFC are a RNE initiative aimed to harmonize the international railway business core processes used by Infrastructure Managers (IMs) and Allocation Bodies (ABs) and generate benefits on the main corridors carrying international rail traffic. RNE Corridors had been replaced by Rail Freight Corridors (RFCs), with the last RNE Corridor being closed in August 2016.

The first step is to prepare the application and become a member of RNE and join RNE international Working Groups.

Becoming a member of RNE will foster the development of Flagship Corridors. Members benefit from:

- Harmonised international timetabling process.
- Operations support system (OSS) network guarantees competent, prompt advice and support across all borders with a single face to the customer.
- RNE TIS - Real-time supervision & management of European Rail Traffic.
- RNE PCS – a IM and RU tool for processing international timetabling.
- RNE CIS - access to European Infrastructure Pricing information.
- Traffic Management & Train Performance Management - several projects to improve international operations and train performance.

As an umbrella organization, most of RNE's work takes place through standing Working Groups and ad-hoc teams. Four Working Groups deal with the following areas on a permanent basis:

- Sales & Timetabling
- Traffic Management
- Legal Matters
- Network Statement

The aim is to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the Port of Durres. AR and IM shall retake the interviews and talks with shippers, as well as the preparation of a market study to find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII.

A number of investments, like the conclusion of the rail line connecting Podgorica, or the betterment of the BCP with MNE to Vlora and to Durres and to Tirana have been already proposed to be designated as future expansion. Other Terminals mentioned, Tirana Business Park (TBP) and Elbasan Station are still to be designated. Therefore, the short term objective shall be to act timely and effectively to conclude exhaustively and consistently the designation process.

6.2.4.2. Priority Action Rail III: Developing the Port of Durres hinterland Markets as per SSPP for transport

Institutional & Organizational Actions

The institutional & Organizational leg of this Priority Action involves the promotion and marketing actions necessary for the port hinterland, according to the identified legal, operational and technical demands of the market participants that shall act on the Corridor VIII to and from the port of Durres. The priority is to establish joint railway border crossings according to the existing BCA signed with the Republic of Montenegro by signing the subsequent protocols for border police, customs, phyto-sanitary and sanitary checking.

Planning & Investment Actions

Taking into consideration the Single Sector Project Pipeline (SSPP) for Transport that has already been prioritized by the Government of Albania (GoA), the following actions shall be fulfilled:

- Finalization of the Feasibility study and detailed design for the rehabilitation of railway line Durres-Rrogozhina-Elbasan-Pogradec-Lin and construction of new railway link to Macedonian border. The FS are currently under development.
- Feasibility study for the Construction for the new railway Pogradec-Korça-border to Greece. With the ToR ready, soon the contract shall be implemented for conducting the study.
- Detailed design for the rehabilitation of the railway Vora – Hani Hotit frontier to Montenegro and signalling and communication system of the Albanian railway connection. ToR are finalized and approved.
- Construction and modernization of the railway lines Durres – Tirana Public Transport Terminal and the new railway missing connection to Tirana Rinas International Airport TIA.

According to latest developments, many advances have been achieved:

- According to SSPP/SPP 2017 EUR 90.45 million investment for Durres-Tirana and Rinas based on Economic/Financial appraisal of the whole railway network scenario.
- Feasibility Study of EUR 0.720 million for Durres-Pogradec Lin-FYROM has kicked-off.
- The Financing Plan for Durres-Tirana-Rinas is approved and ratified. The Signing of Project Agreement between Administrator of AR and EBRD is done and most TAs initiated or negotiated.
- For the detailed design Vora-Hani Hotit is delivered the final ToR by the Consultant to the Ministry responsible and relevant feedback from the beneficiary is submitted to the ToR Consultant.

6.2.4.3. Priority Action Rail IV: Ensure a high level of maintenance with a preventive maintenance system on core and comprehensive rail networks

Planning & Investment Action

Periodic maintenance ensures an adequate level of service and avoids the necessity for mayor capital investments. Rail transport presents a disadvantageous competing position against the road transport due to poor infrastructure and rolling stock condition. Furthermore, interoperability with the European network and raising general operative standards is a priority for the sector.

Regarding bridges and tunnels, Albanian Railways control all the railway line. They check safety parameters and the operational aspects. Recently, the entity has established a working group that will do a check-up of all tunnels and bridges used in rail transport. Currently, one of the concerns regarding the older and smaller bridges is that they were not built with steel and the quality of them is not good. As for tunnels, there is currently no concern.

The TEN-T Indicative Extension to Neighbouring Countries Comprehensive/Core network to Western Balkans Region still requires mayor improvement of the present state of the Core and Comprehensive rail lines taking part of it.

Currently, the maintenance plan for the 2019-2023 period is being covered by the project CONECTA, which project is to undertake an assessment of institutional and budgetary frameworks for the road/rail maintenance, to propose best practice solutions with regard to the situation in the Western Balkans and to prepare the maintenance plan for aforementioned period for the indicative extension of the TEN-T Road/Rail Core/Comprehensive Networks in the Western Balkans.

Therefore, for the ANTP3 planning period, the Inclusion of the preventive maintenance plan in the (medium-term) Contract between rail infrastructure manager and Government (budget, investments, etc.) required by the new rail code and Implementation of the rail maintenance, for permanent way (including bridges and tunnels), fixed installations (including stations, yards and signalling and communication system) will be undertaken.

6.2.4.4. Priority Action Rail V: Structuring the mid-long term project pipeline

The 2015 and 2016 Investment project co-financed through the instrument for Pre-accession assistance and the Western Balkans Investment Framework identified the Tirana – Durres rail connection as part of the Mediterranean Core Corridor. It includes the CVIII Tirana - Durres rail section, which connects the former Yugoslav Republic of Macedonia and the Albanian mainland to Durres and the Adriatic Sea.

This investment project concerns the rehabilitation of the Tirana - Durres railway section and the construction of a new railway link to the international airport in the capital, including signalling and telecommunication systems. This project is currently being addressed by Priority Action Rail III.

The 2017 Trieste summit did not identify any new projects for Albania, however, there is a number of identified investments that shall be evaluated in order to configure the future project pipeline for the rail sector.

Regarding the European Train Control System (ETCS), there is a project to reach automation at level 0. The budget of this project is 100 million Euros. This project would help the Albanian Railway reach level 0. But for just one million Euro more, it could reach level 1. If this project is implemented now at level 0, there will not be any future possibilities to reach level 1. For this reason, Albanian Railways clearly demand 1 M Euros to reach level 1 for this project. This option shall be subject to a feasibility study.

Looking at the current state of the Albanian Railway, there is a need of total renovation. Every railway segment has its issues but they lack basic safety elements. The most urgent project is the improvement of the Hani Hotit line that connects Albania to the European network. A similar problem has been identified regarding signage. Therefore, there is a need to improve the whole signage system.

The 50 km-long Fier-Vlora segment, currently managed by a concession company (PPP), aims to reach an operational speed of 60 km/h from 30 km/h that is allowed at the moment. The concessionaire is in the final stages of building the Fier – Vlora segment and technical inspection process. The oil port in Vlora will benefit from this project due to the rail line connection. Envisaged benefits include an increase in transport figures from 2000 to 3000 tons per day (combustibles/dangerous goods).

For future stages, a study for the construction of a new train station in the centre of Tirana shall be undertaken. Upon moving the station away from the city centre to its current location, ridership dropped by 80% of total passengers – from 600/700 thousand passengers per year to 80 thousand. The new line shall come up to the bus terminal which will come up to the entrance of Tirana, but it would be very positive to come back to the centre of Tirana, and to have also a good connection with urban buses.

7. SUBSECTOR – MARITIME TRANSPORT

7.1. SUBSECTOR OVERVIEW

Albania will act as a transit centre for neighbouring countries such as FYROM and Kosovo. The development of maritime ports will consist of their specialization and harmonized development, rehabilitating and restructuring the existing port infrastructure. The provision of commercial services in cooperation with the private sector will be guaranteed. The level of maritime ports management but also other interest groups will be more oriented towards improving and expanding the number of services provided in these ports. The Government of Albania will avoid any bureaucratic procedures to create maximum facilities with the goal of attracting elite tourism to foreign cruisers or yachts which constitute an economic potential for the entire coastline.

There are six Open Ports in Albania being developed following their own master plans: Durres Port Authority, Shengjin, Vlora, Saranda, Vlora1 (Concession Petroleum Port) and Romano Port (Concession Petroleum Port).

The table below better described the port activities in Albania according to the volume of commodities.

Table III - 16: Freight Import – Export by boat in Albanian Ports for 2017.

IMPORT-EXPORT OF FREIGHT BY BOAT IN ALBANIAN PORTS FOR 2017								
N°	TYPE	Durres	Vlora	Saranda	Shengjin	Porto Romano	Petrolifera	TOTAL
	Total processed tonnage(by type of good)	3,683,772	174,805	8,270	263,590	909,037	570,938	5,610,413
	By type of good							0
1	Cereals	173,788						173,788
2	Potato, vegetable							0
3	Live stock							0
4	Wood and tap	37,522						37,522
5	Wool fibres, cotton& plant and animal materials							0
6	Food products and animal food	53,616						53,616
7	Oil seeds and plant/vegetable fats	15,067						15,067
8	Solid combustibles							0
9	Unprocessed oil					39,091	493,687	532,778
10	Oil and oil subproducts		31,850		6,247	869,946	77,251	985,295
11	Iron minerals and steel/slag waste	120,697			39,795			160,492

IMPORT-EXPORT OF FREIGHT BY BOAT IN ALBANIAN PORTS FOR 2017								
N°	TYPE	Durres	Vlora	Saranda	Shengjin	Porto Romano	Petrolifera	TOTAL
12	Non-metallic minerals and waste	77,290						77,290
13	Metallic products	67,630		70				67,700
14	Cement and lime. Other construction materials	408,761	43,054	4,600	215,579			671,994
15	Processed and unprocessed minerals	24,994			1,969			26,963
16	Chemical and mineral waste	94,268		3,600				97,868
17	Chemicals, coal	213,966						213,966
18	Basic chemicals, Aluminium Oxi, other chemic. Pro	43,193						43,193
19	Paper dough and paper waste							0
20	Trans. equipment, agriculture equipment, work tools, motors	668						668
21	Metals processing							0
22	Glass, glass products and ceramic products	27,690						27,690
23	Wool, textile and fabric. Other processed products							0
24	Different articles	18,657						18,657
25	Containers	1,480,459						1,480,459
26	Ferries	825,506	99,901					925,407

Source IoT

Durres Port Master Plan approved on 2008 for the increase of the port capacities is under implementation when three terminals are outsourced with a PPP contract. The project of reconstruction of quay 1&2 has been prepared. The next project will be the emergent dredging of the port basin and the reconstruction of quays 1&2 of the general cargo which still under the direct DPA control operated with stevedoring companies.

Shengjin is mainly used for transport of cement construction material and minerals. The new quay investment project was completed on 2013. Vlora port is under construction. There is under implementation the project of reconstruction of piers with the Italian Cooperation financing of 15.2 million Euro and the extension of passenger terminal with its own budget.

Saranda port in the city is mainly used for cruiser lines the ferry boats. Limjoni Bay where the fishery and transport of goods are relocated is under a 1 euro symbolic rental contract with a private investor granted from Council of Ministers Decision on April 2018.

There is an evaluation proposal for a development of a "BOT" strategic port in Karpen, Kavaja under an unsolicited proposal, law 77/2016 "On the special procedure definition for contract negotiation and award between the Albanian state and the company "Star Bridge Port Developments Limited ", with the object of design, construction, operation, maintenance and management of the port of Karpen, and its economic support area".

Another concession granted at Porto Romano is a MBM concession port which got an extension of the contract by law nr. 13/2018 "On the approval of the additional contract of concession of form "BOT" to the MBM Porto-Romano, Durres, adopted by law no. 104/2015, between Ministry of Infrastructure and Energy and concessional society " MBM (Multi Buoy Mooring) ports". The contract will have duration of 35 years, with an initial investment of approximately 14.5 million dollars and in the final phase is expected to be added 40% of the value. The objective of this investment is related to the limited processing capacities, especially for hydrocarbons products, which are limited by the low depth of Albanian ports. Currently, the limited infrastructure of existing terminals makes difficult to anchored ships with a capacity larger than 20,000 DWT. In order to overcome this limitation, the project envisages the realization in a short run of a 18-20m deep mooring anchorage port, which enables the reception of ships of high capacity. This investment is estimated to increase the fuels imports and exports up to 1 million tonnes per year, 40% of which for export.

Taking into consideration the high traffic flow during summer 2018, there is a need for development of the touristic port projects (Marinas). There is a high interest for small and medium ships but there is not enough space for all of them at the port facilities. There are eight marina proposed projects, including Durres, Vlora, Bunec, Saranda but none of them are under process. Additionally, a lack of shipyard has been identified.

Standards applicable include:

- Law No 168/2013 of 31.10.2013 "On security on the ships and in the ports", aligned with the International Convention "On the Safety of Life at Sea," ratified by the Republic of Albania with the Law No 9213 of 1.04.2004;
- Law No 103/2015 of 23.09.2015, "On accession to the international convention of the International Labour Organization (ILO)", "On the marine work" (MLC 2006);
- DCM No 709, dated 28.08.2015, "On adoption of Regulation on minimum requirements for safety and health at board fishing vessels work";
- Order of the Minister of Transport and Infrastructure no. 85 dated 06.11.2015, "On strengthening the security of ships and ports of RA".
- Decision of the Council of Ministers no. 809, dated 16.11.2016, for the approval of the Regulation "On the implementation of the International Code of Safety Management (ISM CODE)".

7.1.1. Safety in maritime transport

Actually Albania is in the "grey list" of the PMOU. There is a potential risk from the high rate of detention in the European ports, even for a small number of vessels registered, that can result to the blacklist of the Albanian flag.

There is a need to prepare and implement an action plan to be removed from the grey list.

The new agreement with EMSA to increase safety inspector capacities through training is very positive. The agreement has been signed in May 2018 by GMD while the activities will start by September 2018.

7.1.2. Capacity assessment and bottlenecks

The REBIS Update Capacity Assessment (2014) identified based on technical capacity constraints, whether an intervention is required to alleviate a bottleneck and if so what type of intervention; and when it would be required to handle the existing traffic as well as the 2030 projected traffic.

Existing traffic and 2030 traffic projections were then assessed against the capacity of the networks to identify bottlenecks where interventions need to be considered. This was carried out for both the low/moderate and moderate/high economic growth scenarios.

Regarding Maritime Container Terminals, the report states that once the expansions are completed, the total capacity of the container terminals in the region will be sufficient to handle the 2030 forecasts. At the individual port level, however, insufficient capacity exists in the ports of Split and Durres.

As per Maritime General Cargo Terminals; Durres handles 1,000,000 tons/year (maximum capacity of the existing facilities 1,500,000 tons/year; further expansion is limited by inadequate space).

Finally, Durres port can handle about 400,000 tons of solid bulk cargo, (further expansion restricted by seaside capacity), but has no capacity for liquid cargo. Some passenger capacity constraints (marginally sufficient capacity) have been identified as well.

Durres capacity against 2030 projections reveal that its facilities are is inadequate to cope with the expected future freight flows.

Table III - 17: Capacity Assessment for the Maritime Ports (low/moderate economic growth scenario)

Country	Port	Passengers/ year 2012	Passengers/ year 2030	Assessment of port passenger capacity (2030)	Tonnes/ year 2012	Tonnes/ year 2030	Assessment of port freight capacity (2030)
ALB	Durres	798,524	926,288	Sufficient	3,516,446	4,782,367	Insufficient
ALB	Vlora	190,015	220,417	Insufficient	164,620	223,883	Sufficient

Table III - 18: Capacity Assessment for the Maritime Ports (High/moderate economic growth scenario)

Country	Port	Passengers/ year 2012	Passengers/ year 2030	Assessment of port passenger capacity (2030)	Tonnes/ year 2012	Tonnes/ year 2030	Assessment of port freight capacity (2030)
ALB	Durres	798,524	1,157,860	Marginally Sufficient	3,516,446	5,977,958	Insufficient
ALB	Vlora	190,015	275,522	Insufficient	164,620	279,854	Sufficient

7.1.3. Financial resources

Budget of the maritime sector is approved from the Ministry mainly for the GMD and the legal approximation procedure to the EU acquis and the membership at the international organizations. The port development has been done through the own resources of the port.

According to the GMD sources, during 2019 the VTIMS will be financed by the state budget.

Durres Port Authority has an independent budget from its own incomes. The tariffs are approved from the Steering Committee on the yearly basis and the joint order of the MIE and the MFE. The incomes are collected from the port users, rentals, stevedoring companies and the royalty fees by the terminals concessionaires.

According to the Port Authority law it can get his own loans but this has not happened up to now as the IFIs are looking for a sovereign guarantee from the state and the trade banks rates are more expensive.

The same applies for the PPP models. The port owns its territory but the concession law has foreseen the MIE as the contracting authority at the transport sector. That is why the Ministry of IE is the contracting authority for the concessions of the Durres port Terminals and there is also a royalty fee paid to the MIE.

The other ports have their own budget and their tariffs are approved from their Supervisory board.

There have been some efforts for the privatization of the Shengjin port but nothing has happened up to now.

7.1.4. Ongoing/Compromised Infrastructure Investments

Here are listed some of the infrastructure projects for the midterm period 2018-2023.

- The project for the Reconstruction of the Quays No 1 and 2 at Port of Durres, an estimated total investment of 50 million euro,
- Dredging of port of Durres
- VTIMS

7.2. SUB-SECTOR NATIONAL STRATEGY PLAN

7.2.1. Conclusions

As part of its assessment and strategic priorities for the transport sector in Albania, the NSDI 2018-2020 approved by DCM No426 dated 09.05.2018 has outlined key challenges and objectives of the maritime sector. Particularly, important EU programs like EUSAIR (European Union Strategy for de Adriatic – Ionian Region) establish important opportunities to be addressed in the light of the blue-economy.

In the Institutional level, the subsector is managed by the following institutions:

- Ministry of Infrastructure and Energy
- General Maritime Directorate
- Port Authorities
- The Maritime Register

Albania benefits form a coastal line of 440 km and lies in a strategic position in the Adriatic and Ionian Seas.

The NTS 2016-2020 highlights that Albania needs to improve significantly in terms of maritime connectivity, being disconnected from major international networks

To deal with this situation, over the 2006-2016 period the Government of Albania (GoA) did introduce several initiatives aimed to reform institutional and regulatory policies, set up decentralized structures, and improve customer service, safety, asset quality and commercial performance.

As regards the seaport sector, Albania has four main port authorities: Durres, Vlora, Shengjin and Saranda and two oil private terminal facilities in Porto Romano (Durres) and Vlora Bay (Vlora). All of them have undertaken different investments and further actions were included in the NTS.

Regarding "soft" measures, a major issue of policy and regulatory intervention in shipping and ports identified in the Strategy document is the issue of maritime and port safety, security, labour regulation, and environmental sustainability.

The main findings regarding policy implications and challenges include:

- Many of the strategies put forward in the previous National Transport Strategy are broadly generic and rarely provide quantified targets and clear measures for implementation and review.
- At the level of regulatory compliance, Albania is yet to fully ratify and approximate EU maritime legislation.
- At the level of institutional and regulatory performance, there is a need to re-focus the maritime strategy on priority sectors in the light of the alignment with international regulations, increased competition, and the need for market opening.
- The reform of the port sector started in Durres should be extended to other ports in the country, thus increasing the role and scope of private sector participation (PPP) in the sector.
- A major missing component of the institutional and functional framework of the Albanian maritime system is the Vessel Traffic Monitoring and Information System (VTMIS).

The NTS 2016-2020 suggested setting up a VTMIS development strategy and Upgrading of Ports' Infrastructure for enhancement of maritime safety and security and protection of marine environment.

7.2.2. Recommendations

- 1. The modernisation of port infrastructure through investment;
- 2. The strengthening of the Maritime Administration in accordance with EU standards;
- 3. A greater specialisation of port functions with a view to increasing their intermodality, notably for port-rail connectivity; and
- 4. Better port processing skills combined with an orientation towards an intermodal system.

To meet the Key Challenges for Maritime Transport, the Strategic Priorities for Maritime Transport identified in the National Transport Strategy 2016-2020 have been reviewed, updated and adopted for ANTP3 when needed. This process has led to establish Strategic Priorities and action development for ANTP3. The result of this process of reviewing and updating is shown in the following tables and sections.

Table III - 19: Review of the Strategic Priorities of NTS and actions taken for ANTP3. Maritime Transport

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1	Efficient and responsive maritime and port systems		
Priority Action MARITIME 1	PA reviewed and updated in order to enhance maritime regulatory system in line with IMO and EU standards and regulations.		
	Redefined Priority Action Maritime I: Adopt changes regarding international rules and regulations.	Updated Institutional & organizational Actions	Updated roadmap for fully adoption of IMO and EC rules
Priority Action MARITIME 2	Revised and reminder actions included within Redefined Priority Action Maritime I		
Priority Action MARITIME 3	PA reviewed and updated in order to enhance institutional and governance capability of the maritime and port sectors		

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
	Redefined Priority Action Maritime II: Strengthen the GMD institutional, governance, financial and human capacity	Updated Institutional & organizational Actions	Continued Measure
Priority Action MARITIME 4	Redefined Priority Action Maritime III: Undertake reforms in the ports' institutional structure	Updated Institutional & organizational Actions	Continued Measure
Priority Action MARITIME 5	Redefined Priority Action Maritime IV: Establish and Implement the required information services	Updated Planning & investment Actions	Continued Measure
Priority Action MARITIME 6			
Priority Action MARITIME 7	Measure completed		
Strategic Priority 2	Sustained growth for maritime and port markets		
Priority Action MARITIME 8	PA reviewed and updated in order to rehabilitate and modernise port infrastructure and services		
	Redefined Priority Action Maritime V: Develop a Port Growth and Modernization Action Plan	Updated Planning & investment Actions	Continued Measure
Priority Action MARITIME 9	Redefined Priority Action Maritime VI: Complete ongoing construction projects and implement new concession and preparation projects over the next period	Updated Planning & investment Actions	Updated investment roadmap
Priority Action MARITIME 10	Measure completed		

7.2.3. Strategic Priority 1: Efficient and responsive maritime and port systems

Enhanced maritime regulatory system in line with IMO and EU standards and regulations

- Align Albania maritime legislation to that of the IMO and the EU.
- Improve maritime regulatory performance and standards

Enhanced institutional and governance capability of the maritime and port sectors

- Improve Institutional and human capacity of maritime administration
- Enhance institutional port structures in line with modern port systems
- Ensure regulatory independence and sustained financing for public maritime and port agencies

7.2.3.1. Priority Action Maritime I: Adopt changes regarding international rules and regulations.

Operational, regulatory & licensing Actions

It is necessary to ratify and endorse IMO regulations and EC rules on maritime safety, security, environmental protection, and coastal management; mainly regarding the missing major annexes of MARPOL and SOLAS. And Initiate discussions on steps to ratify ICZM, IMO EU MRV regulation, and other related rules.

An official request for assistance on ratification of MARPOL Annex VI is sent to the Ministry of Europe and Foreign Affairs In this regard. Assistance from IMO is needed to prepare the gap analysis of the status of the conventions MARPOL and SOLAS and recommendations on the latest version of the conventions including the drafting of secondary legislation on GHG amendments and Container Weight Verification Requirements (SOLAS). Upon assistance is received, the process of ratification and amendments shall start after the final advice of IMO TA. Finally, with the approval of all legal acts, a restructuration of the directorate will be needed as well.

The existing TA (IPA 2012 – EuropeAid/134513/C/SER/AL) produced a Gap Analysis report for the level of Acquis of Albanian Maritime legislation and giving recommendation on the future acts. Following these recommendations, the Directive 2009/16/EC of European Parliament and of the Council of 23 April 2009 on port state control and Regulation (EC) 336/2006 of European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code was fully transposed.

Nevertheless, it is deemed necessary to continue applying the roadmap and action plan to approximate and accompany the rest of IMO and EC regulations in line with the recommendations of the TA.

Once finished, the Directorate shall launch a new TA tasked aimed to developing a new roadmap and action plan, and monitoring progress and achievement.

7.2.3.2. Priority Action Maritime II: Strengthen the GMD institutional, governance, financial and human capacity

Institutional & Organizational Actions

The GMD shall continue with their efforts towards acquiring capacity in the areas affected by changes and adaptation to international rules and regulations.

Following the roadmap established in NTS 2016 -2020, GMD commenced with the TA on developing institutional / regulatory structure and capacity of GMD towards establishing self support. Initial undertakings has already been concluded with IMO for the development of institutional structure of GMD and approved by IMO. Now is time for the implementation of TA and further support from IMO.

Abreast with that, currently, GMD is working on a training project from EMSA for port state, flag state. The contract was signed on the 2nd of May this year and it will last two years.

For the scope of the ANTP2 Planning period, TA outcomes and results were approved and endorsed by the GoA. Then, implementation of institutional and regulatory reform of GMD, including possible changes in legal and financial status of GMD, was arranged.

7.2.3.3. Priority Action Maritime III: Undertake reforms in the ports' institutional structure

Institutional & Organizational Actions

The institutional and organizational leg of this Priority Action is to prepare for the reform of the institutional structure of Vlora, Shengjin and Saranda ports towards landlord port structures.

During 2016, a procedure/discussion started for the revision of tariffs and operation services in ports. This discussion is still ongoing. Upon completion, full port reforms shall be undertaken.

7.2.3.4. Priority Action Maritime IV: Establish and Implement the required information services

A major missing component of the institutional and functional framework of the Albanian maritime system is the Vessel Traffic Monitoring and Information System (VTMIS). The project study is completed but it is not functional yet.

There is another strategic project called LRIT "Long Range Identification Tracker". This project is for the ships that carry the Albanian flag, so they can be identified 1000 miles away from Albanian waters. Both systems shall be implemented in the short term.

The Long Range Information and Tracking system (LRIT) is an obligation of IMO Member States set up by IMO International Convention for the Safety of Lives at Sea (SOLAS). The procedure for the establishment of LRIT started in June 2017. Due to the approval of a Council of Minister Decision for stopping all the public procurements this project was stopped.

The proposed roadmap for the implementation of both systems is as follows:

- Initiation of LRIT development strategy: institutional, technical, legal and operational arrangements.
- Set up the LRIT centre institutional set up, ideally within or closely related to GMD.
- Initiation of VTMIS development strategy: institutional, technical, legal and operational arrangements.
- Equipment procurement and personnel recruitment, twinning programmes.
- VTMIS operational tests.
- Further tests and operationalisation.

7.2.4. Strategic Priority 2: Sustained growth for maritime and port markets

Rehabilitation and modernisation of port infrastructure and services

- Assess existing port capacity and performance and service offerings.
- Assess traffic growth and future port markets.
- Review/update port strategic and long-term master plans.
- Develop action plan for port modernisation and growth.
- Implement ongoing and new maritime projects.

Sustained growth for maritime and port markets

- Develop integrated and multi-sector strategy for nautical tourism.
- Create favourable growth potential for nautical tourism.

Create favorable legal and institutional conditions for attracting foreign investment to the Albanian ports

- Attract new investments and new volumes.
- Increase the attractiveness of Albanian ports.

7.2.4.1. Priority Action Maritime V: Develop a Port Growth and Modernization Action Plan

Planning & Investment Actions

The requirement is to have a Master Plan for the Port of Durres, and a Master Plan coordinated for the rest of the ports. To face this task, GDM in coordination with the Ministry, shall begin the assessment of port capacity planning and performance against future traffic growth and market trends.

The task for the revision and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania was officially given to Albanian Institute of Transport. This study will be concluded by Institute by the end of 2018.

Upon TA conclusion, the Ministry shall endorse its results as input for port action plan. Following it, a quantified and integrated operational and strategic action plan for port growth and modernization shall be developed.

Among the already identified measures some advances have been achieved. Purchase of the Crane of the Port of Shengjin is finished. It was transferred from the port of Durres. It is also finished the transport from Durres Port Authority to the Port of Shengjin. In port of Saranda one mobile crane for loading and unloading of cargo is being used which is effective and enough comparing with the cargo capacities processed in this port.

The feasibility study for dredging of Saranda port basing is finished and port authority and MIE is looking for possible financial sources.

For the ANTP3 planning period implementing the modernisation and rehabilitation of the port investment plan is a priority.

7.2.4.2. Priority Action Maritime VI: Complete ongoing construction projects and implement new concession and preparation projects over the next period

Planning & investment Actions

For the short term, to complete compromised investments and continued with the ongoing implementation projects according to the NTS, MIE pipeline is a priority. A note on the status of said inversions is included below:

- Rehabilitation of Port of Vlora. Rehabilitation has started with the financing from Italian Cooperation, realized almost 80% of constructional works, The process is stopped from Italian Cooperation side because of some disputes with the GoA.

2018 – 2019: Implement the new concessions according to the information provided by MIE, namely:

- Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje. The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2019.
- Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano. The concession project is finished and the contract was signed. The operator finished with all the government licenses and permissions, the construction works have started and planned to finish in 2019.
- Giving in Concession with BOT contract of the touristic port in Durres. The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licenses and permissions, the construction works expected to start in 2019.
- Giving in Concession with BOT contract of the touristic port in Shengjin. The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start in 2019.

2018-2020: Do the preparation of the following projects (only Feasibility, Preliminary Design and Detailed Design Studies), according to the information provided by MIE:

- Dredging of Durres Port basin. The feasibility study is finished. DPA and MIE are looking for possible investors for financing the implementation of the project.
- Durres Extension of quay 1 and 2 in the western part of the port (Financing earmarked by EBRD, actually under Feasibility Study and Review of existing Detailed Design).
- Passenger Terminal in Port of Vlora. The expanding of Passenger Terminal in Port of Vlora has already started and planned to be operable in 2019.

8. SUBSECTOR – AIR TRANSPORT

8.1. SUBSECTOR OVERVIEW

Over the next four years, the Government is committed to advancing infrastructure projects in the south of the country: Vlora Airport and/or the potential tourist airport of Saranda.

Feasibility study for an airport in South of Albania was completed on March 2018. From the conclusions of the study, Vlora was the airport of higher economic interest and simultaneously technically feasible, but with serious consequence in the environment. According to this analysis, the next airport of economic interest would be Saranda mainly for the summer season and finally the airport of Gjirokastra.

Also there is a feasibility study for a domestic airport in Korca. Following the former studies prepared by the former DGCA and Tirana Airport Partners for the domestic traffic the Albanian Development Fund financed a feasibility study for an airport in Korca, Lumalas.

According to the CAA, there is a need to prepare a Master Plan for Airports in Albania, ideally funded by EU. This plan is useful because now they are struggling especially in general aviation. There are not declared helipads while they should have been declared in all the regions in Albania, especially in hospitals, police stations, for civilian use, etc.

In Albania it is not possible to prepare commercial pilots and other aviation human resources. There are very few pilots and technicians prepared abroad. It is difficult to attract those professionals to the CAA due to low level of wages. The CAA is collaborating with the professional schools to add the curricula for the ground handling staff. There is also need of creating piloting schools, like in Italy and other neighbour countries. They can start creating cross-country training for pilots.

ALBCONTROL has solved the issue of human capacities years ago, by hiring new staff and training them abroad as air traffic controllers and engineers.

Applicable standards include:

- Law No 10040 of 22.12.2008 "Air Code of the Republic of Albania" as amended by Law No 10484 of 24.11.2011, is partially approximated with the Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community;
- The Decision of the Council of Ministers of Albania No 686 of 02.06.2010 "On the establishment of the National Authority for Investigation of Air Accident/Incident", which establishes the basic principles in the investigation of accidents and incidents on civil aviation, is partially approximated with Regulation (EU) No. 996/2010 of the European Parliament and of the Council of 20 October 2010 establishing the fundamental principles governing the investigation of civil aviation accidents and incidents;
- DCM No 575 of 10.08.2011 "On the approval of the National Program of Civil Aviation Security", which sets out common rules in the field of civil aviation security, is partially approximated with Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11.03.2008 establishing common rules in the field of civil aviation security.

8.1.1. Safety in Air Transport

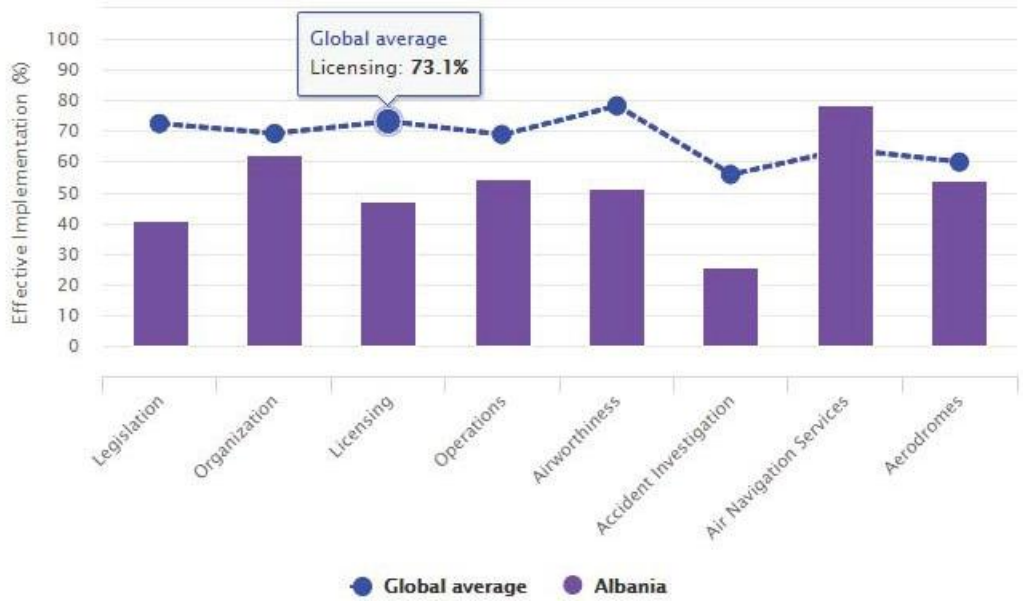
Albanian Civil Aviation Authority, ACAA has signed a Working Arrangement with European Aviation Safety Agency, EASA on 2009 and renewed on 2015. This Working Arrangement covers all aspects of the regulation of civil aviation safety and environmental protection of products, parts, appliances, personnel, organisations, aerodromes and related equipment and ATM/ANS and related systems and constituents subject to Regulation (EC) No 216/2008 and its Implementing Rules.

Through this Working Arrangement, EASA assists CAA Albania in the implementation of the provisions of the ECM Agreement relevant to aviation safety.

The Universal Safety Oversight Audit Programme (USOAP) of ICAO's priority programmes has made the last follow up assessment in 2014 in Albania in a combined visit with EASA. The state safety oversight system has been evaluated through the "Effective Implementation (EI)" of the "Eight Critical Elements (CEs)".

1 Legislation; 2 Organization; 3 Licensing; 4 Operations; 5 Airworthiness; 6 Accident Investigation; 7 Air Navigation Services; 8 Aerodromes.

Figure III - 9: Degree of implementation of Eight Critical Elements in Civil Aviation in Albania



There are not air safety concerns in Albania.

CAA has issued one Air Operator Certificate to Albawings airlines while the company has received also the TCO, Third Country Operator from EASA to allow flying on EU. Actually there are 2 aircraft in the Albanian registry and another 2 on the registration process.

8.1.2. Capacity assessment and bottlenecks

The REBIS Update Capacity Assessment (2014) identified based on technical capacity constraints, whether an intervention is required to alleviate a bottleneck and if so what type of intervention; and when it would be required to handle the existing traffic as well as the 2030 projected traffic.

Existing traffic and 2030 traffic projections were then assessed against the capacity of the networks to identify bottlenecks where interventions need to be considered. This was carried out for both the low/moderate and moderate/high economic growth scenarios.

According to the report, the following bottlenecks can be identified:

Table III - 20: Air Sector Bottlenecks according to REBIS Update Capacity Assessment (2014)

Airport	Annual Traffic vs Annual Declared Capacity (2012)	Annual Traffic Vs Annual Declared Capacity (2030)	Bottlenecks detected	Proposed Intervention
Tirana	93%	163% (Low/moderate) 216% (Moderate/High)	Current traffic close to declared capacity and future traffic will exceed declared capacity	Expansion of the airport (terminal building)
			Current runway length (2735m) is short for the largest code E aircraft	Future extension of the runway

8.1.3. Financial Resources

Albanian Aviation Authority is a self-sustained institution with no profit. In case there are differences according to the ACAA law, need to allocate them to the state budget. The incomes of the authority are created from the oversight activities, licensing and approvals of the operators and service providers. The incomes need to be used only for increasing the capacities of the CAA.

The same works for the ALBCONTROL national air traffic service provider which has a multilateral agreement with EUROCONTROL approved by the parliament.

The main financing and regulatory aspects are:

- National Investigation Body of Air Accidents/Incidents depends on the state budget allocated from the Ministry.
- Tirana International Airport is the only airport operator in Albania according to the Law
- The financing for the further development in the air transport sector normally will come from the private initiative as the government is not planning to complete any new infrastructure.
- There are under evaluation the proposals for Airport construction on the PPP bases for Kukes and a Southern Airport.

8.1.4. Ongoing/Compromised Infrastructure Investments

Here are listed some of the infrastructure projects for the midterm period 2018-2023.

- Kukes Airport PPP: extension of runway and the passenger terminal
- Southern Airport PPP: greenfield project
- Tirana Airport: Extension of the passenger terminal and reconstruction and extension of the runway

8.2. SUB-SECTOR NATIONAL STRATEGY PLAN

8.2.1. Conclusions

Important steps have been taken following the guidelines on European Trade Liberalisation and the adoption of the required safety standards of the European Community Regulation and Directives. The driving force behind these changes is the South East Europe 2020 Strategy (SEE 2020) which further builds on the Single European Sky (SES) and the Joint Service Provision Area (JSPA) Initiative, which is in direction of creating proactive relationships between regional Civil Aviation Agencies (CAAs) and Air Navigation Service Providers (ANSPs) and in line with the European key performance areas: Safety, Capacity, Environment, and Cost-efficiency.

In the Institutional level, the subsector is managed by the following institutions:

- Ministry of Infrastructure and Energy
- Albanian Civil Aviation Authority
- National Investigation Body of Air Accidents and Incidents

At operational level, the entities involved are the following:

- Air Navigation Service Providers (Albcontrol)
- Airport Management Bodies
- Air Operators

The airport network of Albania consists of:

- Tirana International Airport (TIA), known as "Mother Teresa Airport", part of the TEN-T Core Network Airports. 17 km away from the city of Tirana and well connected by a new motorway. It is operated through a concessional regime. Around 16 foreign airlines and 1 Albanian airline have regular scheduled services to/from Tirana. In the meantime, another Albanian carrier is under licensing process.
- Kukes Airport. Situated in the north east of the country close to the Kosovo border, was completed in 2007 and can only accommodate smaller aircrafts. Council of Minister's decision 429/11.07.2018 has been approved for an unsolicited proposal in this regard.
- Other minor airfields: SEETO MAP 2018 (Cost benefit Study for enhancing the air transport connectivity in South East Europe). These routes serve neighbouring hub airports as feeders while regional main airports, which could be compared to European hubs, have been established; however regional connectivity remains poor.

8.2.2. Recommendations

- 1. The development and construction of new airport infrastructure in the South of the country;
- 2. The creation of a more competitive market with liberalized air services;
- 3. The implementation and unification of international standards for air safety; and
- 4. A reduction in travel fees for passengers

To meet the Key Challenges for Air Transport, the Strategic Priorities for Air Transport identified in the National Transport Strategy 2016-2020 have been reviewed, updated and adopted for ANTP3 when needed. This process has led to establish Strategic Priorities and action development for ANTP3. The result of this process of reviewing and updating is shown in the following tables and sections.

Table III - 21: Review of the Strategic Priorities of NTS and actions taken for ANTP3. AirTransport

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1	Development of new airports		
Priority Action AIR 1	PA reviewed and updated in order to increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a "Southern" airport for more air carriers to serve the region		
	Redefined Priority Action Air I: Detailed Design Consultancy for the Southern Airport	Updated Planning & investment Actions	Updated roadmap upon finalization of the feasibility study

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Priority Action AIR 2	Redefined Priority Action Air II: Development of southern airport and upgrade of Kukes airport	Updated Planning & investment Actions	New measures proposed in order to identify the airfield's necessities
Strategic Priority 2		Creation of a more competitive market with liberalized air services	
Priority Action AIR 3	PA reviewed and updated in order to create more choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares		
	Redefined Priority Action Air III: Endorse the development of a more competitive market under EC regulations	Updated Operational, regulatory & licensing Actions	Regulatory roadmap updated New measures for capacity building proposed
Priority Action AIR 4	Revised and reminder actions included within Redefined Priority Action Air III		
Strategic Priority 3		Implementation and unification of international standards for air safety	
Priority Action AIR 5	PA reviewed and updated in order to complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs		
	Redefined Priority Action Air IV: Complete the Phase II of the ECAA agreement and other EC regulations	Updated Operational, regulatory & licensing Actions	Continued Measure
		Updated Institutional & organizational Actions	Updated roadmap for for a 'One Stop' security for all flights from Albania as per EU regulation 2015/2426
Priority Action AIR 6	Revised and reminder actions included within Redefined Priority Action Air IV		
Strategic Priority 4		Reduction in travel costs for passengers	
Priority Action AIR 7	PA reviewed and updated in order to make air travel more accessible to the citizens of Albania and to increase growth in air traffic, cargo and destinations		
	Redefined Priority Action Air V: Improve airport coordination and services to continue lowering operating costs and charges	Updated Pricing, taxation & subsidies Actions	Updated measure to include improvements in the airport slot coordination

8.2.3. Strategic Priority 1: Development of new airports

Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a "Southern" airport for more air carriers to serve the region

- Develop a National Airport Master Plan.
- Start operations at Kukes Airport.
- Initiate development of Southern airport into a hub for Intra-European and Mediterranean flights.

8.2.3.1. Priority Action Air I: Detailed Design Consultancy for the Southern Airport

Planning & Investment Actions

According to the NTS roadmap and the changes of the Law of TIA concession on 2016, MIE commissioned a Consultancy for preparation of a feasibility study for a new airport in South of Albania with emphasis on airport in Southern Albania, Tirana airport expansion beyond 2025, and Kukes operational infrastructure upgrade. The study has to consider the low cost carrier options for the airports.

ACAA is being carrying out in parallel and the technical studies for making Kukes operational as general aviation airport for flying club activities, aviation training and unscheduled flights with specific aircraft types of category B. Take policy decision for scope of civil works implementation and services equipment or no decision on any development of Kukes pending Master Plan.

After the procurement procedures in the extinct MIE, Albanian Civil Aviation Authority in 27 November 2017 signed the contract for the project "Feasibility study of an airport in the south of the country". This study will evaluate needs, expansion and degree of development in future operations In this contract it is foreseen that it will produce the following documents:

- Preliminary Report after assessment of documentation
- Draft Feasibility Study Report
- Final Feasibility Study Report.

Upon finalization of the Feasibility study, ACAA shall review Airport Master Plan bids received and decide on starting a Master Plan Study by successful bidder.

- Decide works for Kukes. Complete works for upgrading Kukes to operational readiness. Award an entity to operate Kukes through public bidding.
- MIE to decide airport developments in country further to Master Plan conclusions. Seek consultancy for assisting MIE in preparation of Design Bids from bidders, and Calls for Tenders.
- Review Tenders for design of airport in south: and select Design Consultancy.

8.2.3.2. Priority Action Air II: Development of southern airport and upgrade of Kukes airport

Planning & Investment Actions

The latest investment proposals that were oriented towards Kukes Airport were financed by the United Arab Emirates in 2004. ACAA states that a private company has shown special interest in the northern airport, to operate ultra low cost airlines. Council of Minister's decision 429/11.07.2018 has been approved for an unsolicited proposal in this regard. Thus, the upgrade of Kukes airport and development of a southern airport is key for enhancing air transport operations in Albania and for promoting tourism growth.

The MIE shall organize cross cutting initiatives with Tourism Ministry to develop and attract tourism services and enable appropriate measures to actively engage tourism service operators for air travellers visiting Albania and south of country.

There is one Albanian carrier, Albawings. The air traffic is growing steadily but Albania has still the most expensive air fares in the region. Government has approved a Council of Minister's decision 309/16.05.2018 for the approval of an Albanian Air Carrier in joint venture with Turkish Airlines named Air Albania aiming to low the air fares by boosting competitiveness. However, perspectives are optimistic. Between 2016 and 2017, a 20% increase at the Tirana International Airport was observed. There's been an increase in tourism, in charter flights. In 2013 there were 25,000 passengers, and in 2017 there were 170,000 passengers. This issue reveals that Albania, still have room for improvement if the infrastructure improves in the coming years. ACAA expects double figures by 2025 and triple figures by 2030.

Within 2019 there will be an Albanian Carrier, ACAA is in the final phases of the AOC (air operator certificate) process and it is now up to the company, how and when they want to market it.

Therefore, a series of co-ordination workshops shall be arranged in order to identify the airfield's necessities to cater for the expected growth in tourism figures.

8.2.4. Strategic Priority 2: Creation of a more competitive market with liberalized air services

More choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares

- Consumers, including the Albanese diaspora, have wider range of fares and types of services, and more routes and frequency

8.2.4.1. Priority Action Air III: Endorse the development of a more competitive market under EC regulations

Operational, regulatory & licensing Actions

Regarding the transposition and implementation of EC regulations and directives in respect of market access, insurance requirements for carriers, and competition rules to enable mix of scheduled and low cost flights, and possible investments for air operators by Albanians and others; Albania has completed the approximation of the legislation, foreseen in the first phase of the ECAA. The Commission will soon prepare the ECAA assessment to verify that the requirements of Phase 1 are completed.

The issuance of the Order of the Ministers of Transport and Infrastructure No 3746 of 10.07.2017 "On some addenda and amendments to the Order of Minister of Transport and Infrastructure No 151 of 9.04.2014 "On the approval of the regulation on technical requirements and administrative procedures for air operations", ensures the implementation of the industry rules

ACAA is to develop job profiles/functional description of its staff, considering markets, competition issues, social aspects as per the transposed rules. Good progress has been made to this aspect working with Twinning II Project ''Strengthening the Albanian Civil Aviation Authority", through different directories inspectors have worked closely to define job descriptions etc.

8.2.5. Strategic Priority 3: Implementation and unification of international standards for air safety

Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs

- Albania to complete the Phase I and II of the ECAA agreement in respect of rules listed in Annex I to ECAA agreement including air safety, security, market access and competition, and social and environmental rules.

8.2.5.1. Priority Action Air IV: Complete the Phase II of the ECAA agreement and other EC regulations

Operational, regulatory & licensing Actions

Although almost completed, ACAA must continue its efforts towards transposing all outstanding EC regulations and directives within an adopted timescale and work on USOAP corrective action plan to further reduce the lack of Effective Implementation (EI). The latest advances and identified actions to be taken are described below

- The ACAA has made good progress in implementing the rules through competent staff (who have been undergoing the appropriate trainings) to handle documented procedures and guidance materials. In this process Audits have produced Corrective Action Plans and are followed until closure. It is foreseen that in case of noncompliance with Regulations and Law dispositions and appropriate actions are undertaken.
- ACAA must work on the Corrective Action Plan established by Albania towards its response on USOAP audits to reduce non-compliance with SARPs. To ensure that ICAO Continuous Monitoring Approach (CMA) office is apprised of all positive actions taken on responding to Protocol Questions of the USOAP audit such that lack of Effective Implementation is continuously being reduced. Good progress has been made referring to USOAP Program, Albania has an ICAO National Coordinator and during this time has been making progress updating through the online platform even though the current percentage of Effective Implementation is 57.73% but the percentage is likely to change in the next evaluation.
- ACAA puts efforts to improve areas where Albania is below the world average legislation, licensing, operations, airworthiness, accident investigation and aerodromes. In organisation and air navigation services, Albania has a good score above the world average but must continue the efforts further.
- ACAA must improve all the areas and by 2016 must be seen to have gone beyond the world average of 62.69% from its present average of 54.73%. Albania shall envision an effective implementation of 70% in next evaluations. Aerodrome Certification must be completed as soon as possible while the exercise of ANSP certification must be re-activated and the ANSP certified again.
- ACAA shall initiate preparation of the State Safety Programme as part of the ICAO Global Aviation safety Plan. A draft shall be made ready by end of 2017. ACAA shall work with MIE for developing a National FAL Committee responsible for the implementation of the FAL programme.
- Albania shall implement the Performance Based Navigation (PBN) in respect of instrument approaches at the Tirana Airport in accordance with ICAO Global Air Navigation Plan and with EC Regulations (Albania is member of ECAA agreement). Currently the process is pending to the new Air Code approval and little progress has been seen on the implementation point of view. ACAA has been part of a working plan, assisted by Eurocontrol, in this regard. Legislation on PBN is foreseen to be drafted in 2018 and after that implementation will follow.
- In cooperation with Eurocontrol, ACAA has developed its five-year Strategic Business Plan for 2016 to 2020 in respect of SES and ATM with 7 strategic objectives of i) safety and ATM security; ii) optimisation of airspace capacity; iii) optimisation of cost services; iv) SES implementation and adoption of legislation; v) meet environmental standards, vi) excellence objective in national and international standards; and vii) enhancement of human resources management.

- ACAA has put in place a working website for dissemination of information to the public in respect of aviation matters, and for the public to communicate with the ACAA. It also arrange for its guidance materials, procedures and AIP/AIC to be made available on line.
- ACAA shall commence the study toward the regularization of private use of seaplanes and drones, to ensure that they are operated under a user-friendly system in compliance with air rules and regulations.

Institutional & Organizational Actions

In this aspect, ACAA must work on strengthening its capacity towards staff and inspector requirements, competency, and guidance materials for certification, approval, and for oversight/monitoring of the aviation industry in all areas of safety, security, and work towards the Albanian National Safety Programme and towards 'One Stop' Security procedures.

Very good progress have been achieved on keeping to date guidance materials and procedures, inspectors' manuals, specific documentation for approvals and certification, in line with changes to any rules as amended, ensuring quality in all documentation and procedures for certification and approval systems, and the surveillance of operators. In a similar fashion, ongoing Yearly Training Plans approved by ED shall continue to ensure competency of inspectors and that initial, advanced and recurrent training are essential components for inspector competency in their jobs.

ACAA shall continue to ensure that the critical elements for the safety oversight system are always maintained. As well as ensure that sanctions and penalties are applied in cases of offenses against aviation regulations.

Albania shall work on implementing procedures for a 'One Stop' security for all flights from Albania as per EU regulation 2015/2426, on recognition of third countries applying security standards equivalent to EU common basic ones when Albania is added to the same regulation. The process has started, but it needs to be completed in the short term.

8.2.6. Strategic Priority 4: Reduction in travel costs for passengers

To make air travel more accessible to the citizens of Albania and to increase growth in air traffic, cargo and destinations

- *Affordable and easy air travel for Albanians (including diaspora), visitors and tourists, and businesses and have wider choices for air travel in respect of destinations, fares and airlines*

8.2.6.1. Priority Action Air V: Improve airport coordination and services to continue lowering operating costs and charges

Pricing, taxation & subsidies Actions

Regarding the prices defined by Tirana International Airport, The ACAA is working towards facilitating ground handling taxes which affects prices. With the liberalization and disposition of the exclusivity, companies can undertake ground handling services thus affecting in the taxes of these services by the Airport.

ACAA carried out a methodology to validate the charges imposed by Tirana airport and the other surcharges such as aviation security and government taxes.

It is expected that such reduction can only be achieved when more airlines provide the service and low cost carriers can enter the market at some stage, for example, when an airport is operational in the south of the country.

The increase in tourists entering the country through other gateways like airport in the south and Kukes will certainly see traffic volume increase and possible load factor increase in flights through better tourism development in the south and the coastal areas, and the roads link up to the archaeological sites in the South.

Tourism development and an airport in the South will assist for more air passenger traffic and more opportunities for movement of people for tourism or tourist travel thus spreading the extent of the busy traffic season, more load factor and possible fare reduction.

An area where there is still room for improvement is the airport slot coordination. With the increase of passengers in the Tirana International Airport, it could bring a risk of airport congestion. If the Airports in the North and the South are built on time, the problem will not be so urgent, but if there is any delay, the situation could be critical.

9. SUBSECTOR – LOGISTICS AND INTERMODAL TRANSPORT

9.1. SUBSECTOR OVERVIEW

The subsector policy for the intermodal transport has been taken from the strategy 2016-2020 approved with a Decision of the Council of Ministers:

- Coordinate national policy measures to promote intermodal and combined transport
- Create intermodal logistics centres to facilitate multimodal transport
- Construction of the missing link from the western terminal in Durres to the national railway network
- Define a Multimodal National ITS (Intelligent Transport Systems) Strategy

9.1.1. Ongoing/Compromised Infrastructure Investments

Here are listed some of the infrastructure projects for the mid and long term period 2018-2033.

- Logistic centres (Elbasan, Milot, Durres, Vora, Prrenjas, Kukes, Fier)

9.2. SUB-SECTOR NATIONAL STRATEGY PLAN

9.2.1. Conclusions

To improve significantly in the combination and integration of the transport modes, intermodal transport has been identified as one of the main challenges for the whole Western Balkan countries. Since its adoption in 2010, the ANTP2 highlighted that due to increased traffic flows both within and through Albania, in particular on roads, Albania shall start introducing some actions to support environmentally-friendly modes, such as rail or combined transport.

In the Institutional level, the subsector is managed by the following institutions:

- Ministry of Infrastructure and Energy
- Albanian Institute of Transport (IoT)
- Ministry of Finance and Economy (MFE)
- Ministry of Education and Sport (for vocational and professional training)
- The Ministry of Tourism and Environment.

The NTS addressed the Logistics Performance Index[1] on a regional context, for the period available (2007-2012), to ascertain the performance level of Albania in contrast with the region and the global players. It concluded that the gap compared to the Western Balkans leader has been decreasing. Initiatives like the REBIS update listed 18 priority actions to alleviate non-physical barriers in customs and transport policy. 17 of these measures are applicable in Albania and 8 of them deal with intermodal and combined transport (including customs and border crossing barriers).

Regarding the NTS recommendations, the main conclusion to be withdrawn is that Albania should concentrate in developing a multimodal logistics centre around the Port of Durres. Furthermore, the Flagship Axes initiative promoted by SEETO in 2013 selected the Corridor VIII + Route 7 (running through Albania) as one of the priority points to improve. It was structured in two phases aiming at the following topics:

[1] The Logistics Performance Index (LPI) evaluates the performance of a wide range of countries in six key dimensions: Efficiency, Quality of trade and transport related infrastructure; Ease of arranging competitively priced shipments; Competence and quality of logistics services (e.g., transport operators, customs brokers); Ability to track and trace consignments; Timeliness of shipments in reaching destination within the scheduled or expected delivery time.

- Phase 1:
  - Infrastructure, identifying the causes for limitation of the transport along the axis on this side.
- Phase 2:
  - Market access, focusing on the customer needs and multimodal competitive analysis;
  - Performance, elaborating the quality, competitiveness and consistency of services;
  - Border crossing, elaborating legal, technical and organisational backgrounds for the time delays.

9.2.2. Recommendations

- 1. Make significant progress in meeting UNECE's national policy measures to promote intermodal and combined transport;
- 2. Link Albanian ports with those of neighbouring countries. This goal is closely related with several actions on infrastructure already mentioned in this document and in line with Albania's SSPP for Transport, but also deals with logistics development.
- 3. Implement the 8 priority measures proposed by REBIS updating study to address non-physical barriers and dealing with customs, border crossing and intermodal and combined transport. This goal is also closely related with several actions on infrastructure already mentioned.

To meet the Key Challenges for Intermodal and Combined Transport, the Strategic Priorities for Intermodal and Combined Transport identified in the National Transport Strategy 2016-2020 have been reviewed, updated and adopted for ANTP3 when needed. This process has led to establish Strategic Priorities and action development for ANTP3. The result of this process of reviewing and updating is shown in the following tables and sections.

Table III - 22: Review of the Strategic Priorities of NTS and actions taken for ANTP3. Intermodal and Combined Transport

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1	Promote intermodal and combined transport		
Priority Action INTERMODAL 1	PA reviewed and updated in order to reinforce the creation of an efficient and integrated transport system through intermodality		
	Redefined Priority Action Intermodal I: Coordinate national policy measures to promote intermodal and combined transport	Updated Institutional & organizational Actions	Updated measure. Completion of the National Strategy for the Promotion of Inter-modality and Combined Transport in Albania proposed
Priority Action INTERMODAL 2	Redefined Priority Action Intermodal II: Increase intermodal logistics centres to facilitate multimodal transport	Updated Planning & investment Actions (in reference to the priority action under rail transport):	Updated measure. Continued roadmap and investment pipeline
Priority Action INTERMODAL 3	Redefined Priority Action Intermodal III: Construction of the missing rail links to the intermodal terminals	Updated Planning & investment Actions	Continued measure

NTS ACTIONS	Actions Taken for ANTP3 Action Plan		
Strategic Priority 1		Promote intermodal and combined transport	
Priority Action INTERMODAL 4	Redefined Priority Action Intermodal IV: Define a Multimodal National ITS (Intelligent Transport Systems) Strategy	Updated Institutional & organizational Actions	Continued measure Creation of a creation of a National Strategy to steer the process proposed

9.2.3. Strategic Priority 1: Promote intermodal and combined transport

Reinforce the creation of an efficient and integrated transport system through intermodality

- An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life.
- Create favorable conditions for the intermodal and combined transport and logistics.
- Attract investments.
- Reduce rail transit times and transport costs.
- Establish joint border crossings.
- Reduce logistics costs.

9.2.3.1. Priority Action Intermodal I: Coordinate national policy measures to promote intermodal and combined transport

Institutional & organizational Actions

The NTS identified a three step roadmap to improve coordination among stakeholders for the correct steering and implementation of a nation-wide intermodal strategy:

- Increase the budget line allocated to Institute of Transport (IoT), to further its role as a public body acting as a research and analytical centre to assist and support the Ministry responsible for Infrastructure and Energy (MIE) and other governmental entities. Hire new staff and undertake capacity-building programmes for the team. Additionally, promote IoT's role as GoA/Ministry responsible for Infrastructure and Energy (MIE) coordinator in order to comply with UNECE's national policy measures to promote intermodal and combined transport.
- Apply the recommendations of the Albanian Sustainable Transport Plan (ASTP) financed by the European Bank for Reconstruction and Development (EBRD) to all policies promoted by the Ministry responsible for Infrastructure and Energy (MIE).
- Drafting of a National Strategy for the Promotion of Inter-modality and Combined Transport in Albania by an international Consultant. A stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MIE), local authorities and businesses should accompany the action.

One of the identified shortcomings that hinder the correct development of the Intermodal transport is the lack of proper coordination. Each sub-sector works independently, existing little to no cooperation between sub-sectors. This attitude generates situations of inefficiency and administrative lack of coordination. Furthermore, there is a lack of connection between sub-sector points and networks that handicap the intermodal transport or entail significant travel times or logistics costs. These lacks and inefficiencies can be detected both in infrastructure connections and in operational issues.

The completion of the National Strategy for the Promotion of Inter-modality and Combined Transport in Albania by an international Consultant is a priority. A stakeholder dialogue involving the Ministry of Infrastructure and Energy (MIE), local authorities and businesses should accompany the action.

9.2.3.2. Priority Action Intermodal II: Increase intermodal logistics centres to facilitate multimodal transport

Planning & investment Actions (in reference to the priority action under rail transport):

The Albanian Institute of Transport (IoT), as part of its annual work plan, with Ministry's request, prepared a "Study on regional areas in Albania for the construction of logistic terminals of freight transport", completed in February 2017. This study identifies the need for a minimum two potential locations for construction of intermodal freight terminals - in central north Albania and southeast Albania, in line with railway network and connected to the main Albanian ports. These terminals need to be considered as part of above discussed rail in improvements/rehabilitation on Corridor VIII and Adriatic - Ionian European corridor, part of the SEETO Core Network. These facilities will be considered as part of the investment package required for this project and as such they will be the subject of a feasibility study, cost - benefit analysis and preliminary design.

Upon finalization of PRJ-ALB-TRA-023 Feasibility Study, ESIA and Preliminary design for the construction of two logistics centres in Albania (WB18-ALB-TRA-04) (EIB), the investment pipeline is therefore defined by the following activities in reference to the priority actions under rail transport:

- Review of potential logistics centres (Milot and Elbasan) in the region of Port of Durres and provision of rail access for various projects (less than 5km from Port of Durres and very close to industrial areas on the Durres-Tirana highway), in line with i) the EU Strategy and SEETO strategy to improve multimodal transport between the Port of Durres to the hinterland region (via Corridor VIII and Route 2 – see Actions No. 11 and 25 SEETO Strategic Working Program in Priority Action 15 -), ii) EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime), and iii) national development objectives e.g. establishment of a multimodal transport network.
- Feasibility study for potential logistics centres in Elbasan and Milot.
- Construction of two logistics centres (intermodal dry port, storage 1000 TEU in the first phase) in the Elbasan and Milot areas in respect to the rehabilitation of the railway line. In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durres to the hinterland region (via Corridor VIII and Route 2). In line with national development objectives e.g. establishment of a multimodal transport network. Supports the attractiveness of the railway line.
- Invest or participate (via joint ventures) in hinterland bi-modal logistics centres alongside the corridors, with the aim of establishing seamless supply chains to their ports (hinterland logistics centres should be built up in line with the "Durana" region project). In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durres to the hinterland region (via Corridor VIII and Route 2). In line with the EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime). In line with national development objectives e.g. establishment of a multimodal transport network.

9.2.3.3. Priority Action Intermodal III: Construction of the missing rail links to the intermodal terminals

Planning & investment Actions

The aim is to firstly undertake the construction of the missing rail links link from the western terminal in Durres to the national railway network, after that, the connection of the new hinterland bi-modal logistics centres alongside the corridors shall be undertaken.

For the Durres connection, the public tendering (Durres Port Authority) is already ongoing. The railway link of the western terminal to the Albanian national rail network with the aim to increase the attractiveness of the port and the hinterland transport by rail is ready for the selection of investment sources, including private joint ventures.

As said, the project is ongoing for preparing the ToR. The beneficiary has already applied to increase the necessary financing from the EU.

9.2.3.4. Priority Action Intermodal IV: Define a Multimodal National ITS (Intelligent Transport Systems) Strategy

Institutional & organizational Actions

According to the implementation of a sound and functional network of ITS systems, the preparation of a National Strategy is the main enabling factor for effective ITS deployment. The institutional set-up needs to be in place outlining the scopes and roles of the various public and private stakeholders at the regional and national levels.

In alignment with Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the fields of road, rail and maritime transport modes, the drafting of a specific Strategy by an international Consultant was requested to cover aforementioned aspects including interfaces between modes

To undertake this task, in view of national regulatory bodies and institution on research and development of innovation, the Council of Ministers approved the Decision no. 710, dated 1.12.2017 on the adoption of the National Strategy for Science, Technology and Innovation. The National ITS Strategy could be framed in this decision.

The required undertakings involve a stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MIE) and the traffic enforcement authorities should accompany the action. The ITS Strategy will take into account the strategic needs, budget commitments and systems already in place with regard to ITS for roads, ERTMS for railways and VTMIS for the maritime transport mode. The Strategy will also include the implementation of two ITS pilots in the road core network.

The steps already taken include the creation of a working group on planning the deployment of ITS/ERTMS in the WB6 with relevance on the Guideline on planning the ITS (art.10) and advisory group on the ITS. Within this line of action, a project that works on the Framework for implementation of ITS on the TEN-T Core/Comprehensive Networks in WB6 (CONNECTA-TRA-CRM-REG-03) already kicked-off. The aim of this Connecta sub-project is to provide a strategic framework for the ITS (ERTMS, ITS, RIS, VTMIS, e-freight) and IT system (e–documents, interfaces etc.) deployment in the SEE through targeted action plans for each mode and their interfaces.

Despite the progressive implementation of ITS measures in accordance with the EU Directives, the creation of a National Strategy to steer the process is of utmost importance.

10. INVESTMENT PLAN

As a consequence of the Sub-Sector Plans, the Investment Plan has been prepared. The Investment Plan includes the projects considered necessary to accommodate transport volumes in the next 20 years.

The subsequent chapters present the analysis and justification of the investments to be proposed. To do so, the analysis builds on the findings regarding the Survey Campaign and the Transport Model. The investments studied are those actions that represent bigger potential impacts on the national-wide transport tendencies.

10.1. TRAFFIC EVOLUTION – PASSENGER VEHICLES

The following figures show the evolution between 2018 and 2038 of the national network, in terms of vehicles in private transport, as the capacity of the links (roads) is defined in these units. These maps will serve as an introduction for understanding the current and future situation of the network, despite explaining each case in depth subsequently.

The subsequent maps compare the number of vehicles calculated for the 3 scenarios assigned in the different networks, including further enhancements on each step so a logical evolution of the bottlenecks and its solutions is shown. The scenarios included are:

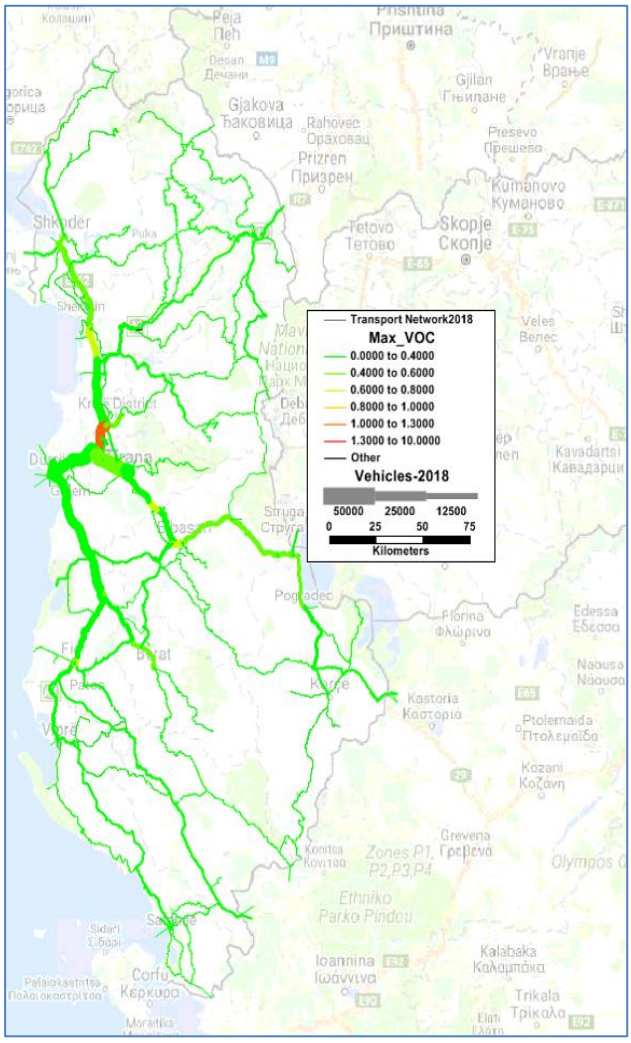
Table III - 23. Modelling scenarios definition

Scenario	Network used	Flows assigned
1	2018	2018
2	2018	Long term
3	Midterm	Midterm
4	Midterm	Long term
5	Long term	Long term

10.1.1. Scenario 1

This map shows the current situation of the Albanian network in terms of passenger vehicles. As analyzed before, the main problems occur in the Tirana-Durres zone, along with the northern segment of the Adriatic-Ionian Corridor. All these bottlenecks are considered in the investment plan, with new constructions and rehabilitation of existing roads.

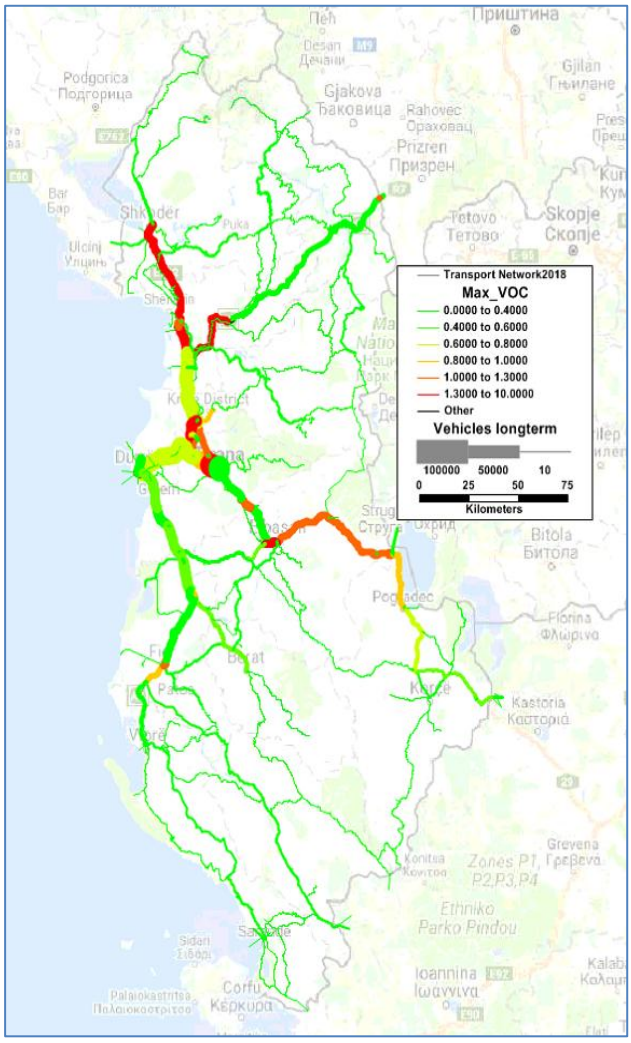
Figure III - 10. Scenario 1-Total daily vehicles



10.1.2. Scenario 2

This map shows the potential situation of the Albanian road in 2038 if no further investments are done. This is not a real projection, since many projects are already under construction or planned, but it helps to identify future bottlenecks; therefore solutions are studied and proposed prior to problems arising.

Figure III - 11. Scenario 2-Total daily vehicles

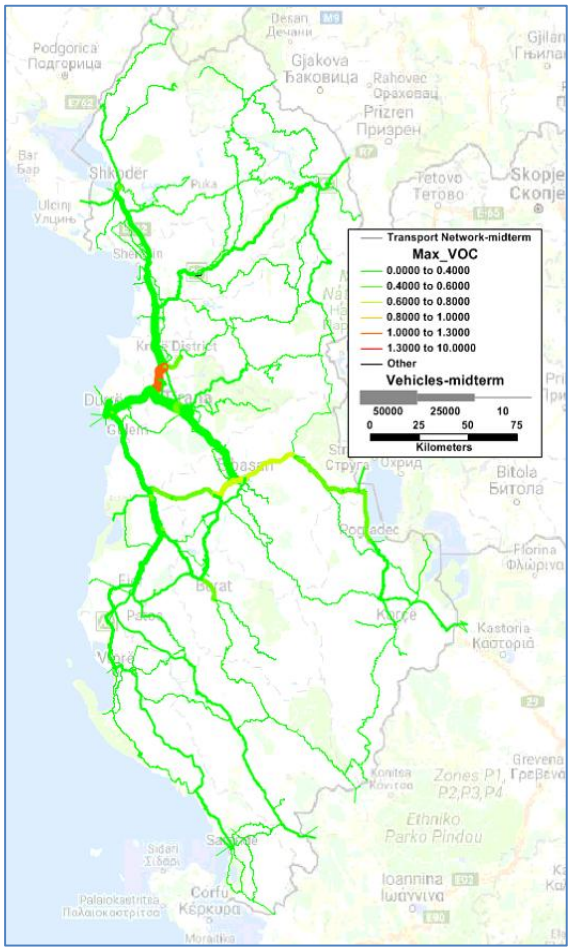


As expected, the network would collapse. Besides, new problems can be identified compared to the actual situation, as the connections with Kosovo, FYROM and Greece. These potential problems have been taken into account when designing the investment plan.

10.1.3. Scenario 3

This map shows the midterm situation, where some problems have already been solved by the projects already under construction in the Country, specially the northern segment of the Adriatic-Ionian Highway. At the same time, the future bottlenecks are starting to appear (for example, Elbasan-Pogradec segment), so it is an interesting halfway point where the prioritization of the investments can be established.

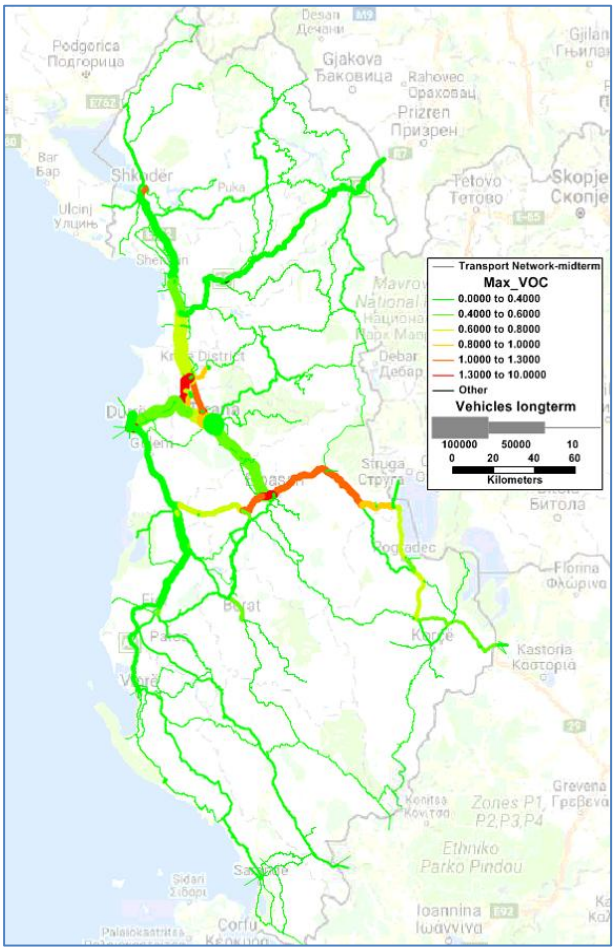
Figure III - 12. Scenario 3-Total daily vehicles



10.1.4. Scenario 4

This map shows the midterm network with the projected long term (2038) traffic. This map helps to understand the situation that might occur if no further investments are done, apart from the ones already projected or under construction.

Figure III - 13. Scenario 4-Total daily vehicles

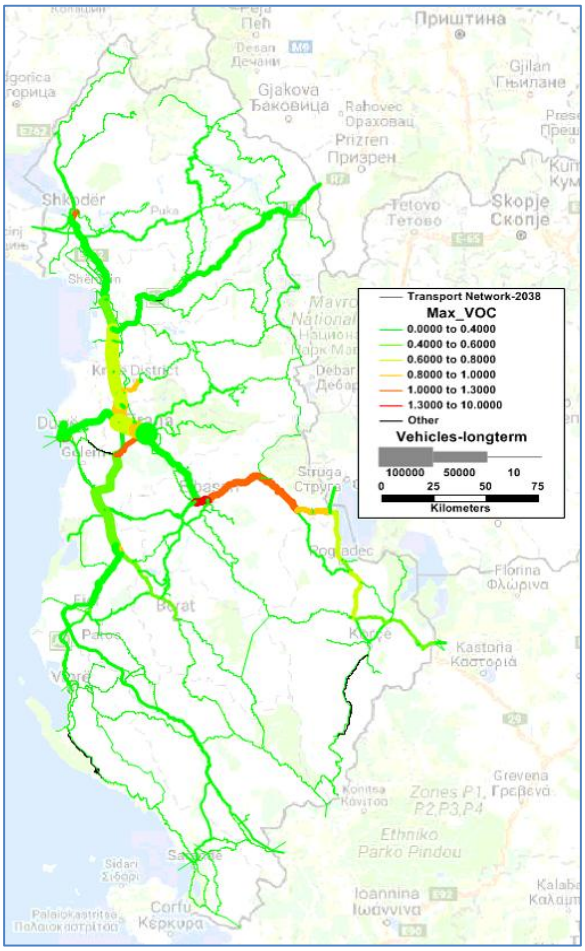


It can be seen how the Elbasan-Pogradec segment, previously improved in the midterm situation, would collapse again if no further investments are considered. Also, the Pogradec-Korça-Greece segment starts to emerge as one of the most problematic corridors. Another bottleneck is the northern segment of Adriatic-Ionian Highway near Tirana.

10.1.5. Scenario 5

This map shows the long term situation, with all the investments included. Some comments have to be done about the Elbasan-Pogradec segment. The future rail connection with FYROM and Greece will allow to change the modal split distribution, so the public transport will be enhanced. This fact will generate better level of services in this road, which are not included in this map as there are not data available of future rail services and ticket fares of this future rail connection, so the future modal split has not been estimated. The congestion problems near Tirana have also been mitigated, due to the opening of the road Tirana- Rrogozhina.

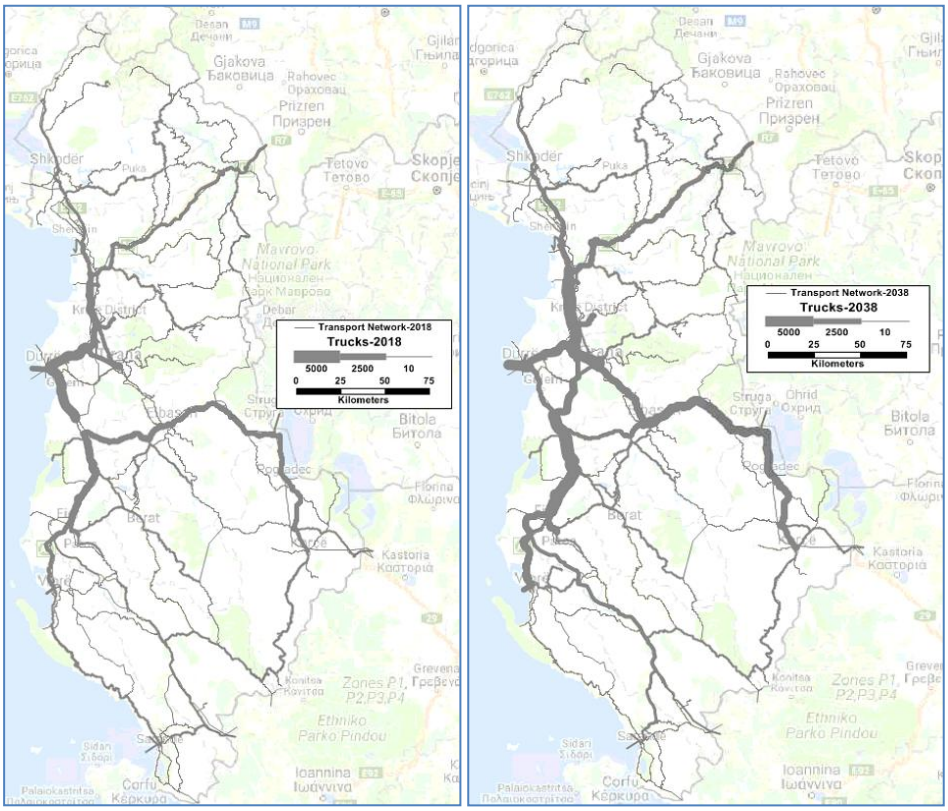
Figure III - 14. Scenario 5-Total daily vehicles



10.2. TRAFFIC EVOLUTION – FREIGHT

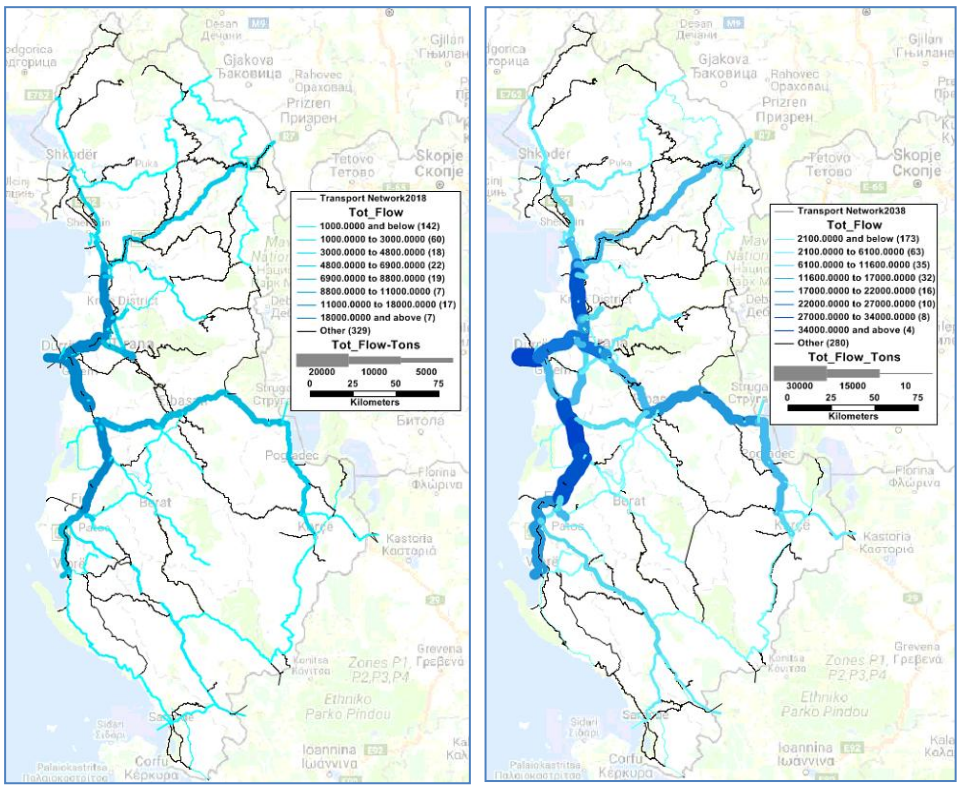
The next maps show the evolution forecasted for the freight indicators, trucks and tons. In the next figure it can be seen how the international trade relations of the Country are expected to significantly grow with Kosovo, FYROM and Greece. Also, the Ports of Durres and Vlora experience a notable growth, which shall be taken into account in the maritime investments proposed.

Figure III - 15. Freight transport - trucks - Years 2008 and 2018



The introduction of the long term roads changes the main corridor away from Durres, assigning more flows through the new Adriatic-Ionian Corridor.

Figure III - 16. Freight transport - Total Daily Tons – Years 2018 and 2038

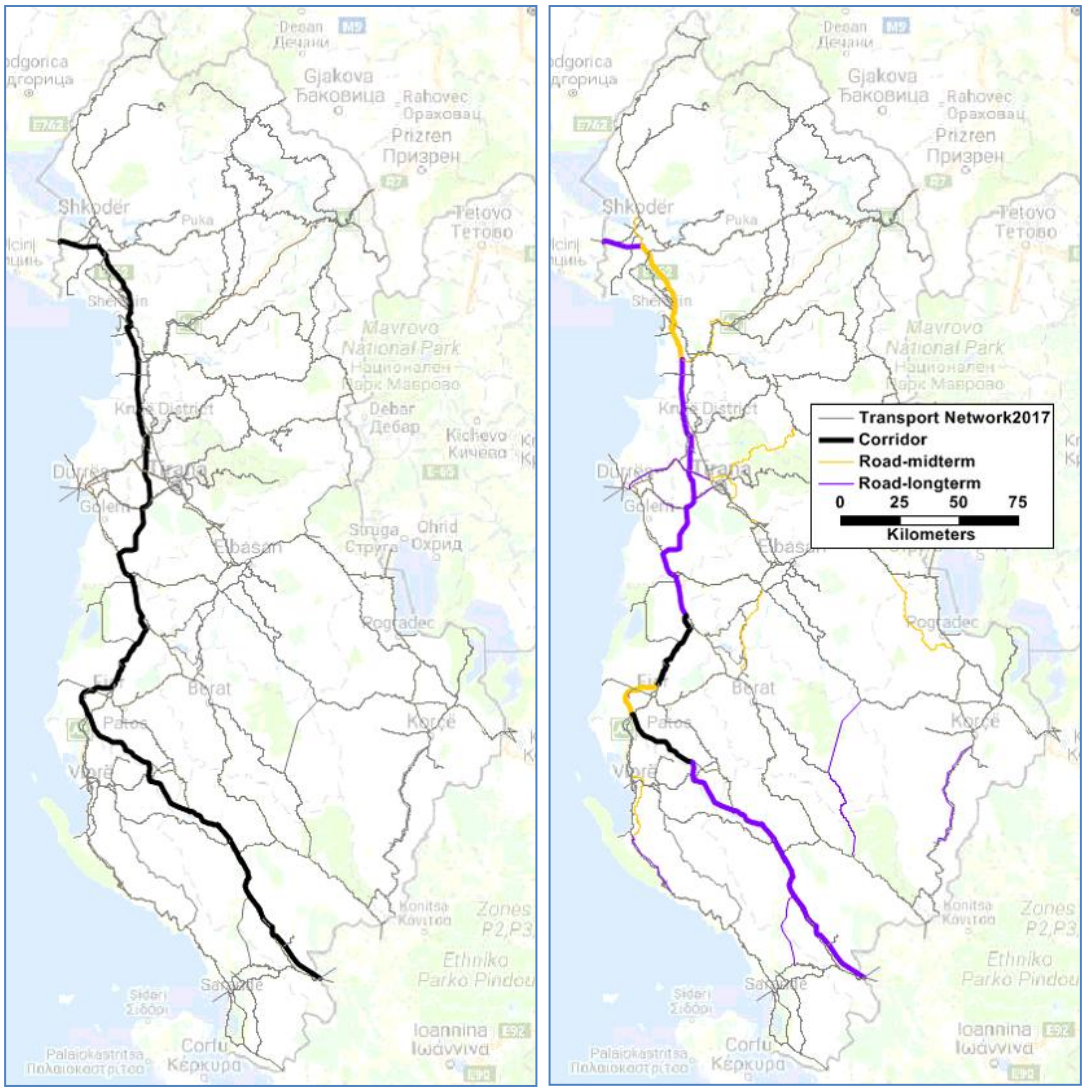


10.3. ROAD TRANSPORT

10.3.1. The Adriatic – Ionian Highway (Route 2b/Corridor VIII, Route 2c)

As part of the Adriatic-Ionian Highway, Albania has almost completed its North-South corridor, remaining some actions like the Gjirokaster and Fier bypasses. The Corridor will pass along the Southern Axis stretching along South-Central Albania and may also enter inland at the Fier Region. Less than half of the segments constructed are single carriageways (*superstradë*) while some segments as the SH4 Durres-Vlora and the A1 Milot-Thumana will be dual carriageways (*autostradë*). The next images show the complete corridor introduced in the transport model, being the yellow (midterm) and purple (long term) the segments to be constructed or enhanced.

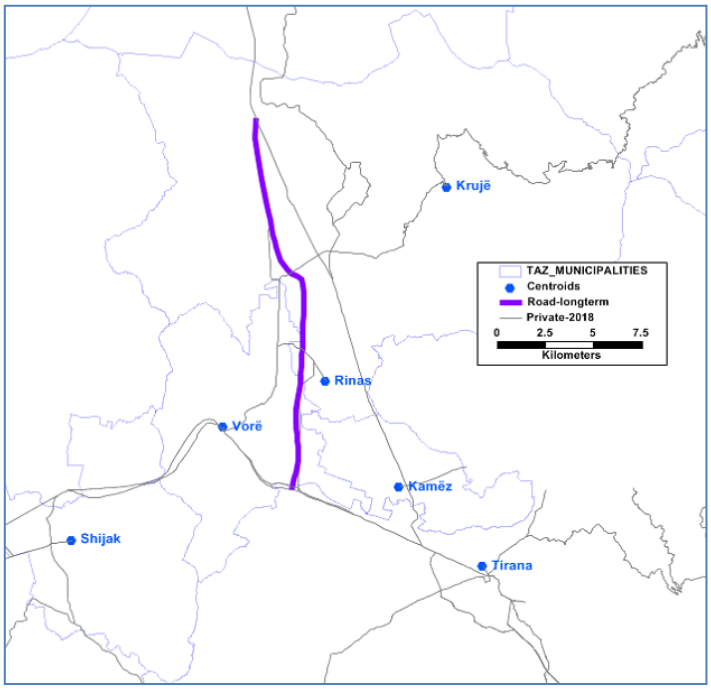
Figure III - 17. Adriatic-Ionian Corridor



10.3.1.1. Thumana – Kashar / Vora road

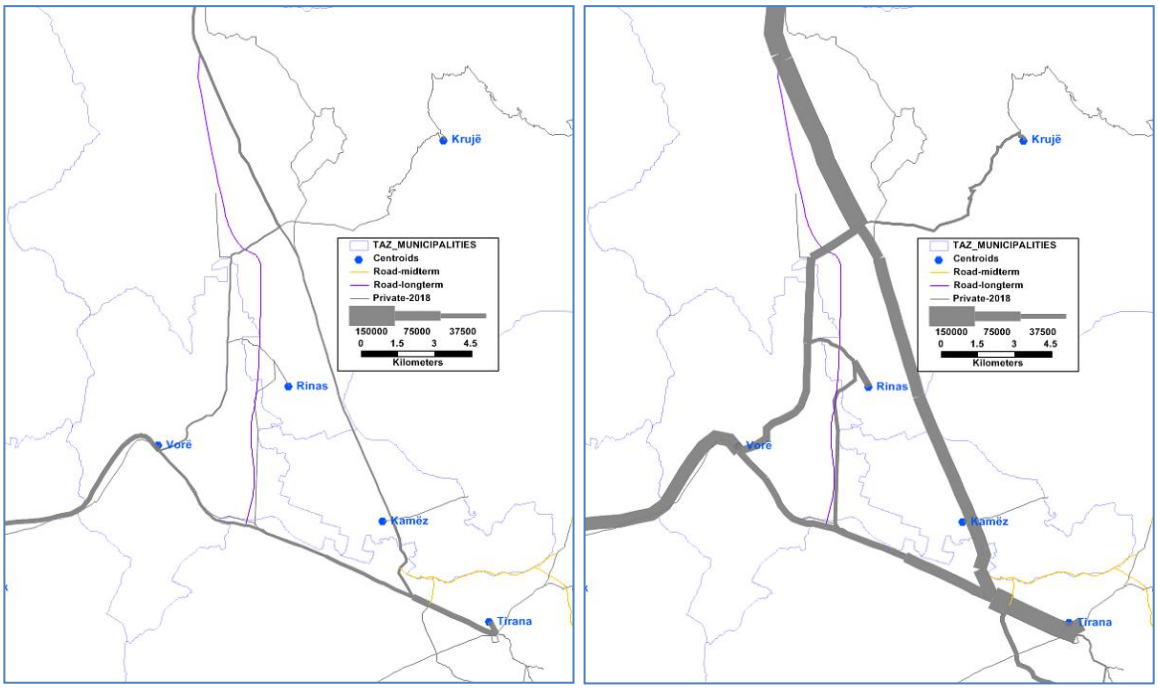
The road is implemented in the transport model as a short/midterm construction. The next image shows the designated link in the model.

Figure III - 18. Thumana-Vora Road - location



The next images show the traffic evolution forecasted for the Region, comparing the results of vehicles/day for 2018 and 2038. The construction of the road will assist in distributing those new generated trips.

Figure III - 19. Thumana-Vora Road – traffic evolution 2018-2038



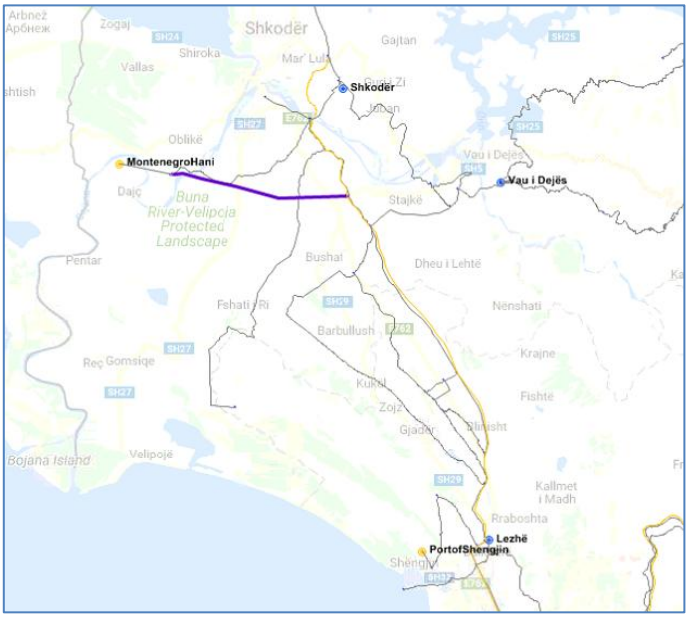
10.3.1.2. Tepelena bypass

The Tepelena bypass will enable the connection of the secondary road surrounding Tepelena with 13 villages of the area, selected to be part of the national program of Rural Revival. This project, currently under construction, has not been included in the model due to its local dimension, being Tepelena only represented by a centroid.

10.3.1.3. Lezha-Muriqan Road

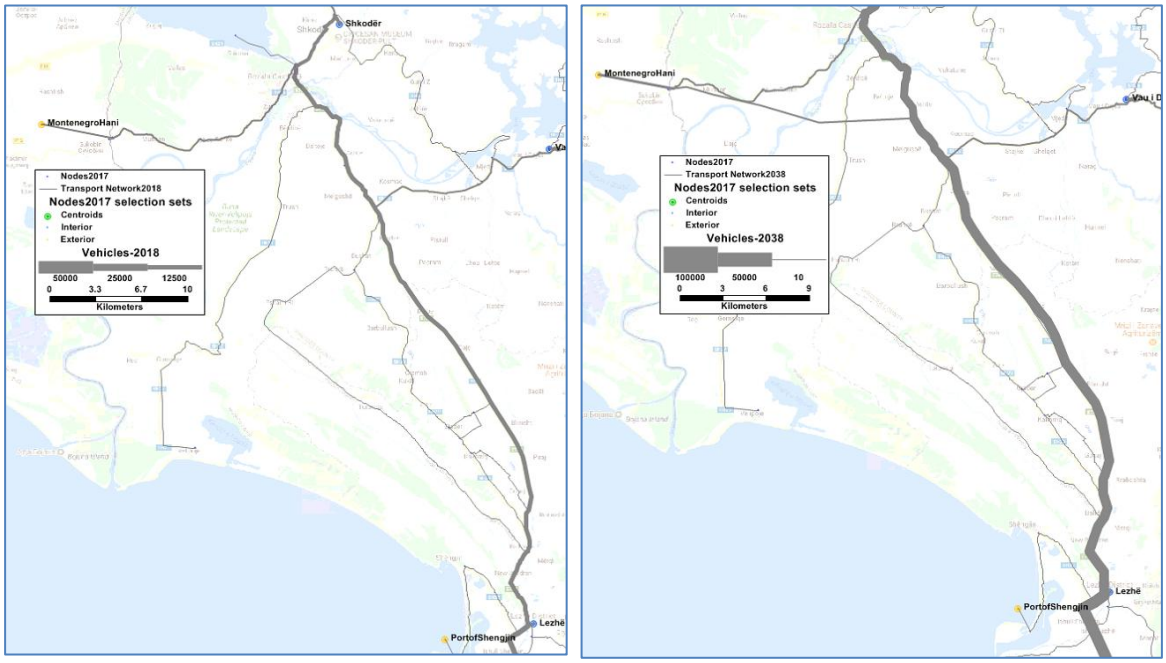
This road will be the north edge of the Corridor, connecting the District of Lezha with the city of Muriqan, in the border with Montenegro. This road will enhance the actual connections with the neighbour country, boosting the socioeconomic development. The road is completed by different segments, defined as mid and long term.

Figure III - 20. Lezha - Muriqan Road - location



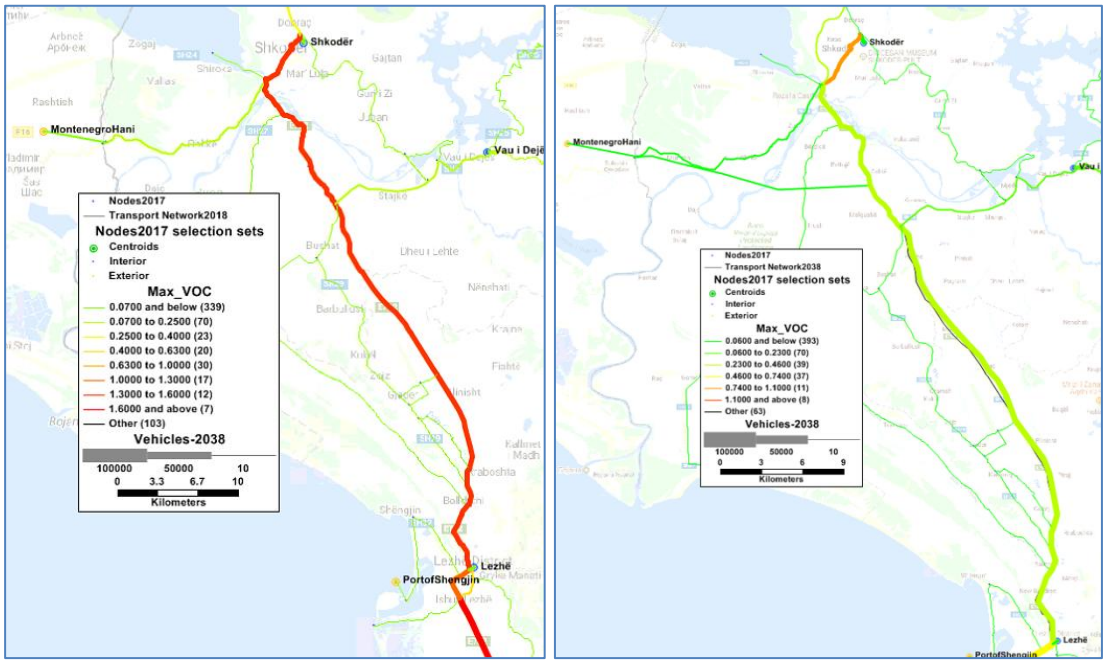
The next images show the traffic evolution forecasted for the Region, comparing the results of vehicles/day for 2018 and 2038. The construction of the road will assist in distributing those new generated trips, currently coming from the northern border, between the actual route and the Muriqan segment. Moreover, the improvement of the actual road Shkoder-Lezha, part of this investment, will enhance the level of service conditions, as shown in subsequent maps.

Figure III - 21. Lezha - Muriqan Road – traffic evolution 2018-2038



The next images show the difference between the road networks of 2018 and 2038, both assigned with the 2038 vehicles forecasted. Under the actual conditions, the current roads would collapse, so the investments proposed are justified.

Figure III - 22. Lezha - Muriqan Road - 2038 vehicles flow - 2018 and 2038 network

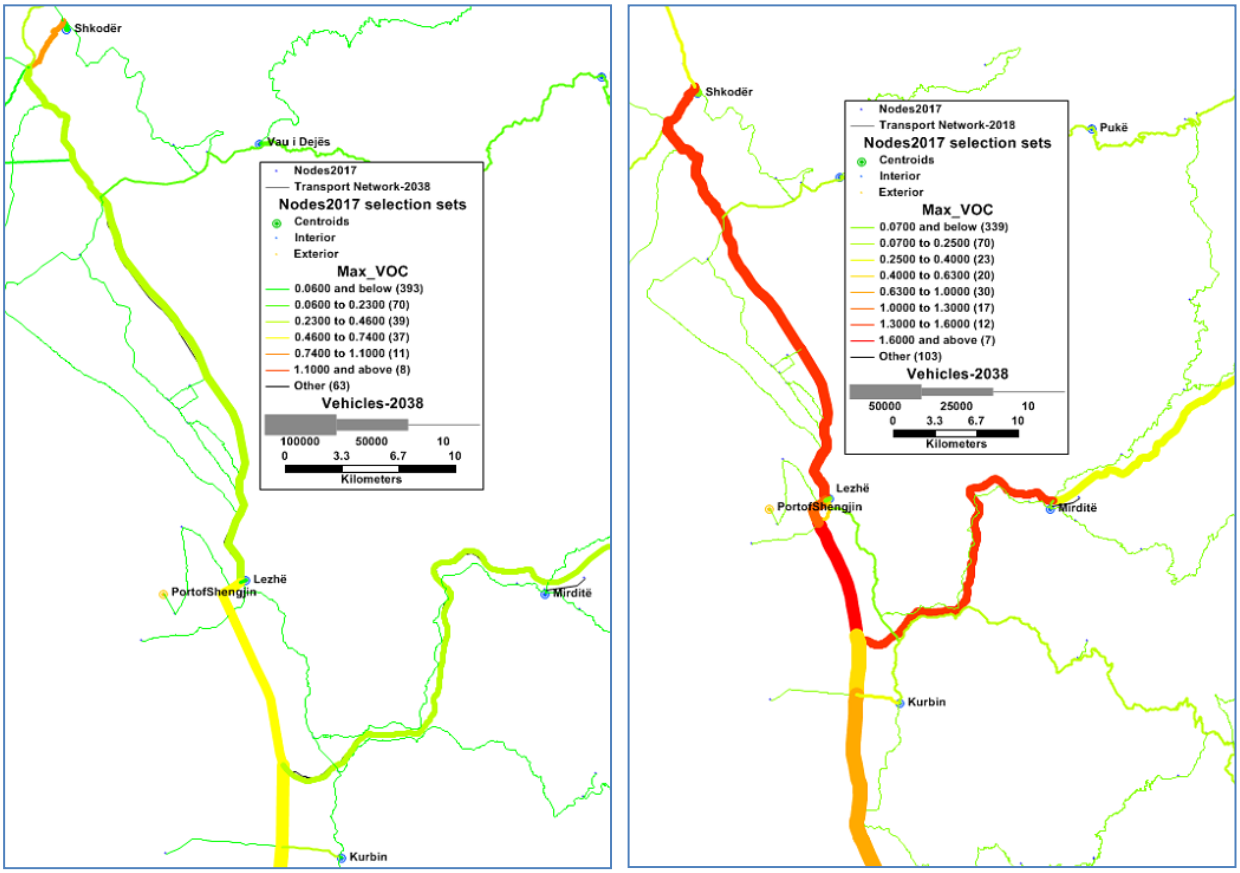


The main Corridor (Shkoder – Lezha) is heavily used and consequently would collapse without any further investments. Besides that, the Muriqan connection with this Corridor is doubled, so the trips can diversify at its destiny, taking the actual road if they are headed to Shkoder or using the new one if they are going to the south.

10.3.1.4. Milot-Balldren (doubling) road, including Lezha bypass road

The following images show how the corridor will enhance the situation of this road. The images show the 2018 network with the 2018 and 2038 flows assigned. It is clear that some improvements have to be done in order to properly distribute the flows forecasted.

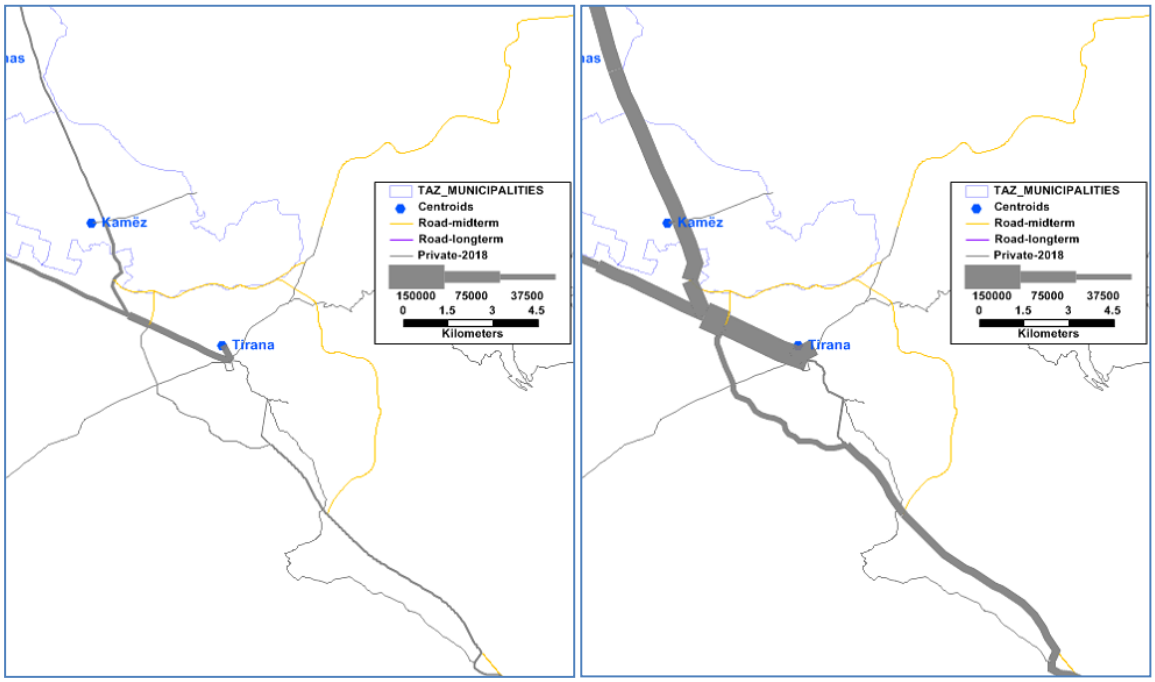
Figure III - 23. Milot Balldren corridor situation - 2018 network - 2018 and 2038 flows



10.3.1.5. Tirana bypass

The situation without the construction of the bypass remarks its importance, due to the significant increase of traffic flow forecasted for the Albanian capital. The national transport model used for this work does not study the inner urban roads of the city of Tirana, but the construction of the bypass will have significant benefits in a city characterised by a constant growth in the last decades. It will also open up additional land for commercial development or factory location, which could encourage economic growth in the local economy. Improved transportation throughout the community also could encourage residential development in surrounding areas.

Figure III - 24. Tirana Bypass – traffic evolution 2018-2038

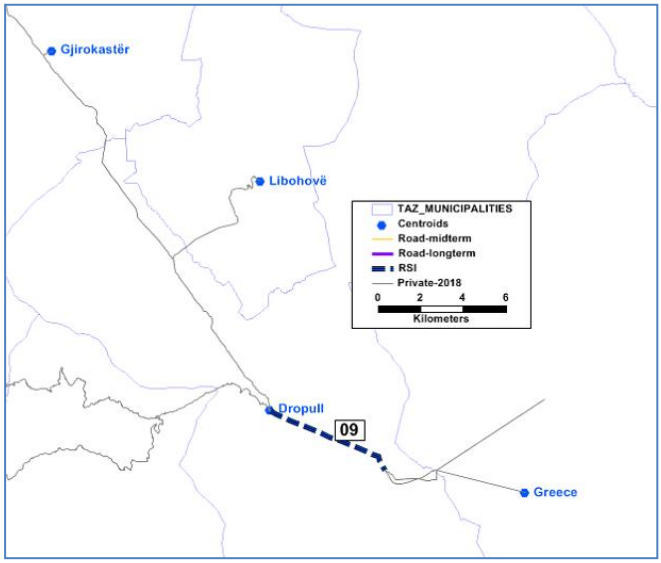


The maps show the assignment of 2018 and 2038 flows without the bypass, and the traffic that should split through the different entrances of the city. Nevertheless, it is not necessary to assign the traffic with the bypass because, since this is a macro-zonal simulation, there are not enough links within the city, so traffic flows might not be assigned in a realistic way.

10.3.1.6. Gjirokaster bypass

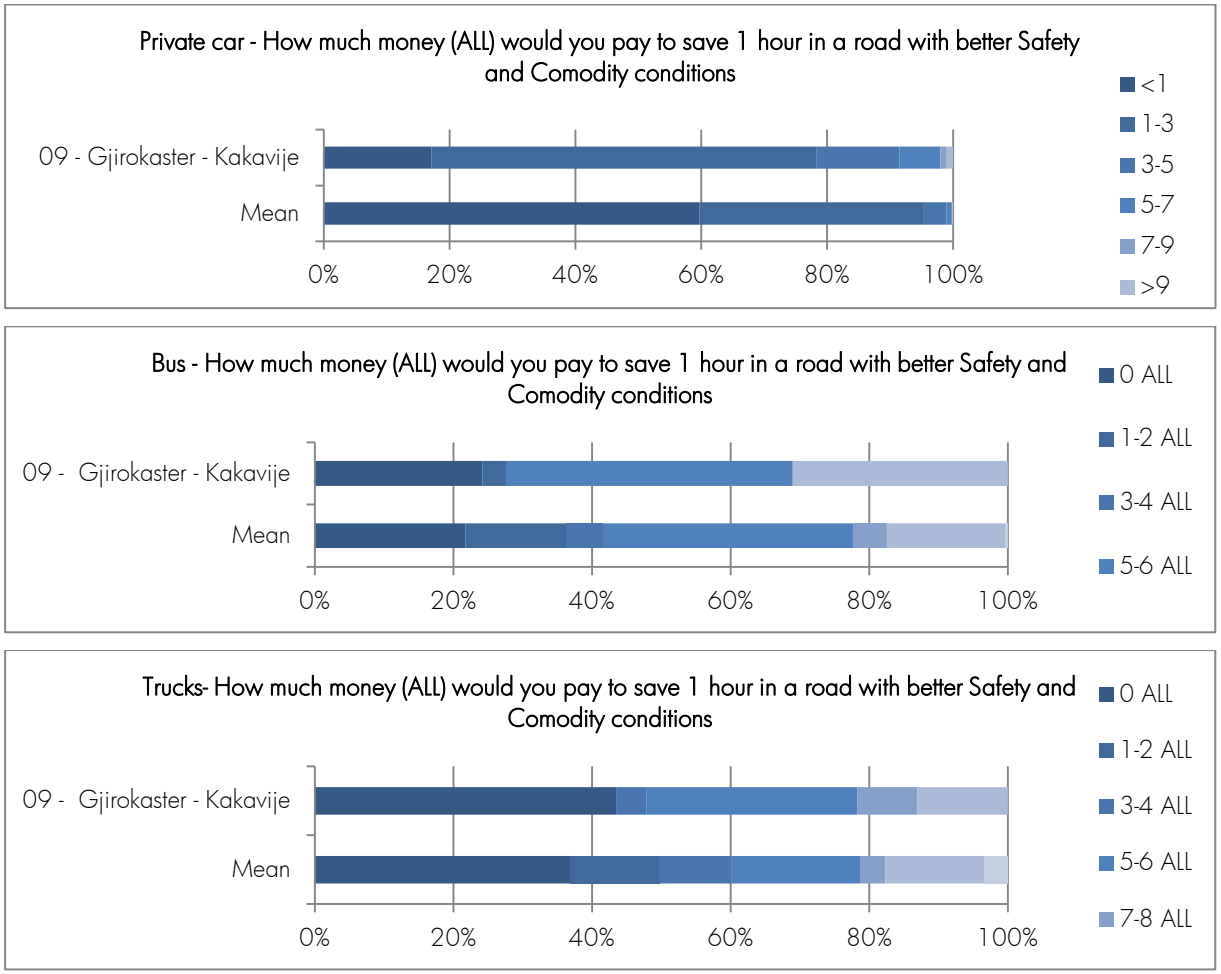
In this case, the Road Side Interviews (hereafter referred as RSI) can be used to see the priorities of the different users of the road (private car, bus or truck drivers). In this case, the Field Campaign surveyed a segment between Dropull and the border with Greece. It has one of the biggest ratings of willingness to pay, both in freight and private and public transport users.

Figure III - 25. Gjirokaster bypass - RSI location



This willingness to pay is shown below, comparing the road segment closer to Gjirokaster to the average values of the rest of segments. It can be seen how, in private and public transport vehicles, the segment presents higher inclination to pay. With this in mind, a bypass in the city of Gjirokaster would reduce time for transit trips (surveyed in this segment), besides the inherent benefits for the city.[2]

Figure III - 26. Willingness to pay in the Gjirokaster bypass



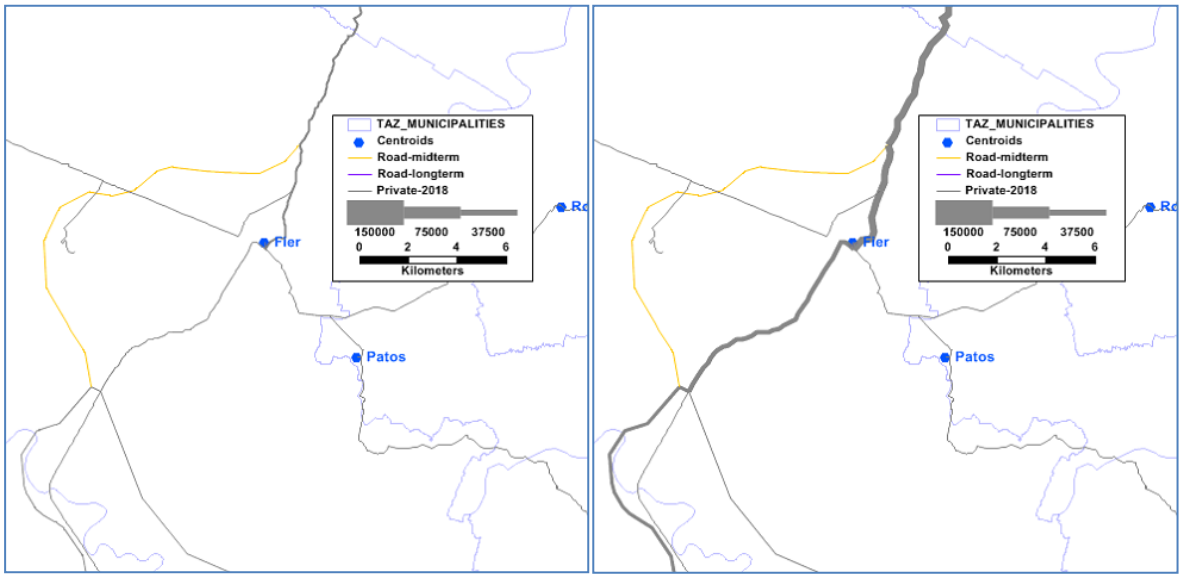
10.3.1.7. Fier bypass

The Fier Bypass construction was cancelled due to the bankruptcy of Serenissima, Italian company in charge of the works. Nevertheless, the Albanian Government and the EBRD (Institution funding the project) reopened the tender and the constructions works are set to be reinitiated, after signing the contract with CGC (Combined Group Contracting). The contract has a value of 37 M €, according to MIE.

The Fier Bypass is part of a corridor connecting Lushnja to Vlora, designed to alleviate traffic from it, especially during tourist season where the peak traffic flows are reached. The next figures show the traffic (in vehicles/day) for 2018 and the prediction made for 2038.

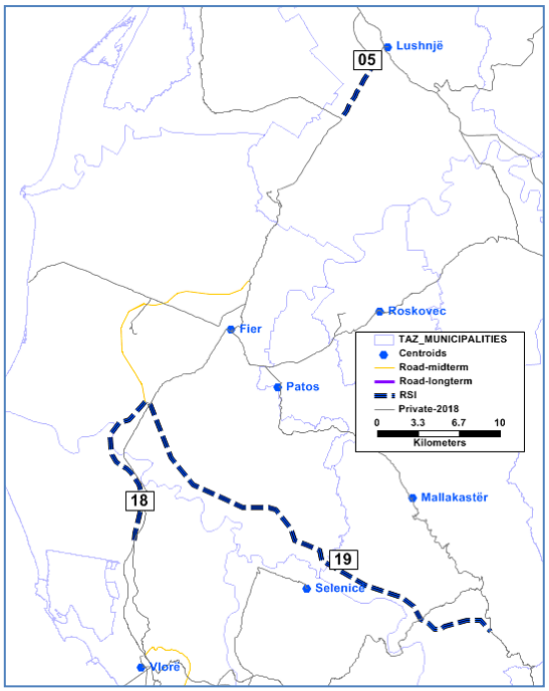
[2] The results are referred to 100 LEKS. 1 ALL means 100 LEKS, and successively.

Figure III - 27. Fier bypass - traffic evolution 2018 - 2038



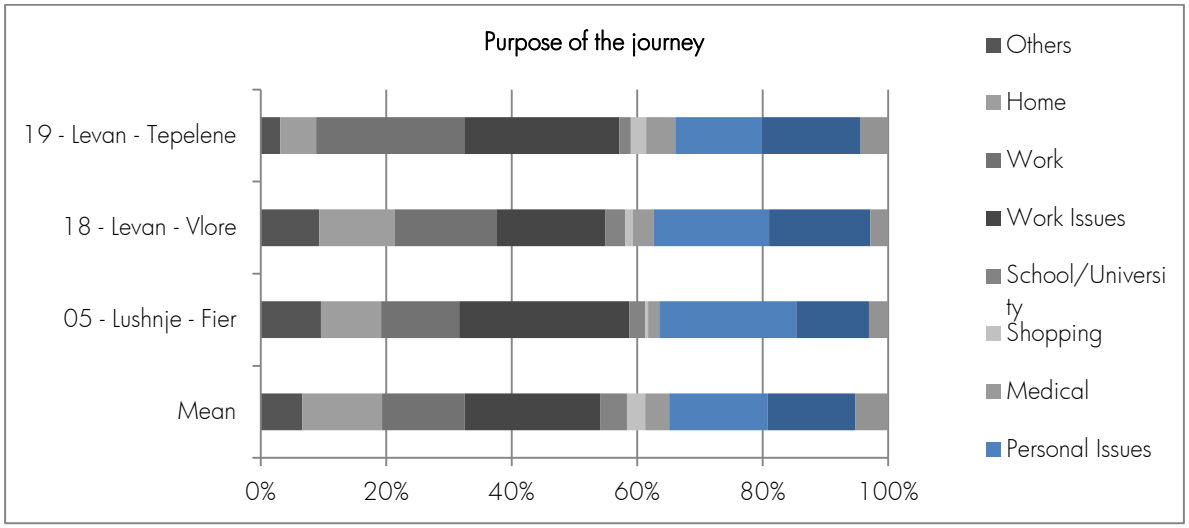
The touristic characteristic of this corridor is explained by the surveys made surrounding the Fier area, numbered 5, 18 and 19. Special attention has been paid to surveys 5 and 18, since they are part of the Corridor VIII.

Figure III - 28. Fier bypass - RSI locations



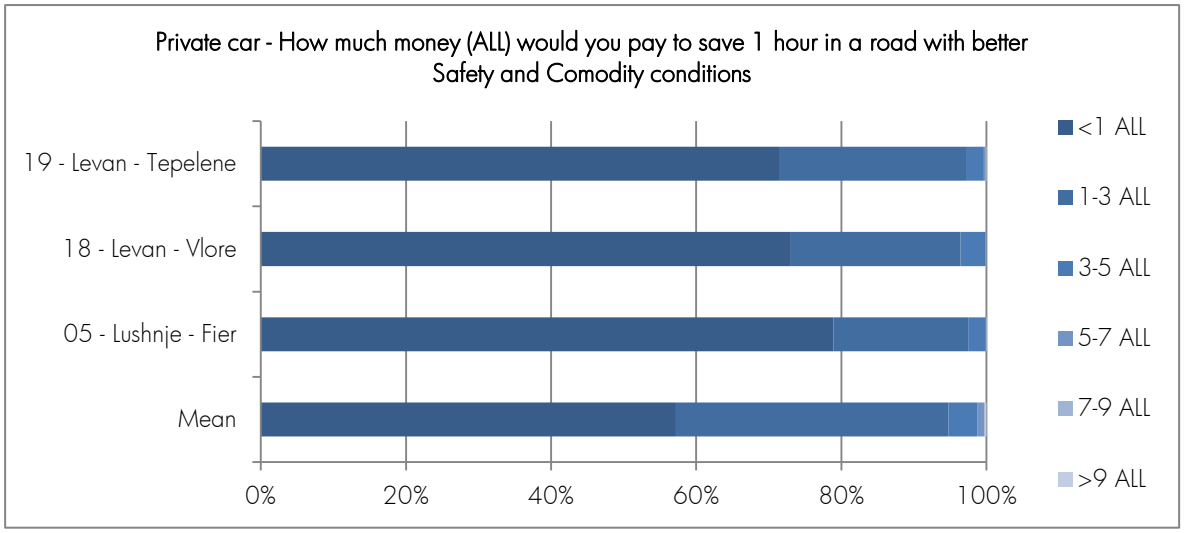
As seen below, both surveys 5 and 18 present a high percentage of trips dedicated to leisure and personal issues, the two categories where tourism might be allocated by the respondents.

Figure III - 29. Purpose of the journey declared in the RSI near Fier bypass



This type of journey, due to its occasional and recreational characteristics, has an impact on the stated preferences question and its lower levels in the willingness to pay, as showed below.

Figure III - 30. Willingness to pay in the Fier bypass



This information serves as a preliminary approach to rule out the option of a PPP construction with a toll highway. Nevertheless, the construction is highly recommended due to the increase of the tourist in the zone.

10.3.2. SEETO Route 7 Nis – Pristina – Durres

The A1 motorway in Albania, also known as the Nation's Highway (Rruga e Kombit), is a toll highway part of the Durres-Kukes Corridor. It will also be part of the SEETO Route 7, connecting the cities of Pristina and Nis with Durres.

Two investments are studied in this corridor:

- Rreshen-Milot upgrade (doubling)
- Bridge and tunnel in the Morine – Kukes segment

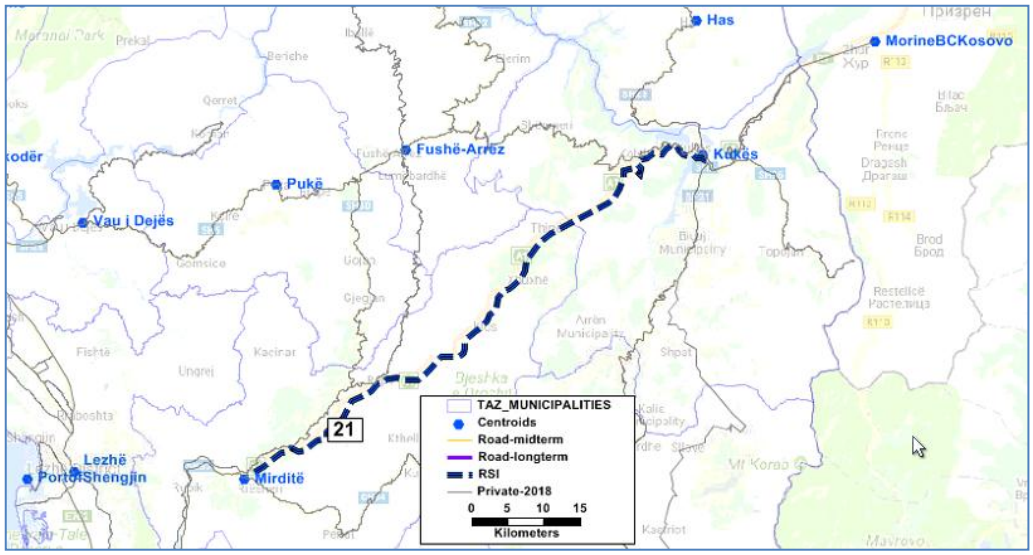
10.3.2.1. Rreshen-Milot upgrade

The A1 was inaugurated in 2009, but is still under construction. One of the key segments to be upgraded is the doubling of the Rreshen-Milot section, currently being served by a single carriageway.

Figure III - 31. Single carriageway between Milot and Rreshen

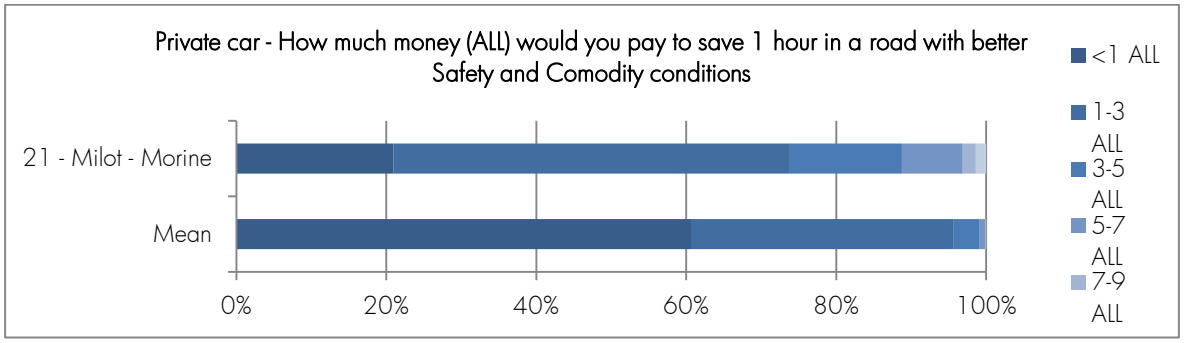
The Corridor was surveyed in the Field Campaign by the point number 21, which shows a clear willingness to pay in all three categories (private car, bus and trucks). This is clearly an important axis to reduce travel times between Kosovo and Albania, so the results of the survey show the potentials of establishing a complete corridor.

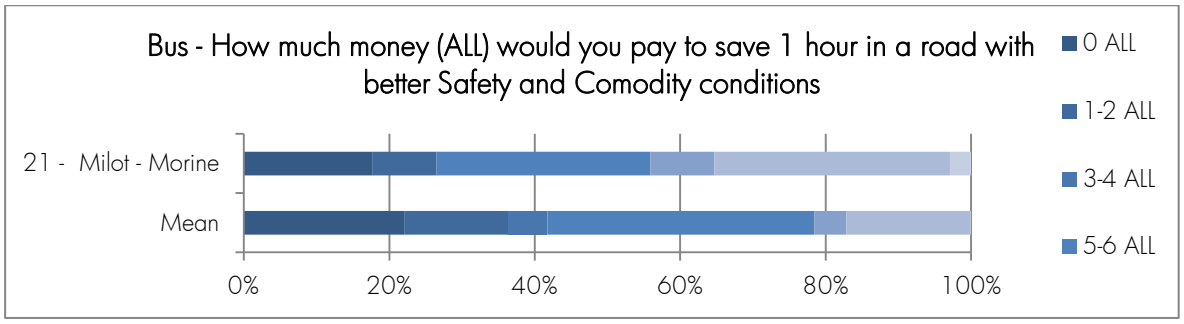
Figure III - 32. Rreshen-Milot upgrade - RSI locations

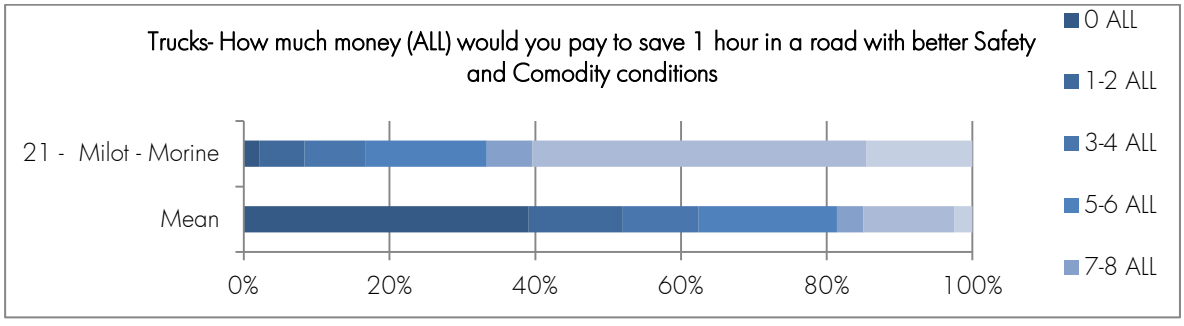


Below, it can be seen how the segment Rreshen-Milot has one of the biggest rates of willingness to pay, especially within trucks and buses. The project completion will boost the tourism industry and significantly increase the Albanian market with Kosovo.

Figure III - 33. Willingness to pay in the Rreshen-Milot section







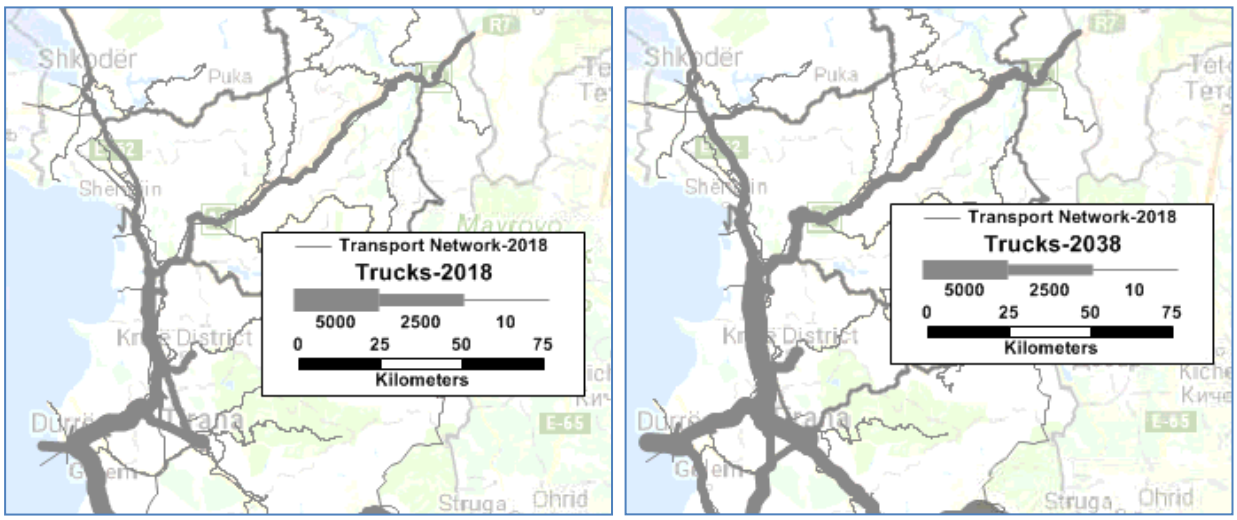
10.3.2.2. Morine-Kukes segment

This section, located in mountainous terrain, still has some segments where the road width is reduced from 4 to 2 lanes, primarily due to the need of new bridges, currently under construction like the one shown below.

Figure III - 34. Morine-Kukes segment - bridge to be doubled

Along with the previous Rreshen-Milot upgrade, these two investments are especially necessary for the freight transport, since the Corridor between Albania and Kosovo is expected to significantly grow in the next two decades. In order to properly manage these projected flows, the whole corridor has to be completed.

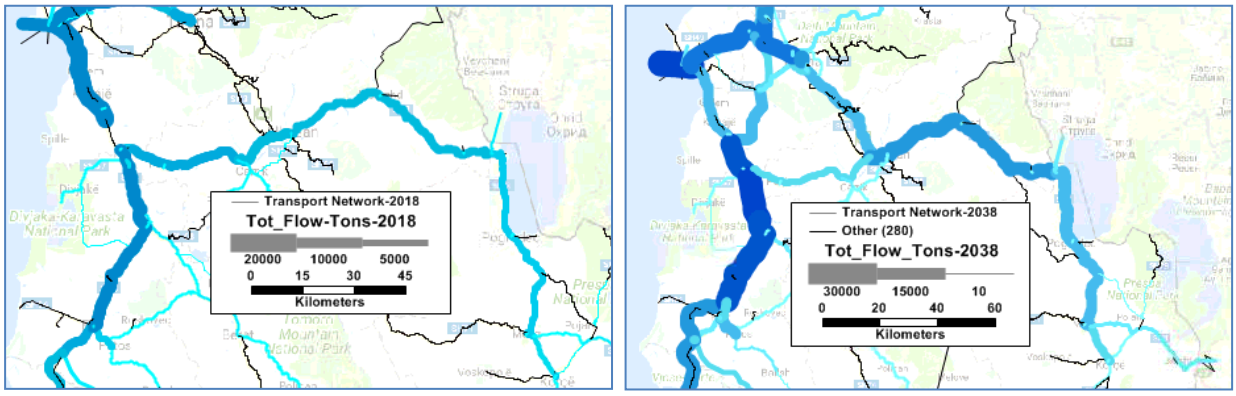
Figure III - 35. Trucks - 2018 and 2038



10.3.3. Corridor VIII Tirana-Elbasan

This Corridor will experience a big increase in freight transport in the next decades, due to the relations with the neighbours FYROM and Greece, as seen in the following maps:

Figure III - 36. Elbasan Corridor-Tons-2018 and 2038

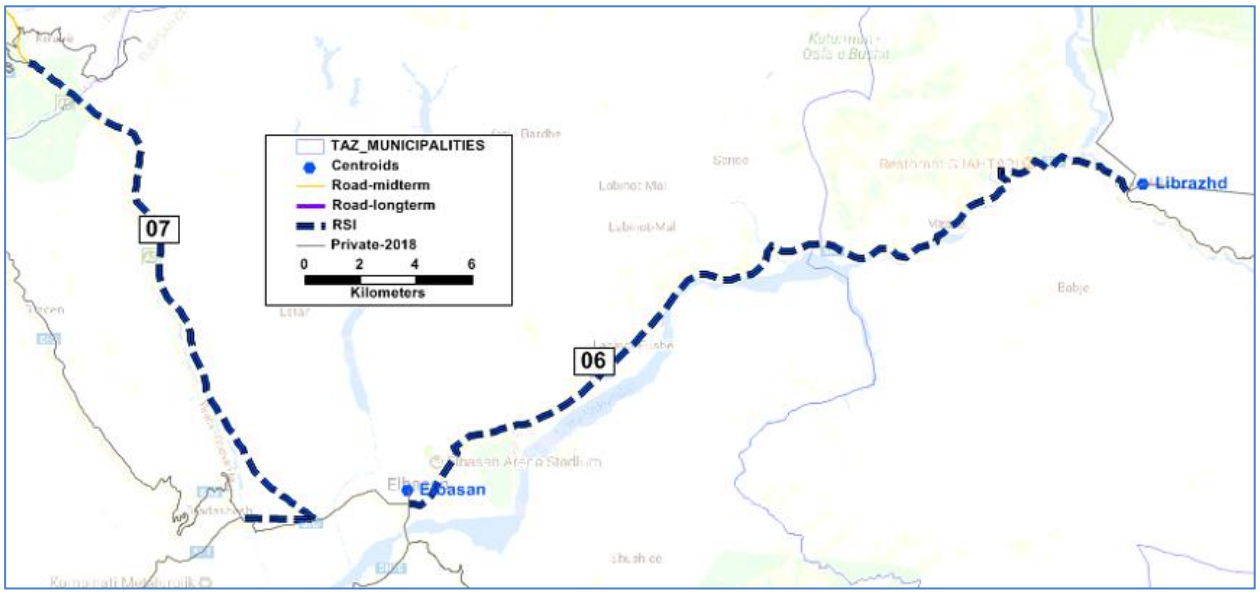


The Tirana-Elbasan road and the Kukes Qafe Plloce road (Lot1-3) are already under construction.

10.3.3.1. Elbasan bypass

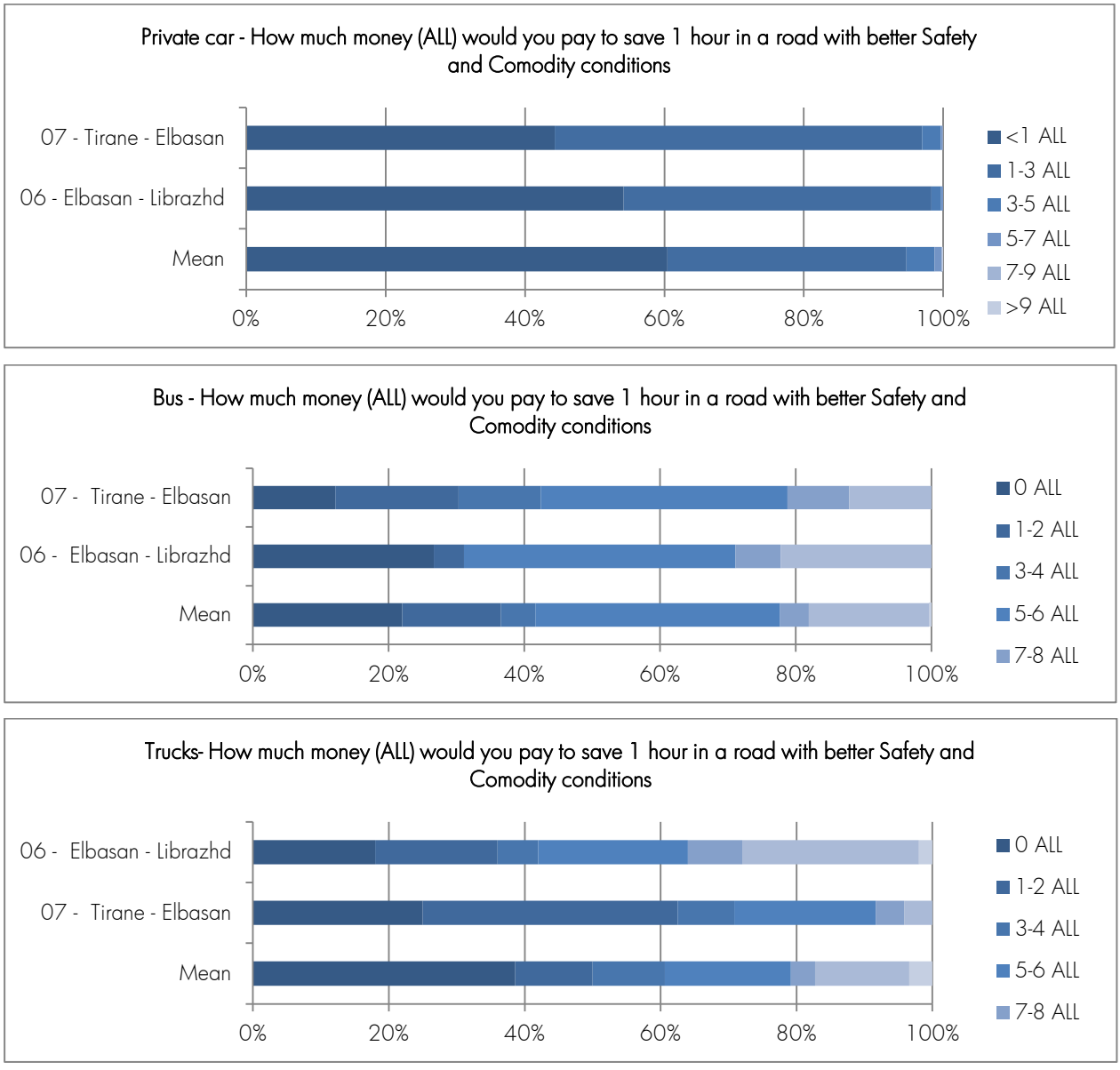
The Elbasan Bypass had two segments surveyed to study the impact that this action might have. They were placed in the east (n° 6) and west (n° 7) accesses to the city.

Figure III - 37. Elbasan bypass - RSI locations



The willingness to pay in both surveys was slightly bigger than the average values, but it was not a clear pattern. Nevertheless, the eastern segment (N° 6) reported bigger rates. The SH-3 highway connects Elbasan with the countries of Greece and FYROM, so Albanian business relations with neighbouring countries affected the greater results in trucks surveyed in segment 6.

Figure III - 38. Willingness to pay in the Elbasan bypass

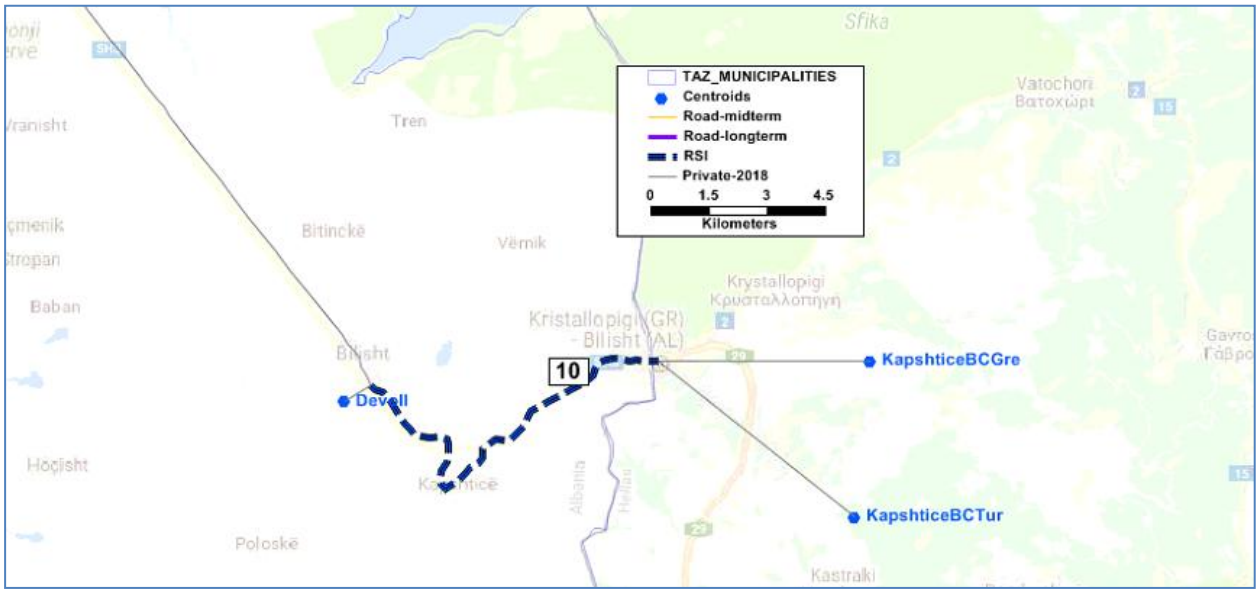


As seen in previous maps of forecasted freight flows, the willingness to pay in segment 6 is well addressed in the model, as it will become one of the main corridors of the Country.

10.3.3.2. Upgrade of Korca – Kapshtice

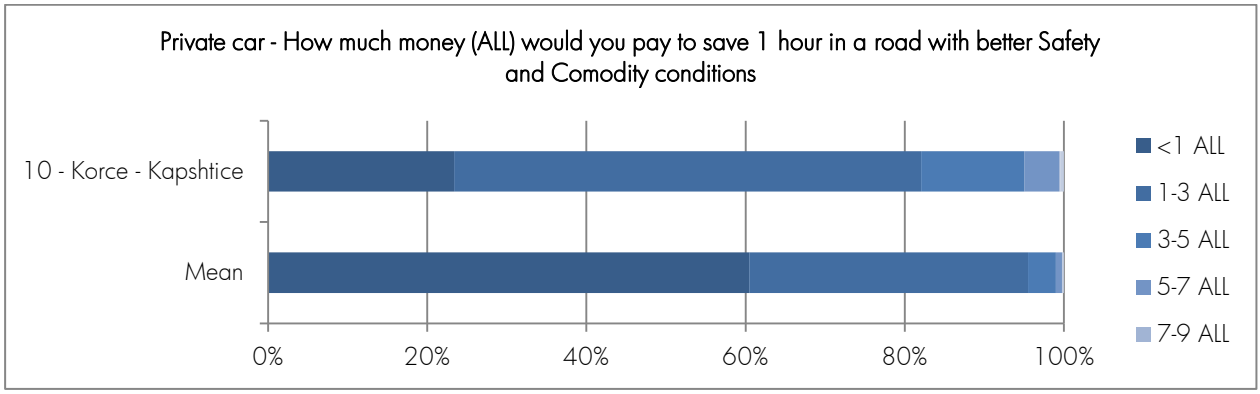
The upgrade of this road was studied by the surveyed segment number 10, shown below.

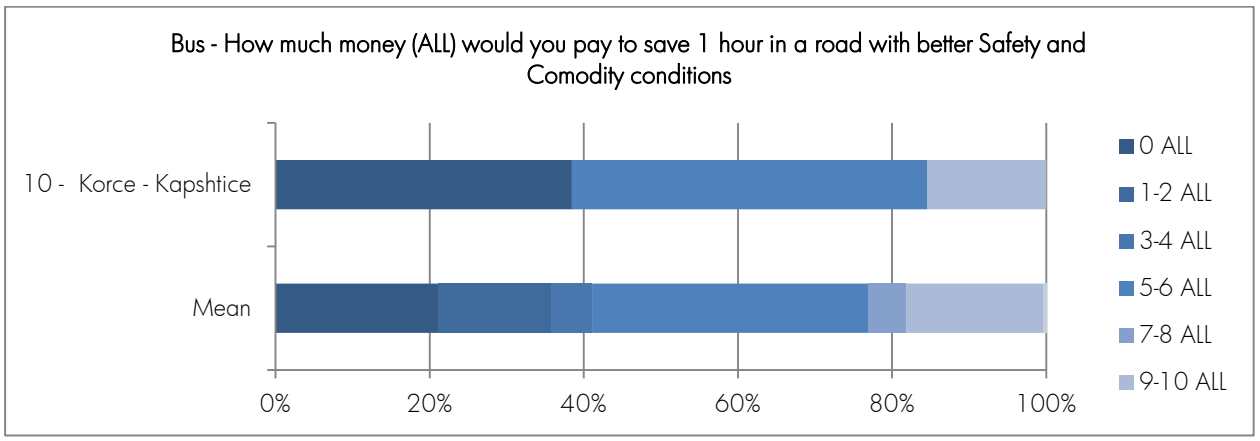
Figure III - 39. Korça-Kapshtice road - RSI locations

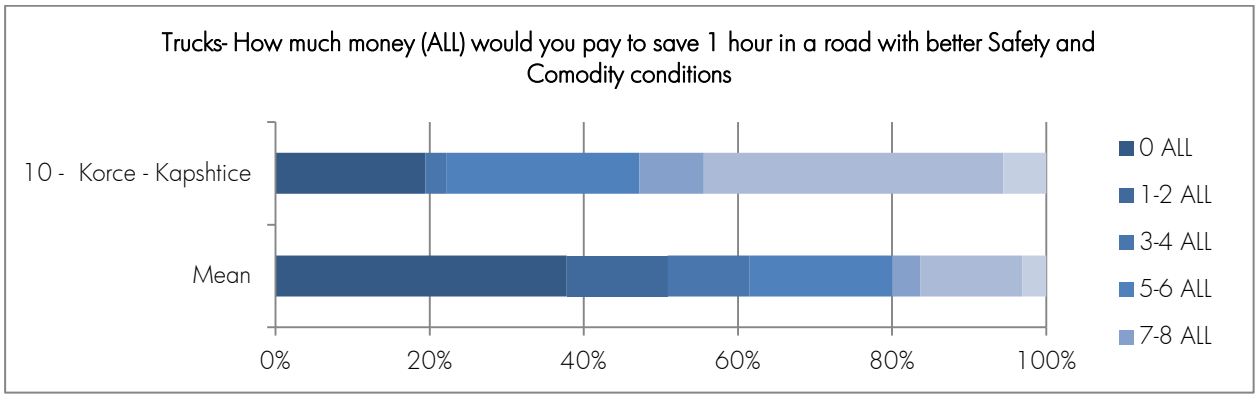


The willingness to pay was not important between passengers, but showed big rates within the trucks drivers. This can be interpreted as a commercial corridor. Again, the forecasted traffic flows for freight are aligned with these outcomes.

Figure III - 40. Willingness to pay in the Korça-Kapshtice road



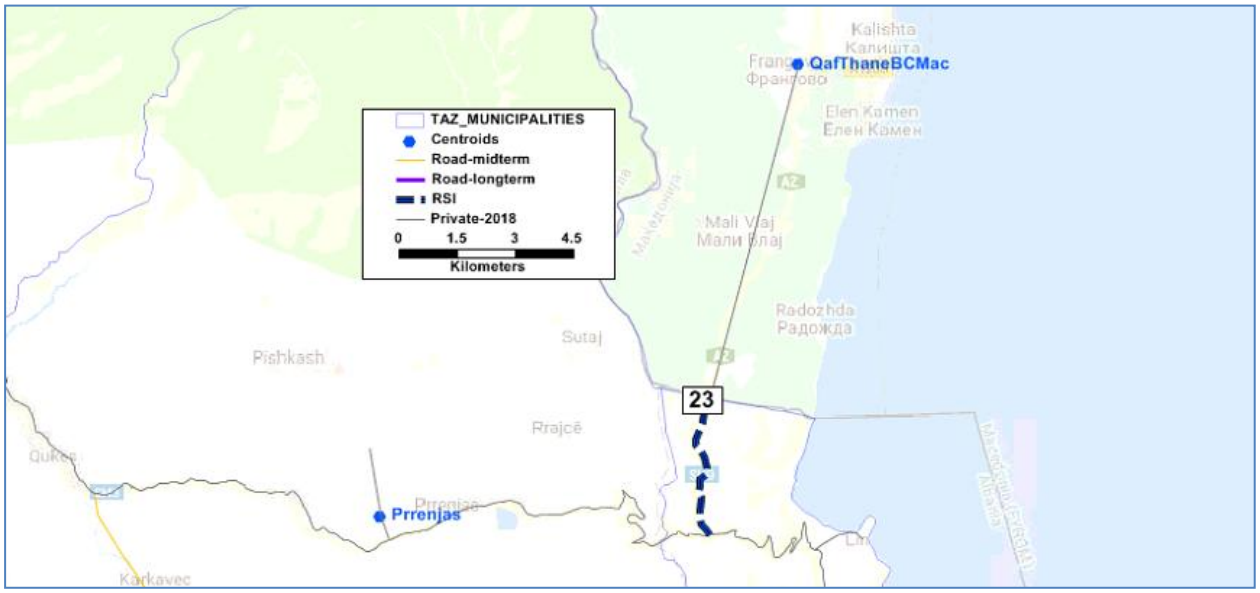




10.3.3.3. Upgrade of Elbasan – Qafe-Thane

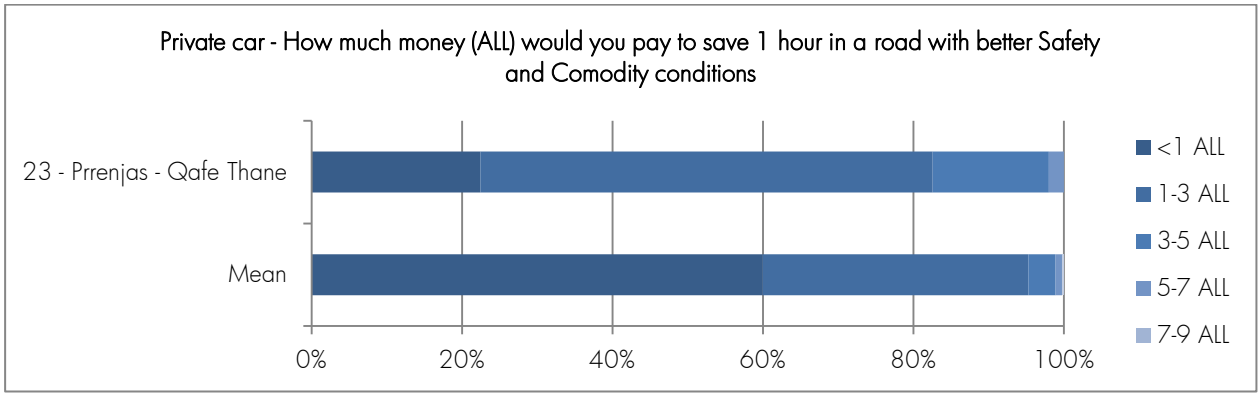
This segment can be studied both with its own survey point (number 23) and with the nearby segment number 6, on the outskirts of Elbasan.

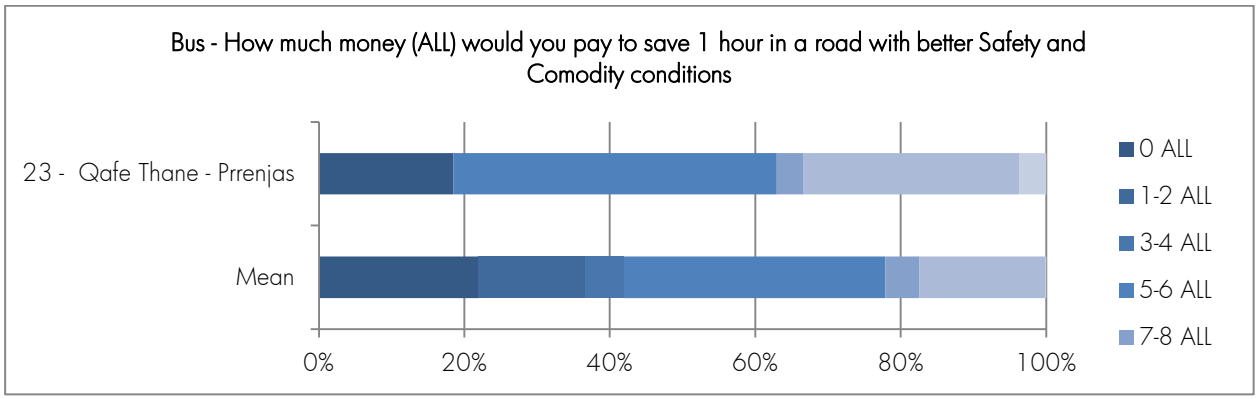
Figure III - 41. Elbasan-Qafe Thane Road - RSI locations

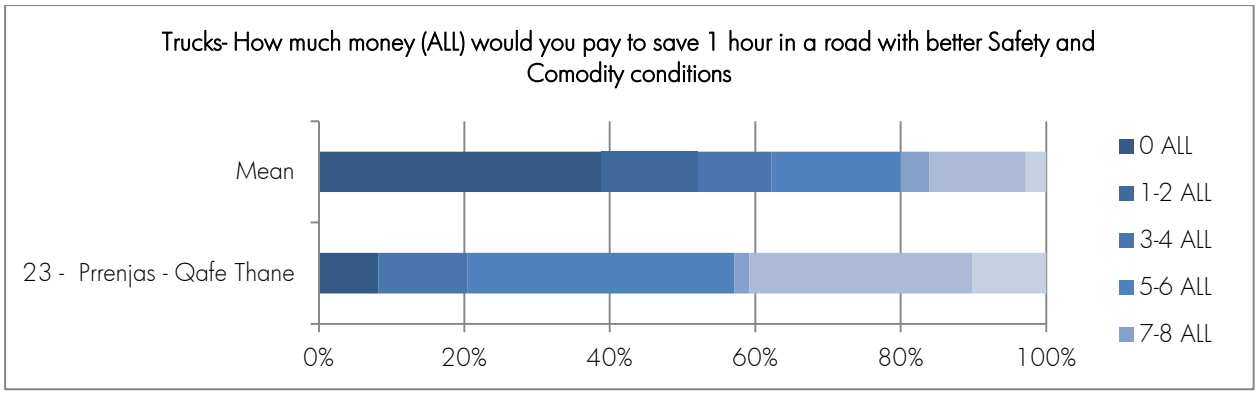


The results of point N° 23 show even greater rates than N° 6, due to its big concentration of trucks with international businesses and long distance bus journeys. These two types of trips, because of its bigger travel times and distances, are more eager to increment their cost if it implies a significant reduction on their time.

Figure III - 42. Willingness to pay in the Elbasan-Qafe Thane road

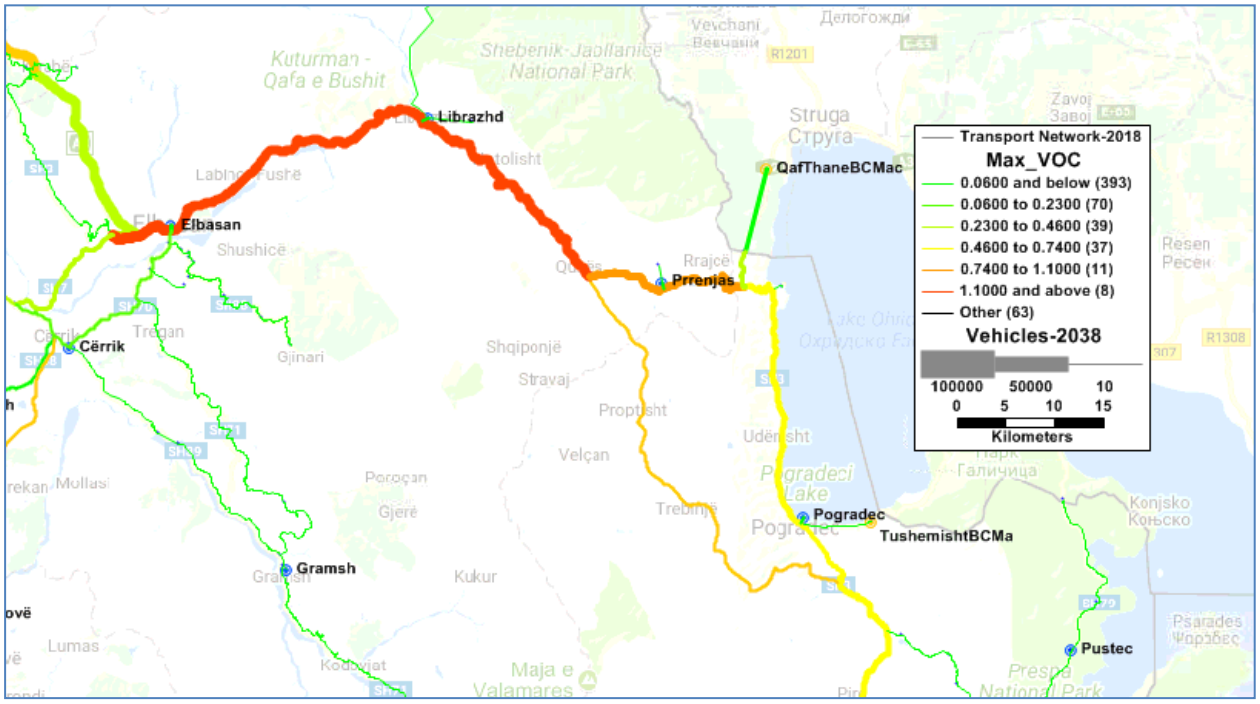






The next map shows how the 2018 network would behave with the projected 2038 flows, highlighting the importance of an enhancement of the corridor.

Figure III - 43. Elbasan-Qafe Thane Corridor - Network 2018 - Traffic 2038

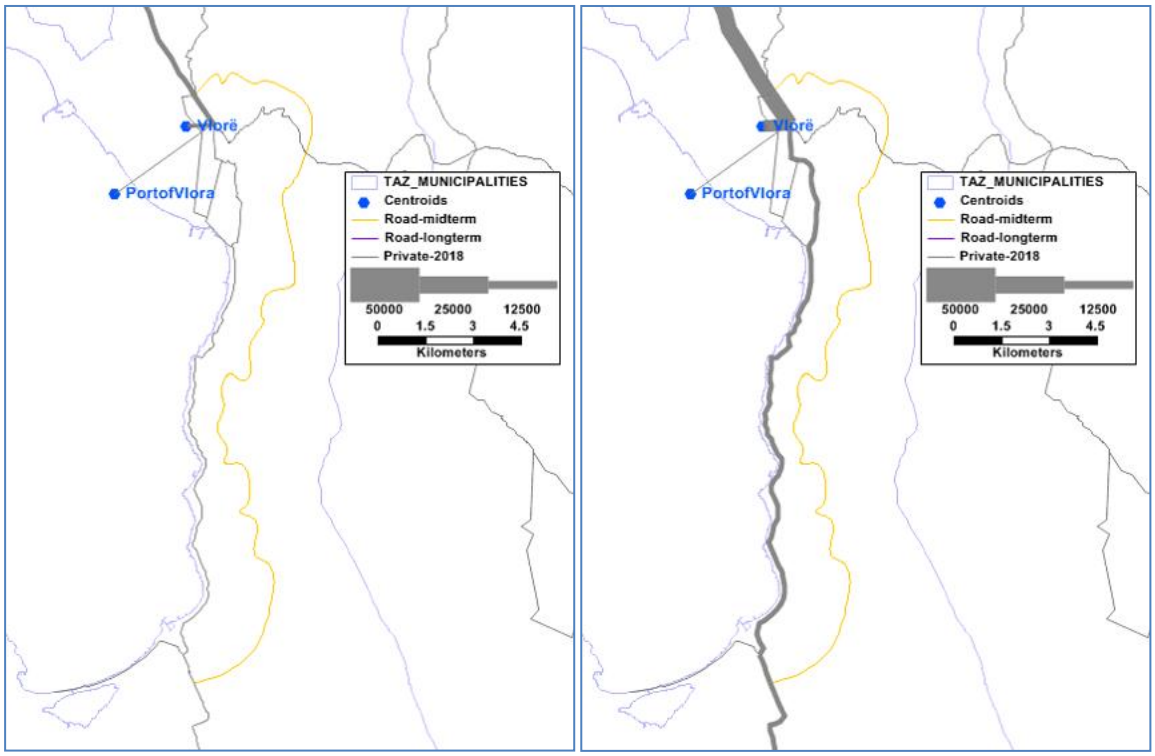


10.3.4. Albanian National Road Network

10.3.4.1. Vlora Bypass Road

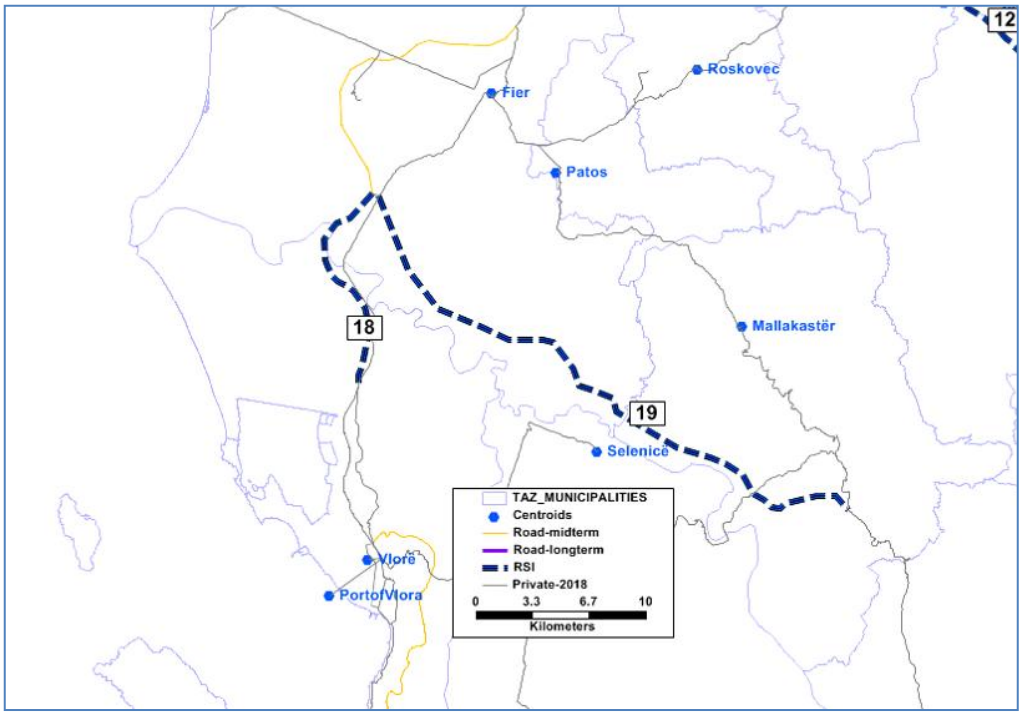
The Vlora Bypass is part of a corridor connecting Lushnja to Vlora, designed to alleviate traffic from it, especially during tourist season where the peak traffic flows are reached. The next figures show the traffic (in vehicles/day) for 2018 and the prediction made for 2038.

Figure III - 44. Vlora Bypass - Traffic Evolution 2018 - 2038



The segments surveyed surrounding Vlora are the same that the ones studied previously for the Fier Bypass, giving the same conclusions. The greater rates of tourism and leisure trips give smaller rates to the stated preferences question, regarding their willingness to pay for an improvement on the road.

Figure III - 45. Vlora bypass - RSI locations



10.3.4.2. Reconstruction of the Vlora River Road

This Corridor, already under construction and in its final phase, includes 90 km of roads making the River Road a parallel connection with the coastline that will enhance the Region of Vlora accessibility, boosting the economy and especially the tourism levels.

10.3.4.3. Construction of the Arbri Road

This road will connect the capital Tirana with the city of Klos. This project will be part of the SH61 and SH6, conformed by a single carriageway highway to connect the capital to FYROM. It will cross the eastern highlands of Tirana along SH651, and will end at the current SH6 in Diber County. The subsequent figures show the traffic in 2018 and the 2038 forecast. It can be clearly seen how the potential connections with Skopje would be made via Kosovo, due to the bad road conditions of the direct journey through the Eastern Highlands and Klos.

Figure III - 46- Arbri Road - 2018 traffic flows

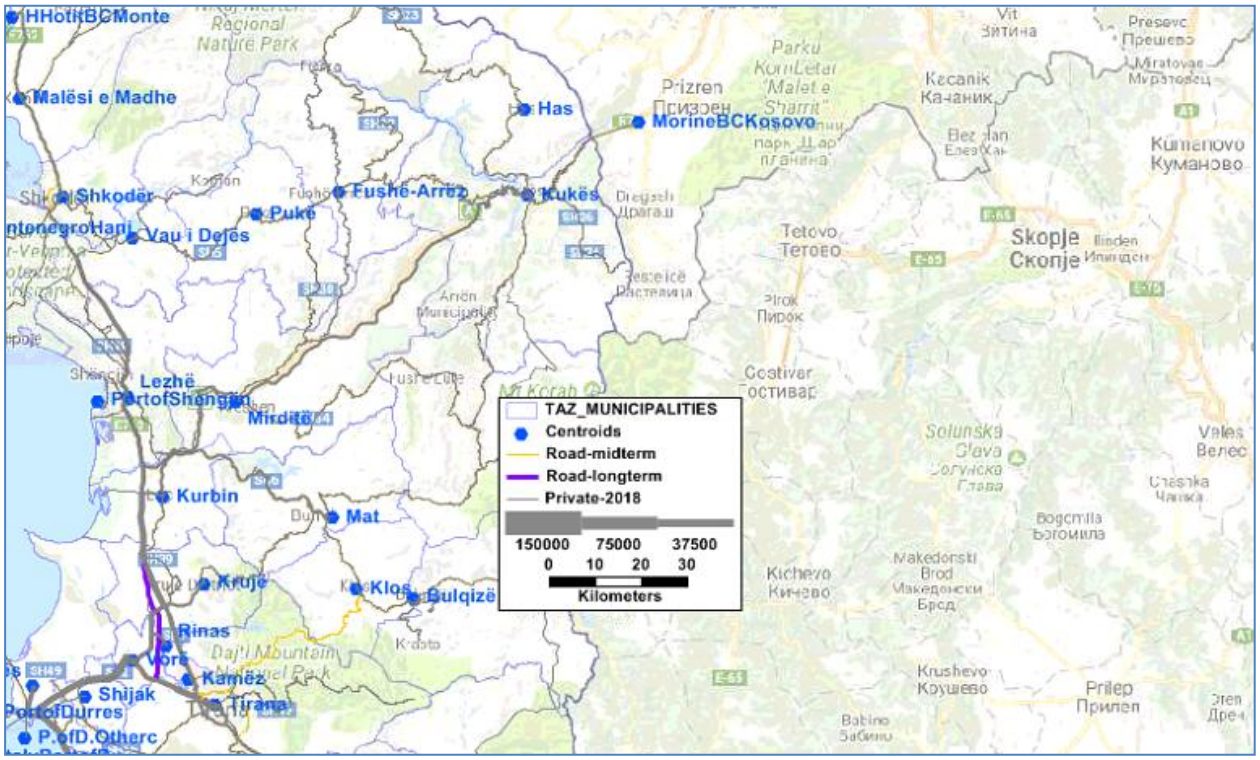
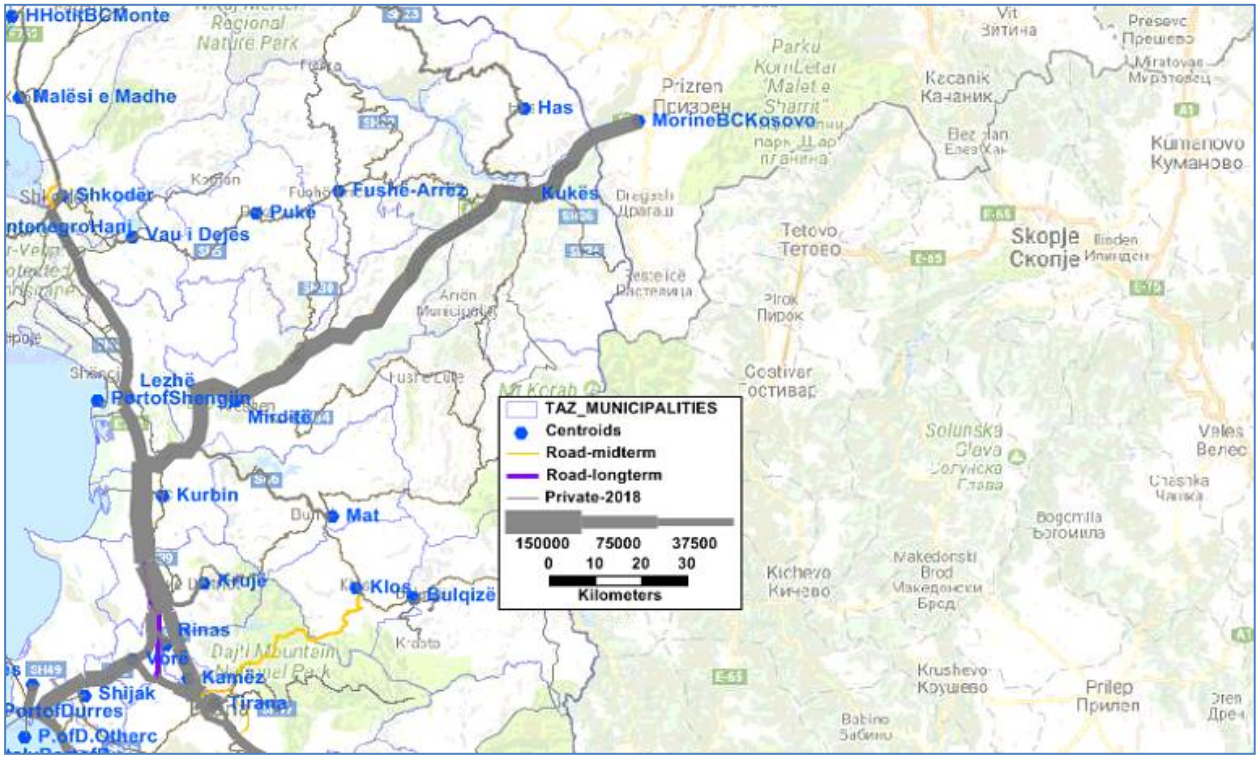


Figure III - 47. Arbri Road - 2038 traffic flows

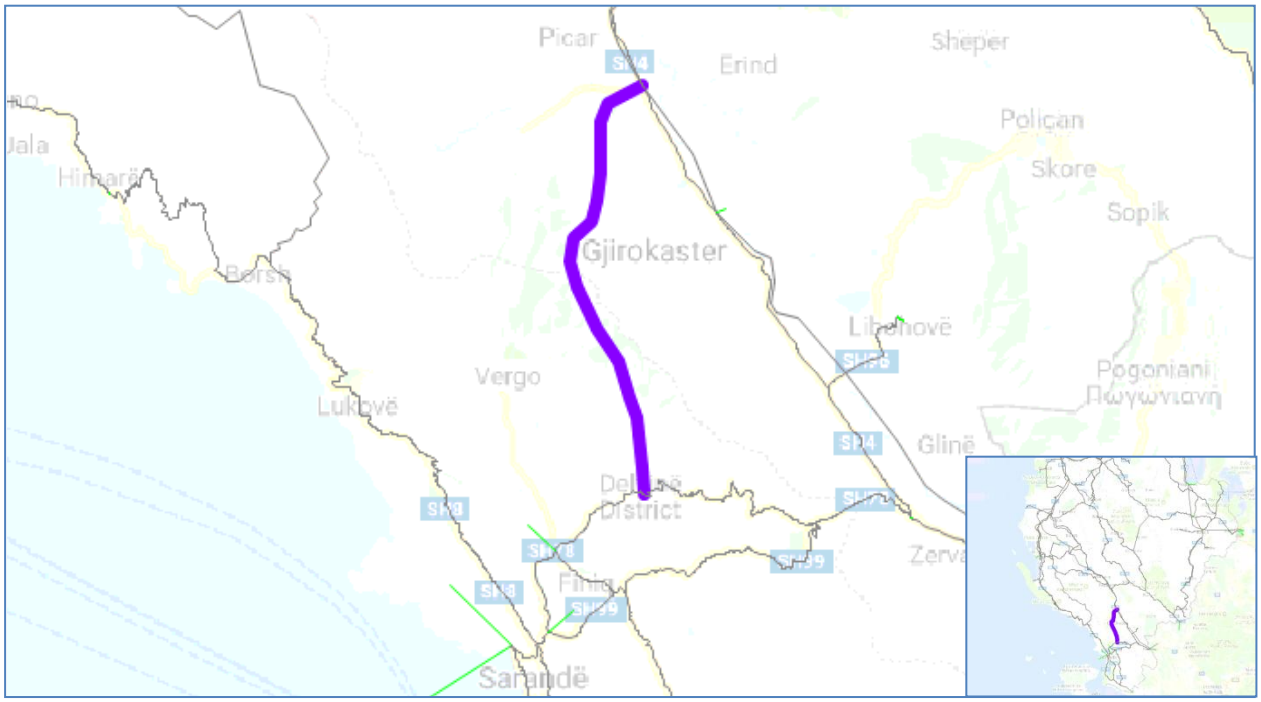


No surveys could be made here, but the potential of improved commercial relations with neighbouring countries serve as an opportunity to develop the road.

10.3.4.4. Construction of Kardhiq - Delvine (Saranda) Road

This road is one of the key investments to boost the tourism of the Saranda area. This Region needs to have its roads enhanced in order to equate its accessibility with its potential as a tourist destination.

Figure III - 48. Kardhiq-Delvine segment

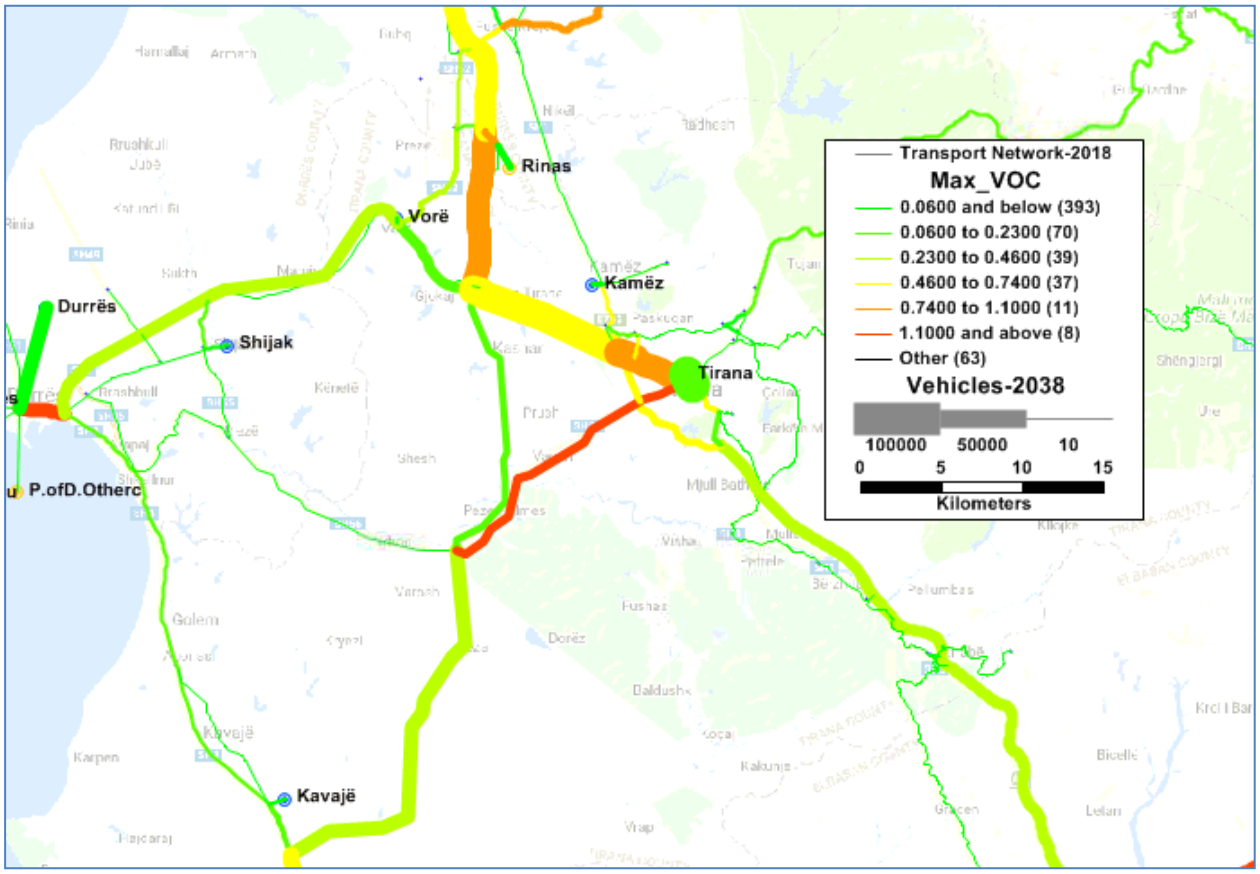


10.3.4.5. Reconstruction of Tirana-Durres road on the direction Tirana-Ndroq-Plepa

The improvement of the actual highway between Tirana and Durres will include a toll system of payment, so an alternative route has to be offered. For that purpose, the road connecting both cities through Ndroq and Plepa has to be enhanced.

Moreover, the construction of the Adriatic-Ionian Corridor includes a new highway from Vora to Ndroq, and it will attract large amount of traffic coming from the North of Albania and from Tirana. At the current situation, these trips have to be done through Durres, but this new highway will need to be complemented by an enhancement of the Tirana-Ndroq segment (coloured in red in the map below), due to the Tirana-Rrogozhina flows that will then use that segment.

Figure III - 49. Tirana-Durres (Plepa) Corridor - Network 2018 - Traffic 2038



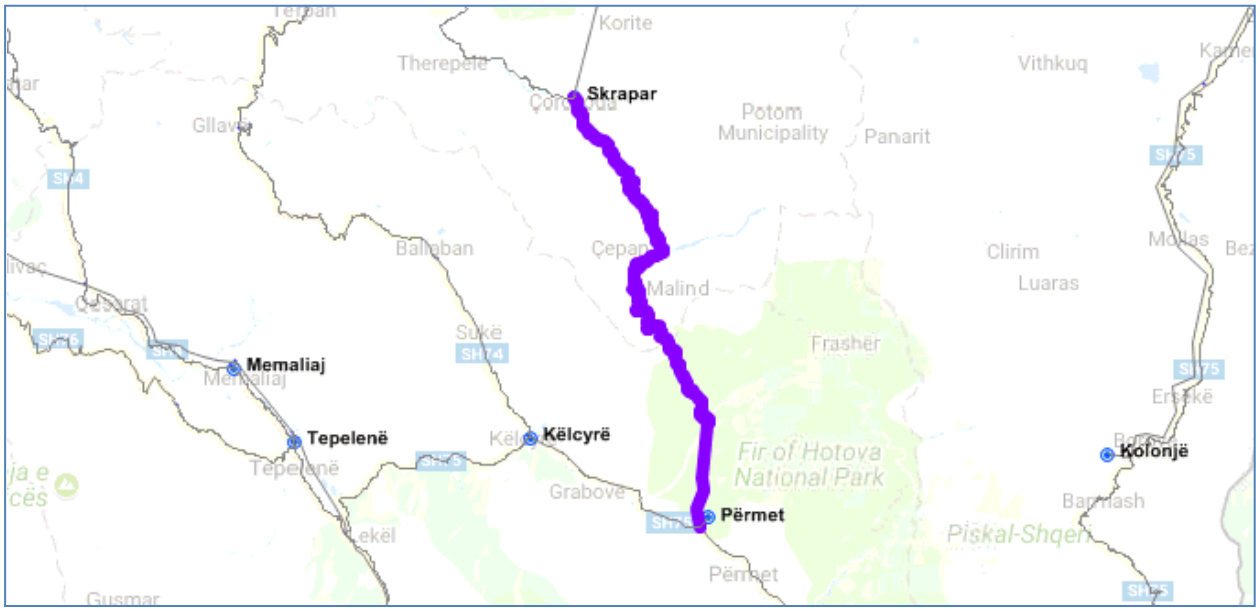
10.3.4.6. Tirana Outer Ring Road

There are several initiatives to complete a new Ring Road in Tirana. Although this could be considered as an urban project, a new external Ring Road could serve also to metropolitan and intercity trips. Therefore, we consider a project that must be included in the Investment Plan.

10.3.4.7. Permet-Skrapar

This road would not attract high flows in the long term, but the *Fir of Hotova National Park* and the rural settlements surrounding it would have a safer road.

Figure III - 50. Permet-Skrapar Segment



10.3.4.8. Korça Erseke Lot 2

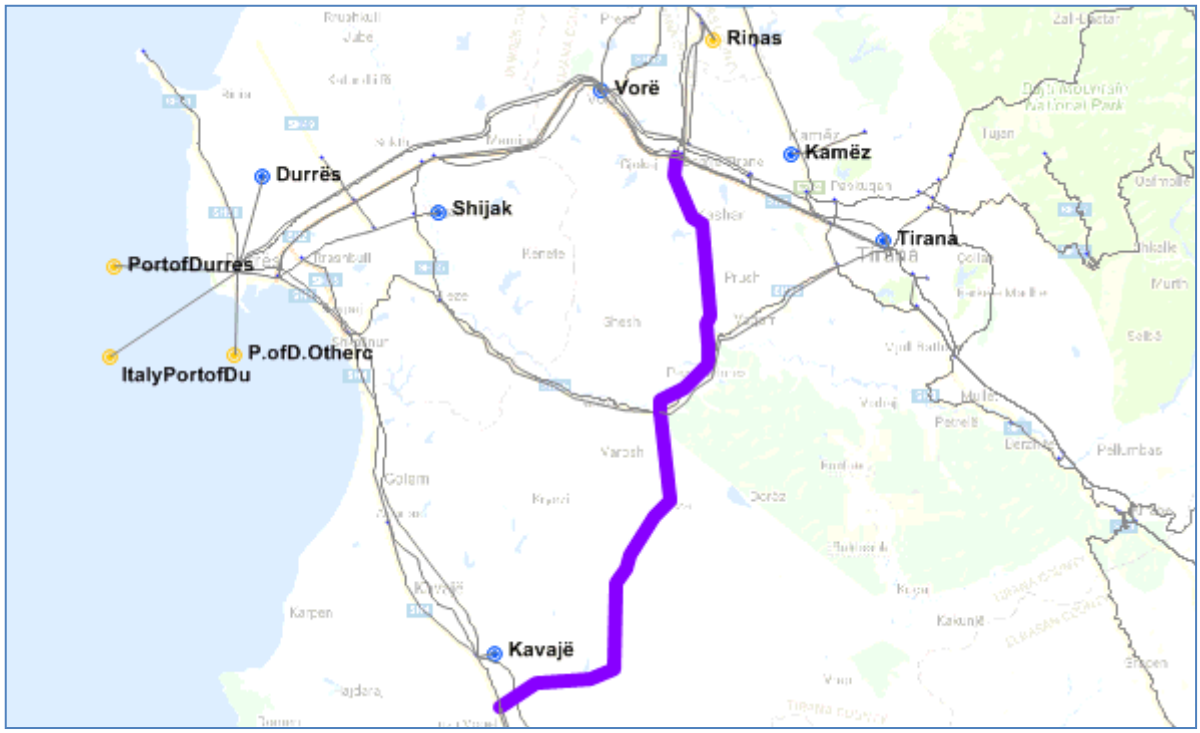
This project is already planned for the Short term period and it would be beneficial for local traffic in the area.

10.3.4.9. Kashar-Rrogozhina motorway

This Highway is included as part of the Adriatic-Ionian Corridor and, based on the transport model results, it shall be considered as one of the most important projects in terms of incidence in the actual flows occurring in Albania. Before considering traffic numbers, the positive impacts of the project will be:

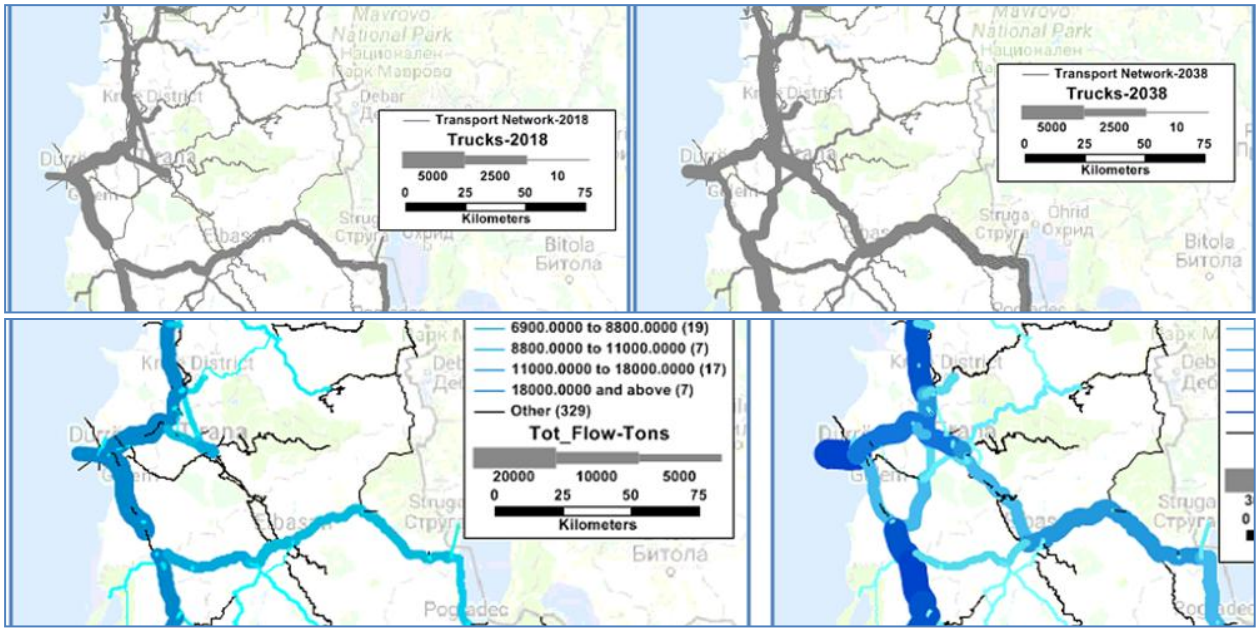
- Connection of the North and South of the Country without passing through Tirana or Durres. This will have a huge impact in these cities' surroundings, reducing bottlenecks and traffic jams.
- High improvement of travel time and road conditions of the route Tirana – Rrogozhina.
- Positive economic impact to the region, reducing travel times from the rural areas to the main cities around.

Figure III - 51. Kashar-Rrogozhina motorway



The following screenshots, taken from the section Traffic Evolution - Freight, show how the trucks (grey) and Tons (blue) will redistribute through the new motorway, clearly reducing traffic flows in the Durres-Rrogozhina road.

Figure III - 52. Kashar-Rrogozhina segment - Freight distribution impact



10.3.4.10. Widening Tirana Durres Highway

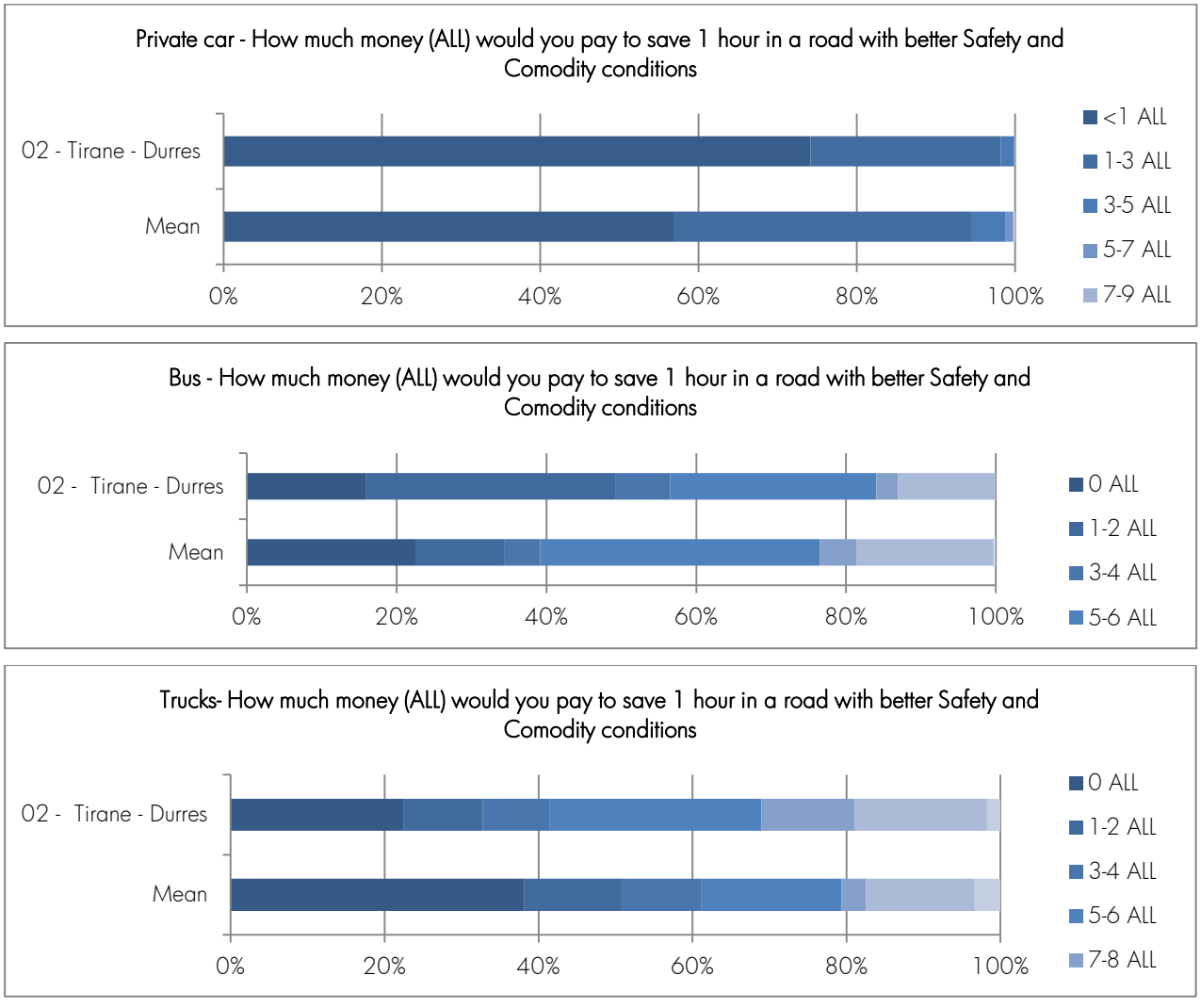
As in words of the World Bank: *The Tirana-Durres highway is the main economic corridor of the country that connects the capital with the main port, Durres, and the north to the south. About 40 percent of the country's population live across this segment. Some of the most important businesses and shopping centres operate along it and half of the country GDP is produced there".* The road has experienced high levels of degradation through

the last years, so it was enhanced in 2017. Nevertheless, a bigger upgrade needs to be implemented, with the construction of a 3-lane toll highway. For that action, the connection through Ndroq needs also to be improved.

As the main economic corridor, its conditions cannot be enhanced only by upgrading its characteristics, and investments as the Thumana-Kashar and Kashar-Rrogozhina motorways are proposed keeping that in mind. The volumes of traffic moved away from the Tirana-Durres Highway are important, but the Corridor still remains as one of the biggest in terms of passenger and freight flows.

The following charts show the willingness to pay of the respondents surveyed in the point of survey number 2 (Tirana-Durres) compared to the rest of survey points. The biggest gap corresponds to the trucks survey, and it can be easily related to the fact that a large amount of trucks, in the long term simulation, abandon this arc and change their route going through the new Kashar-Rrogozhina motorway.

Figure III - 53. Willingness to pay in the Tirana-Durres road



10.3.4.11. Orikum-Llogara

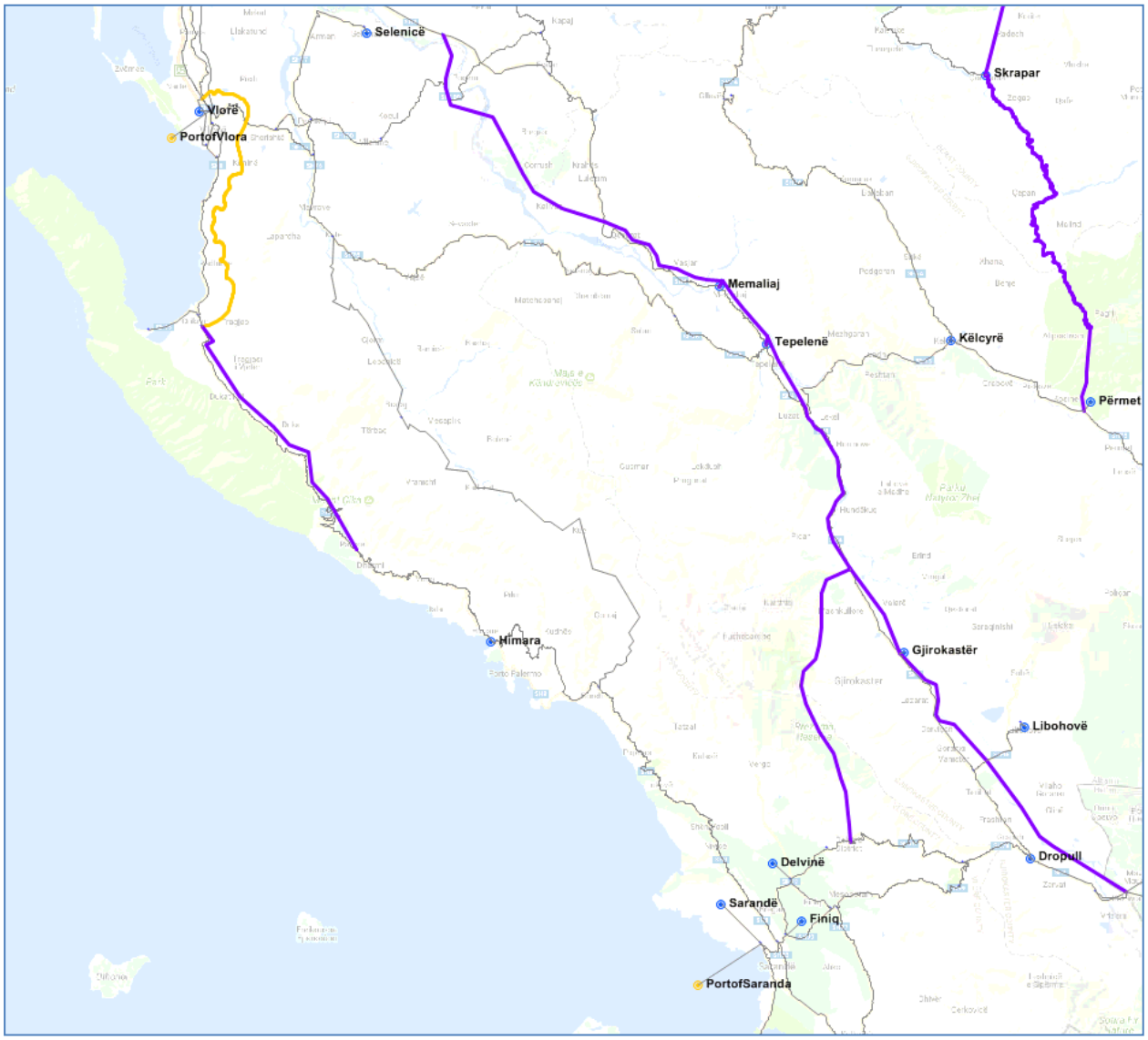
This project, with a planned budget of 40 million of €, is part of the plan for enhancing the network in the South Region of the Country, mainly focused on making it more attractive to tourism. This road, parallel to the coastline, will be upgraded in terms of safety and pavement standards. It does not have any centroids nor Road Side Interviews in the area, so no further analysis could be made. Nevertheless, the tourism potential of the zone justifies by itself the need of the project.

Figure III - 54. Orikum-Llogara segment

10.3.4.12. Vlora-Saranda

As stated in previous investments, this zone will be the tourism economic motor of the Country, so different investments will be done, shown in the map bellow. Given the abrupt orography of the Region, no highways were proposed through the coastline. Instead, the connection of Vlora with Saranda via the Gjirokaster bypass shall be the main Corridor connecting these cities.

Figure III - 55. Vlora - Saranda connection - Investments proposed



10.3.4.13. Tirana-Fushe-Kruje Road

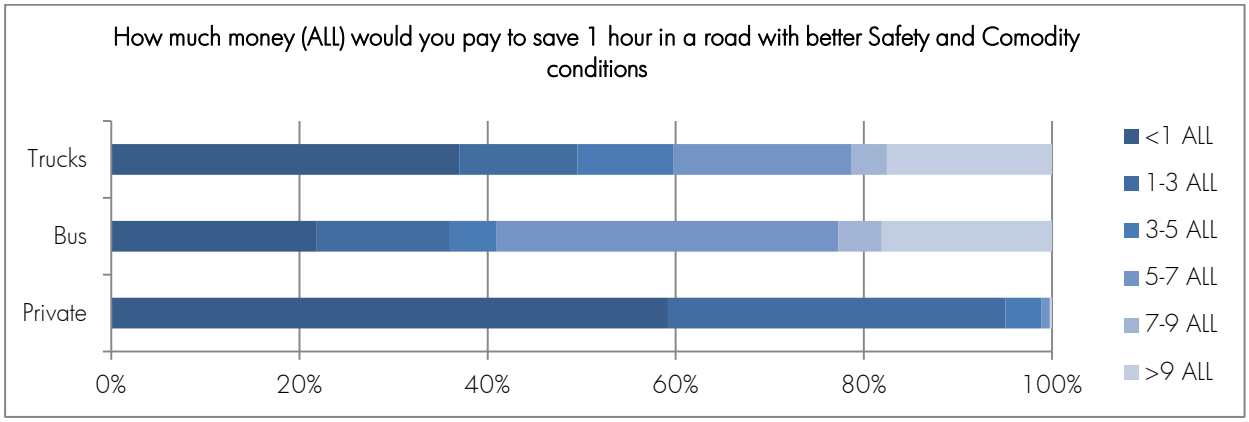
This connection would be also useful for the long term scenario, because it would contribute to improve the level of congestion appearing in 2038 if no investments are carried out.

10.3.5. Road Maintenance

10.3.5.1. Investment for road maintenance (Primary and Secondary Roads)

The Road Side Interviews results showed the following levels of willingness to pay in the three big groups surveyed (private cars, buses and trucks). Given the actual road situation, the main objective of this project is to reduce accident and casualties rates, reduce travel times due to poor conditions and provide better access, especially to rural areas.

Figure III - 56. Willingness to pay according to mode of transport



New highway and bypass projects cannot be done in every area of the country, but a wide campaign of enhancement of the actual network will undoubtedly boost the economy of the poorest regions, giving them better connections to the actual and new highways.

10.3.6. Restructuring and reorganization of the intercity bus network

The current interurban bus transport services have a large amount of duplicities so there must face a complete reorganization in order to optimize their services. A deep analysis has been carried out considering the main bus lines, taking into account the current situation and the potential new investments in the road network.

The analysis is based on a preliminary analysis of the 471 bus lines in order to develop a first approach to the bus reorganization. This first approach is the result of aggregating lines with a similar path. As a consequence, they could be operated within the same concession or license in form of express services, conventional services and different variations in order to cover all the destinations within the corridors.

The criterion used to group the lines into corridors is the concurrence of the itineraries, that is, the lines that are using a common itinerary in most of its route. Thus, the line with the highest frequency will be the point of reference of the group or corridor. The next step would be to come up with a scheme of services in each group. Direct or express services would be implemented in the main route (Main Line), while others less rapid but with greater territorial penetration would cover the less demanded or dispersed relationships (Associated lines).

Thus, the following proposal has been limited to a preliminary grouping of services, analysing the distribution of lines in the territory of Albania. In summary, 293 lines of the total of 472 have been grouped in this first approach. A further analysis should be carried out in the future, as proposed in the Action Plan.

The following table summarizes the lines to be considered for grouping into main and associated lines:

Table III - 24: Bus lines restructuring with main line and associated lines

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 74	DURRES	SHIJAK	12	Main Line	1
Route 73	SHIJAK	DURRES	12		
Route 332	SHKODER	AEROPORT	3	Associated lines	
Route 64	BULQIZE	DURRES	2		
Route 65	MAT	PESHKOPI	2		
Route 66	PESHKOPI	MAT	2		
Route 122	DURRES	BULQIZE	1		
Route 168	PRRENJAS	DURRES	1		
Route 114	DURRES	PRRENJAS	1		
Route 1	BERAT	TIRANA	10	Main Line	2
Route 361	TIRANA	BERAT	10		
Route 330	PUKE	FUSHE ARREZ	6		
Route 334	FUSHE ARREZ	PUKE	4		
Route 333	VAU I DEJES	TIRANA	3	Associated lines	
Route 103	DURRES	PUKE	2		
Route 344	PUKE	DURRES	2		
Route 71	KLOS	DURRES	1		
Route 283	TROPOJE	TIRANA	6	Main Line	3
Route 434	SARANDA	TIRANA	5		
Route 388	TIRANA	SARANDA	5		
Route 305	KURBIN	DURRES	4	Associated lines	
Route 431	VLORA	DURRES	4		
Route 90	DURRES	VLORA	3		
Route 311	LEZHE	MIRDITE	3		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 312	MIRDITE	LEZHE	3		
Route 409	TIRANA	TROPOJE	3		
Route 290	TROPOJE	TIRANA	3		
Route 317	KURBIN	PESHKOPI	2		
Route 455	SARANDA	TIRANA	2		
Route 402	TIRANA	KOPLIK	2		
Route 384	TIRANA	SARANDA	2		
Route 406	TIRANA	TROPOJE	2		
Route 289	TROPOJE	TIRANA	2		
Route 417	TIRANA	TROPOJE	1		
Route 295	TROPOJE	TIRANA	1		
Route 128	LIBRAZHD	PRRENJAS	10	Main line	4
Route 127	PRRENJAS	LIBRAZHD	10		
Route 377	TIRANA	RRESHEN	4	Associated lines	
Route 313	KURBIN	MIRDITE	3		
Route 314	MIRDITE	KURBIN	3		
Route 104	DURRES	SARANDA	2		
Route 461	SARANDA	DURRES	1		
Route 446	FINIQ	SARANDA	4	Main line	5
Route 304	MIRDITE	TIRANA	4		
Route 433	SARANDA	FINIQ	4	Associated lines	
Route 418	TIRANA	DURRES	4		
Route 386	KAVAJE	RROGOZHINA	3		
Route 387	RROGOZHINA	KAVAJE	3		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 319	KURBIN	SHKODER	2		
Route 335	SHKODER	KURBIN	2		
Route 80	DURRES	KRUJE	6	Main Lines	6
Route 85	DURRES	DURRES	6		
Route 86	KRUJE	DURRES	6		
Route 81	KRUJE	DURRES	6		
Route 306	KURBIN	LEZHE	4	Associated lines	
Route 307	LEZHE	KURBIN	4		
Route 97	DURRES	KRUJE	3		
Route 30	KUCOVE	DURRES	2		
Route 112	DURRES	KUCOVE	1		
Route 321	MIRDITE	DURRES	1		
Route 77	KRUJE	TIRANA	10	Main lines	7
Route 399	TIRANA	KRUJE	10		
Route 376	TIRANA	AEROPORT	10		
Route 82	KRUJE	TIRANA	6	Associated lines	
Route 47	MAT	TIRANA	6		
Route 373	TIRANA	KRUJE	6		
Route 369	TIRANA	MAT	5		
Route 93	KRUJE	TIRANA	4		
Route 420	TIRANA	KRUJE	4		
Route 287	KUKES	SHKODER	2		
Route 340	MALESI E MADHE	TIRANA	2		
Route 337	SHKODER	KUKES	2		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 318	LEZHE	PUKE	2	Main line	8
Route 353	PUKE	LEZHE	1		
Route 467	KONISPOL	TIRANA	1	Associated lines	
Route 412	TIRANA	KONISPOL	1		
Route 75	DURRES	KAVAJE	10	Main lines	9
Route 371	KAVAJE	DURRES	10		
Route 375	TIRANA	LAC	10		
Route 396	TIRANA	VORA	10		
Route 359	VORA	TIRANA	10		
Route 382	TIRANA	LUSHNJE	10	Associated lines	
Route 182	LUSHNJE	TIRANA	10		
Route 282	KUKES	TIRANA	8		
Route 370	VORA	DURRES	8		
Route 364	TIRANA	KUKES	6		
Route 79	DURRES	VORA	5		
Route 302	LEZHE	SHKODER	5		
Route 329	SHKODER	LEZHE	5		
Route 389	TIRANA	PUKE	4		
Route 444	VLORA	SELENICE	4		
Route 191	FIER	DURRES	4		
Route 331	PUKE	TIRANA	4		
Route 442	SELENICE	VLORA	4		
Route 87	DURRES	BERAT	3		
Route 403	TIRANA	KUCOVE	3		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 11	BERAT	DURRES	3		
Route 14	KUCOVE	TIRANA	3		
Route 150	GRAMSH	TIRANA	2		
Route 309	LEZHE	SHKODER	2		
Route 372	TIRANA	GRAMSH	2		
Route 94	DURRES	FIER	2		
Route 368	TIRANA	VLORA	14	Main Lines	10
Route 427	VLORA	TIRANA	14		
Route 301	KURBIN	TIRANA	10		
Route 251	KORÇA	TIRANA	8		
Route 363	TIRANA	KORÇA	8	Associated lines	
Route 346	FUSHE ARREZ	SHKODER	2		
Route 347	SHKODER	FUSHE ARREZ	2		
Route 415	TIRANA	VLORA	1		
Route 379	TIRANA	FUSHE ARREZ	5	Main line	11
Route 343	FUSHE ARREZ	TIRANA	2		
Route 291	TROPOJE	DURRES	2	Associated line	
Route 123	DURRES	TROPOJE	1		
Route 323	SHKODER	TIRANA	13	Main line	12
Route 367	TIRANA	SHKODER	13		
Route 12	SKRAPAR	TIRANA	4	Associated lines	
Route 401	RROGOZHINA	TIRANA	3		
Route 423	TIRANA	RROGOZHINA	3		
Route 265	KOLONJE	TIRANA	2		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 292	KUKES	PUKE	2		
Route 316	LEZHE	VAU I DEJES	2		
Route 338	SHKODER	MIRDITE	2		
Route 345	VAU I DEJES	LEZHE	2		
Route 398	VORA	SHIJAK	2		
Route 281	KOLONJE	TIRANA	1		
Route 322	MIRDITE	SHKODER	1		
Route 355	PUKE	KUKES	1		
Route 390	TIRANA	KOLONJE	1		
Route 385	TIRANA	SKRAPAR	1		
Route 72	DURRES	TIRANA	20	Main line	12
Route 356	TIRANA	DURRES	20		
Route 366	TIRANA	DURRES	12	Associated lines	
Route 328	SHKODER	VAU I DEJES	10		
Route 326	VAU I DEJES	SHKODER	10		
Route 327	VAU I DEJES	SHKODER	10		
Route 397	TIRANA	KAVAJE	4		
Route 91	DURRES	TIRANA	3		
Route 400	KAVAJE	TIRANA	3		
Route 181	FIER	TIRANA	13	Main line	13
Route 358	TIRANA	FIER	13		
Route 324	MALESI E MADHE	SHKODER	10	Associated lines	
Route 325	SHKODER	MALESI E MADHE	10		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 92	DURRES	TIRANA	4		
Route 419	TIRANA	DURRES	3		
Route 98	DURRES	LIBRAZHD	2		
Route 170	LIBRAZHD	DURRES	1		
Route 108	DURRES	KRUME	2		
Route 7	BERAT	VLORA	6	Main line	14
Route 432	VLORA	BERAT	4		
Route 235	GJIROKASTER	MEMALIAJ	3	Associated lines	
Route 231	GJIROKASTER	PERMET	3		
Route 236	MEMALIAJ	GJIROKASTER	3		
Route 237	PERMET	GJIROKASTER	3		
Route 453	DELVINE	TIRANA	2		
Route 176	PEQIN	TIRANA	1		
Route 407	TIRANA	DELVINE	1		
Route 411	TIRANA	PEQIN	1		
Route 185	FIER	ROSKOVEC	13	Main line	15
Route 24	KUCOVE	GJIROKASTER	2	Associated lines	
Route 471	VLORA	DELVINE	1		
Route 256	KOLONJE	KORÇA	5	Main lines	16
Route 254	KOLONJE	KORÇA	4		
Route 263	KORÇA	KOLONJE	4		
Route 260	KORÇA	KOLONJE	4		
Route 196	FIER	GJIROKASTER	3	Associated lines	
Route 454	VLORA	PERMET	2		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 247	PERMET	VLORA	1		
Route 125	BELSH	CERRIK	9	Main lines	17
Route 131	CERRIK	BELSH	9		
Route 190	FIER	MALLAKASTER	8		
Route 193	MALLAKASTER	FIER	7		
Route 199	DIVJAKE	LUSHNJE	4	Associated lines	
Route 192	FIER	ELBASAN	4		
Route 198	LUSHNJE	DIVJAKE	4		
Route 19	BERAT	GJIROKASTER	2		
Route 147	ELBASAN	KORÇA	2		
Route 158	ELBASAN	KUCOVE	2		
Route 149	ELBASAN	KUCOVE	2		
Route 26	KUCOVE	ELBASAN	2		
Route 166	CERRIK	TIRANA	1		
Route 159	ELBASAN	FIER	1		
Route 240	GJIROKASTER	BERAT	1		
Route 268	KORÇA	ELBASAN	1		
Route 46	KUCOVE	ELBASAN	1		
Route 164	PEQIN	FIER	1		
Route 216	ROSKOVEC	TIRANA	1		
Route 186	ROSKOVEC	FIER	12	Main line	18
Route 185	FIER	ROSKOVEC	13		
Route 225	MEMALIAJ	TEPELENA	6	Associated lines	
Route 226	TEPELENA	MEMALIAJ	6		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 218	ROSKOVEC	VLORA	1		
Route 253	KORÇA	POGRADEC	10	Main line	19
Route 252	POGRADEC	KORÇA	10		
Route 255	POGRADEC	TIRANA	4	Associated lines	
Route 258	POGRADEC	KORÇA	3		
Route 381	TIRANA	POGRADEC	3		
Route 286	KUKES	HAS	4	Main Line	20
Route 285	HAS	KUKES	4		
Route 294	TROPOJE	HAS	1	Associated Line	
Route 296	HAS	TROPOJE	1		
Route 117	KRUJE	SHKODER	1		
Route 303	LEZHE	DURRES	3	Main Line	21
Route 95	DURRES	LEZHE	2		
Route 414	TIRANA	HIMARE	1	Associated Line	
Route 470	HIMARE	TIRANA	1		
Route 132	ELBASAN	PRRENJAS	8	Main Line	22
Route 133	PRRENJAS	ELBASAN	8		
Route 137	BELSH	ELBASAN	6	Associated Line	
Route 138	ELBASAN	BELSH	6		
Route 136	ELBASAN	LUSHNJE	5		
Route 195	LUSHNJE	ELBASAN	5		
Route 148	ELBASAN	LUSHNJE	2		
Route 300	LEZHE	TIRANA	8	Main Line	23
Route 362	TIRANA	LEZHE	8		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 173	BELSH	KUCOVE	1	Associated Line	
Route 118	SHIJAK	ELBASAN	1		
Route 163	ELBASAN	SHIJAK	1		
Route 22	BERAT	POLICAN	3	Main Lines	24
Route 23	POLICAN	BERAT	3		
Route 21	SKRAPAR	BERAT	3		
Route 404	KAVAJE	ELBASAN	2	Associated Lines	
Route 25	KUCOVE	POLICAN	2		
Route 27	SKRAPAR	POLICAN	2		
Route 28	POLICAN	SKRAPAR	2		
Route 31	BERAT	PATOS	1		
Route 276	MALIQ	DURRES	1		
Route 35	SKRAPAR	VLORA	1		
Route 162	ELBASAN	KAVAJE	1		
Route 215	PATOS	BERAT	1		
Route 469	VLORA	SKRAPAR	1		
Route 48	PESHKOPI	BULQIZE	4	Main Line	25
Route 50	BULQIZE	PESHKOPI	4		
Route 44	SKRAPAR	PERMET	1	Associated Lines	
Route 45	SKRAPAR	URA VAJGURORE	1		
Route 441	HIMARE	VLORA	4	Main Line	26
Route 443	VLORA	HIMARE	4		
Route 15	POLICAN	TIRANA	3	Associated Lines	
Route 233	TEPELENA	TIRANA	3		

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 408	TIRANA	TEPELENA	1		
Route 416	TIRANA	POLICAN	1		
Route 261	DEVOLL	KORÇA	4	Main Line	27
Route 20	BERAT	SKRAPAR	3		
Route 99	DURRES	PEQIN	2	Associated Line	
Route 165	PEQIN	DURRES	1		
Route 430	SARANDA	VLORA	6	Main Line	28
Route 435	VLORA	SARANDA	6		
Route 383	TIRANA	PERMET	5	Associated Lines	
Route 224	PERMET	TIRANA	5		
Route 438	VLORA	SARANDA	3		
Route 449	SARANDA	VLORA	3		
Route 448	DELVINE	GJIROKASTER	2		
Route 200	FIER	KORÇA	2		
Route 271	KORÇA	FIER	1		
Route 243	TEPELENA	VLORA	1		

In the following table there are lines in which a potential grouping is considered, but without one main line that marks the main schedule.

Table III - 25: Bus lines restructuring with only associated lines

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 442	SELENICE	VLORA	4	Associated lines	20
Route 431	VLORA	DURRES	4		
Route 444	VLORA	SELENICE	4		
Route 90	DURRES	VLORA	3		
Route 328	SHKODER	VAU I DEJES	10	Associated lines	21

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 326	VAU I DEJES	SHKODER	10		
Route 327	VAU I DEJES	SHKODER	10		
Route 324	MALESI E MADHE	SHKODER	10		
Route 325	SHKODER	MALESI E MADHE	10		
Route 221	DIVJAKE	TIRANA	1	Associated lines	22
Route 160	ELBASAN	GJIROKASTER	1		
Route 241	GJIROKASTER	ELBASAN	1		
Route 374	TIRANA	DIVJAKE	1		
Route 228	GJIROKASTER	VLORA	3	Associated lines	23
Route 437	VLORA	KORÇA	3		
Route 447	VLORA	GJIROKASTER	2		
Route 270	KORÇA	VLORA	1		
Route 439	SARANDA	GJIROKASTER	3	Associated lines	24
Route 238	GJIROKASTER	SARANDA	2		
Route 464	SARANDA	TEPELENA	1		
Route 259	KORÇA	BILISHT	4	Associated lines	25
Route 299	HAS	DURRES	1		
Route 109	DURRES	GJIROKASTER	1	Associated lines	26
Route 242	GJIROKASTER	DURRES	1		
Route 239	GJIROKASTER	KORÇA	1		
Route 269	KORÇA	GJIROKASTER	1		
Route 465	VLORA	TIRANA	1		
Route 442	SELENICE	VLORA	4	Associated lines	27

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 431	VLORA	DURRES	4		
Route 444	VLORA	SELENICE	4		
Route 90	DURRES	VLORA	3		
Route 328	SHKODER	VAU I DEJES	10	Associated lines	28
Route 326	VAU I DEJES	SHKODER	10		
Route 327	VAU I DEJES	SHKODER	10		
Route 324	MALESI E MADHE	SHKODER	10		
Route 325	SHKODER	MALESI E MADHE	10		
Route 221	DIVJAKE	TIRANA	1	Associated lines	29
Route 160	ELBASAN	GJIROKASTER	1		
Route 211	LUSHNJE	BELSH	2	Associated Lines	30
Route 174	BELSH	LUSHNJE	1		
Route 279	DEVOLL	TIRANA	1		
Route 177	GRAMSH	KORÇA	1		
Route 274	KOLONJE	DURRES	1		
Route 273	KORÇA	LUSHNJE	1		
Route 113	DURRES	KOLONJE	1		
Route 100	DURRES	POGRADEC	2	Associated Lines	31
Route 280	KORÇA	GRAMSH	1		
Route 36	KUCOVE	KORÇA	1		
Route 275	MALIQ	TIRANA	1		
Route 278	POGRADEC	DURRES	1		
Route 213	LUSHNJE	SARANDA	2	Associated Lines	32

Route Name	Origin	Destination	Current daily cycles	Type of line	Line group
Route 463	SARANDA	PERMET	1		
Route 38	SKRAPAR	DURRES	1		
Route 40	URA VAJGURORE	TIRANA	1		
Route 111	DURRES	SKRAPAR	1		
Route 48	PESHKOPI	BULQIZE	4	Associated Lines	33
Route 50	BULQIZE	PESHKOPI	4		
Route 44	SKRAPAR	PERMET	1		
Route 45	SKRAPAR	URA VAJGURORE	1		
Route 16	POLICAN	DURRES	3	Associated Lines	34
Route 115	DURRES	BELSH	1		
Route 41	URA VAJGURORE	SKRAPAR	1		
Route 178	BELSH	DURRES	1		

Most of the associated lines have services serving some places out of the main itinerary, so in order to define how the new path based on this schedule will be, it is mandatory to know how many passengers are using these secondary routes, and what the relationship with the main itinerary is. This second step could only be carried out in a more in-depth analysis based on a specific model of the public transport system. This particular model would allow us to adjust both routes and frequencies, as well as to analyse the rest of the lines with no clear preliminary grouping, in order to determine synergies among them and new groups or optimizations.

10.4. URBAN TRANSPORT

10.4.1. New Bus terminal in North West entrance of Tirana

This bus terminal, already approved, will serve as a hub to reorganize all the interurban and urban lines of the Capital. It will also have intermodal connectivity with the Light Rail Transit (LRT) already planned between Kashar and the city centre, with an intermediate stop at this bus terminal.

Figure III - 57. Proposal of new bus terminal in North West entrance of Tirana

The station will be built near the Kamza turn, serving all the lines coming out of the city by the SH1 and SH2 highways.

The need of this project comes along with the reform of the intercity passenger public transport network, serving as a main hub for the majority of the lines that will end or start in the Capital. Actually, they are 125 lines with Origin or Destination in Tirana, 101 with license and 24 without it, but in the process of being activated. From the 101 licensed services, 80 are considered as main lines and only 21 are secondary lines. Given this numbers, it is clear that a North West terminal is fully justified, together with the project of a south eastern bus terminal.

10.4.2. New tramway in Tirana

This project will be useful for the internal mobility in Tirana and will serve, also, for restructuring interurban transport within the city.

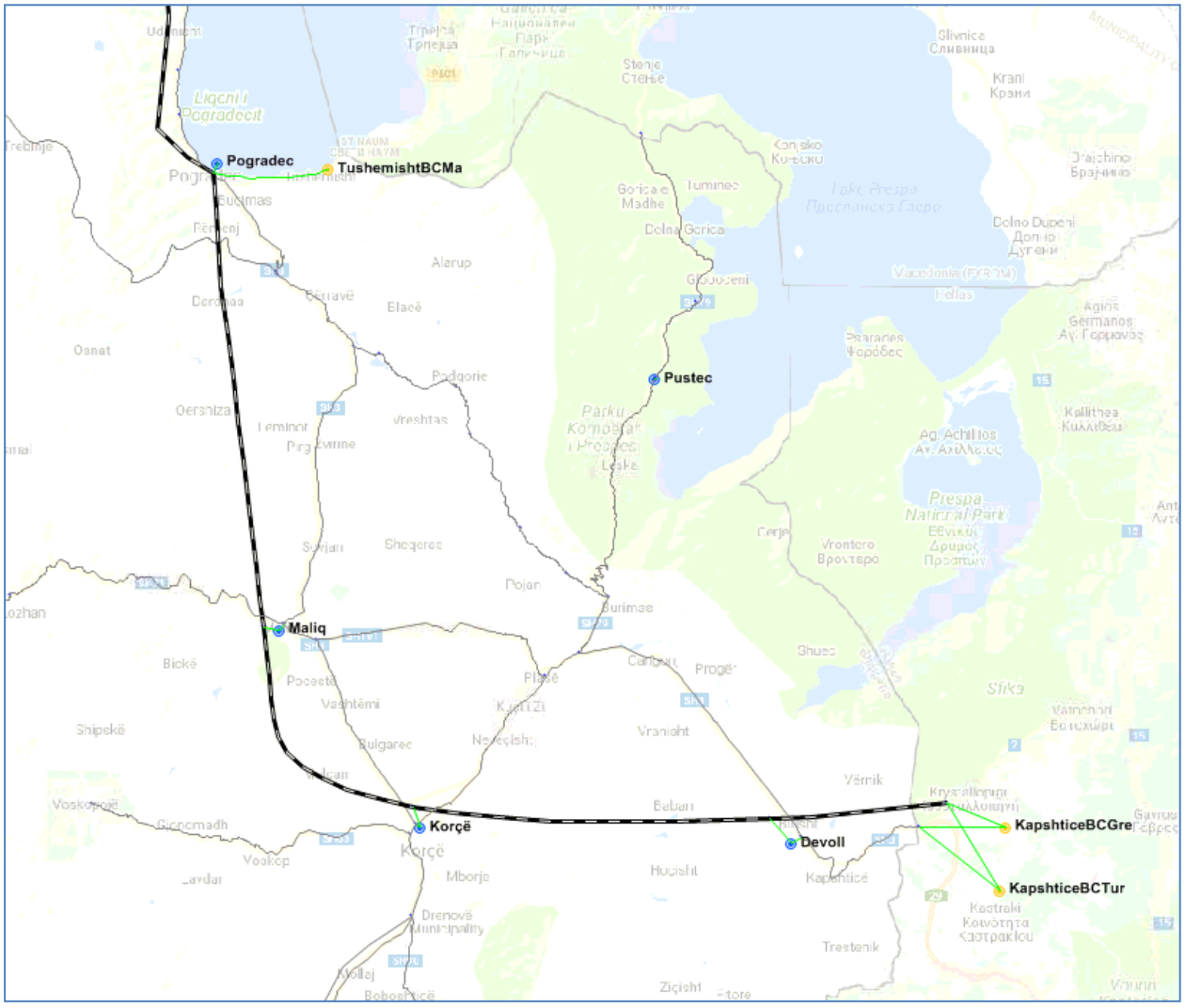
10.5. RAIL TRANSPORT

10.5.1. On the extended TEN-T Comprehensive network

10.5.1.1. Construction of the new railway Pogradec-Korca-border to Greece

Given the high flows of passenger and freight estimated for the long term in this corridor, a connection between Albania and Greece is highly recommended. The final ground layout shall be subsequently defined, but the Consultant proposed a tentative draft connecting also the cities of Maliq and Devoll, enhancing the connection of the Region to the international trade flows.

Figure III - 58. Pogradec-Korça-Greece Rail Connection

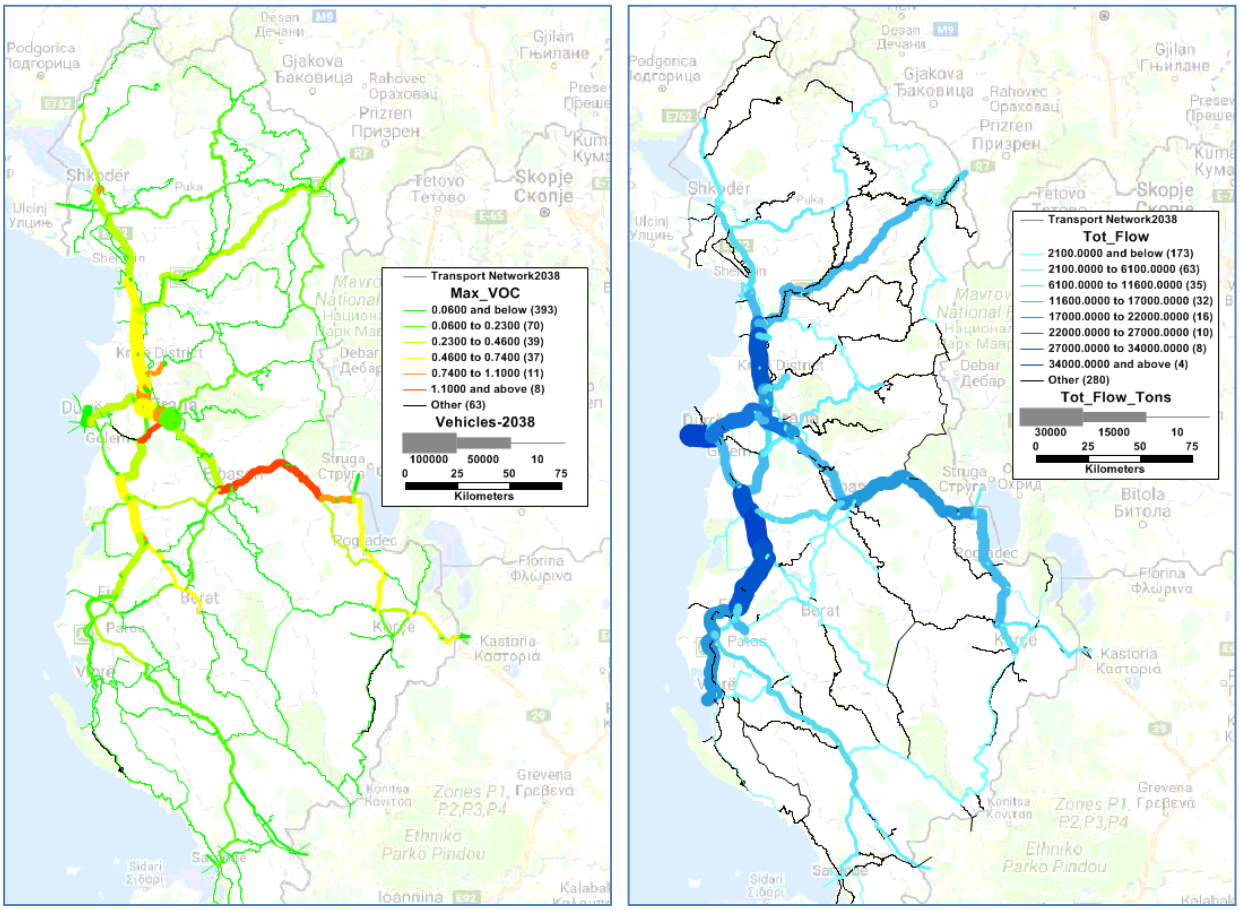


This railroad will also allow the connection of the passenger services to the international network, establishing services between Tirana/Durres with Greece, with intermediate stops.

10.5.1.2. Rehabilitation of the railway Durres-Pogradec-Lin and construction of new railway link to the Macedonian border (CORRIDOR VIII)

The following map shows the forecast for 2038 passenger (vehicles) and freight (Tons) flows and its assignment in the road network, as in 2038. The main bottleneck will remain in the Elbasan-Pogradec Corridor, so a high quality rail service could serve as an alternative choice to solve this future problem.

Figure III - 59. Passenger and freight flows - long term



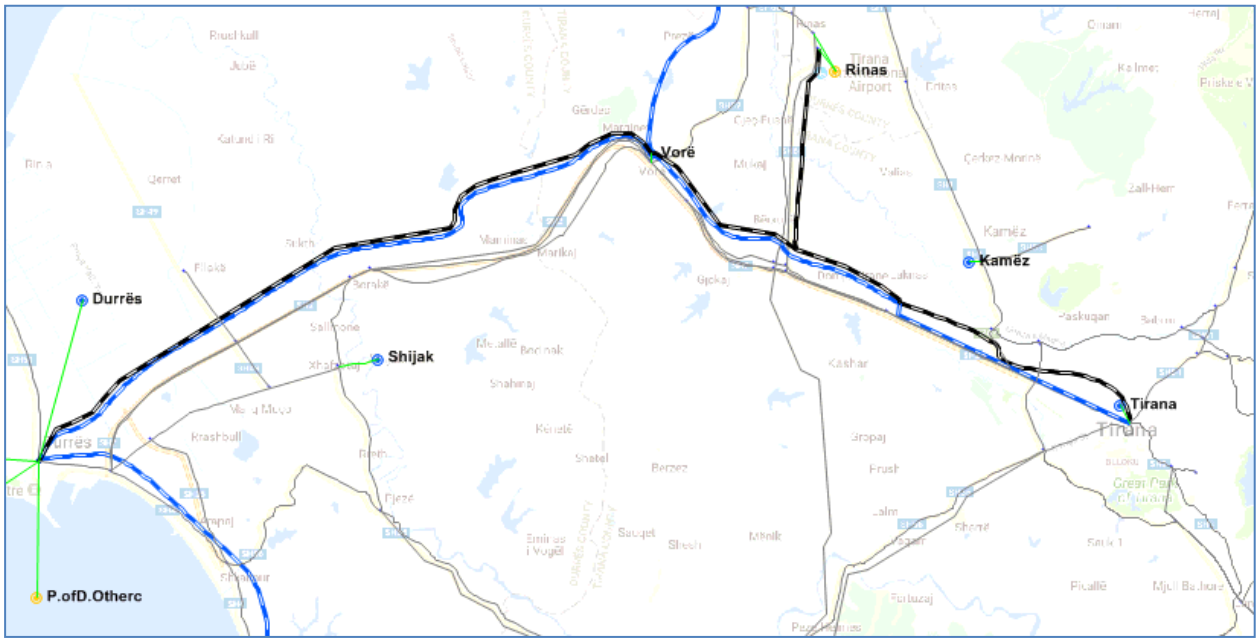
10.5.2. On the extended TEN-T Core network

10.5.2.1. Rehabilitation of the railway Durres- Tirana (30 km) and construction of the new railway Tirana-Rinas branch, including signalling and telecommunication *systems (CORRIDOR VIII)*

The Tirana-Durres segment will remain as the central corridor in the long term. Enhancing the network between the two main cities of the Country is key to establish or boost commercial and social relations between its areas. For that reason, the railway, actually limited to a speed of 40 km/h shall be upgraded. A project to connect the cities between a high-speed railway (100 km/h) has been proposed and it would promote the modal split redistribution discussed in previous points. The combination of this project with the LRT projected for Tirana would establish this Corridor as a fast, efficient, modern and safe service that shall serve as a guide for the rest of the Albanian railway network in further decades.

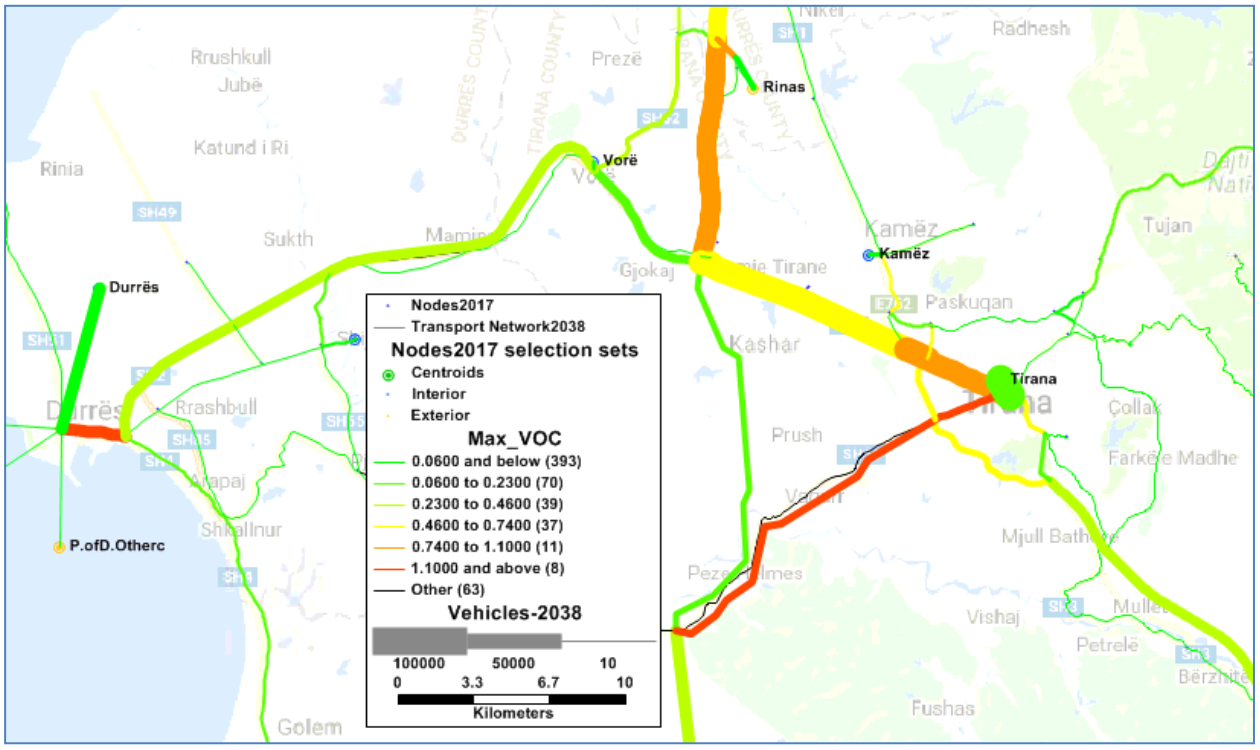
The construction of this project would see its feasibility increased with the second investment of this point, the connection of the Rinas Airport within the railway network. The following map shows the actual (blue) and future (black) railway network and how it will allow a major improvement in terms of connectivity within the richest area of the country.

Figure III - 60. Actual and future railway network in the Tirana-Durres Region



The following map shows how the passenger flows of vehicles will distribute through the road network in the 2038 scenario. Implementing a proper rail service between Tirana-Rinas-Durres would definitely serve as a major help to reduce the estimated bottlenecks that will appear.

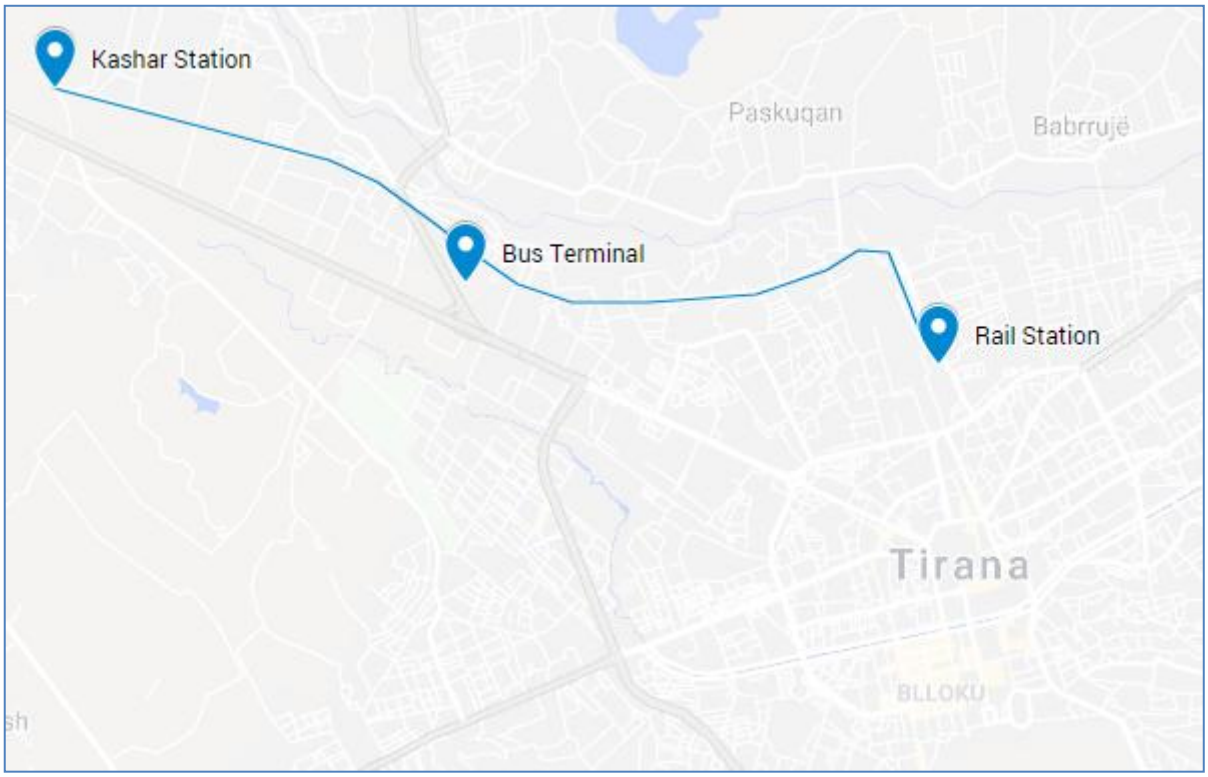
Figure III - 61. Level of service - 2038 forecast



Special attention shall be paid to the Kashar-Rinas segment, an urban road that shall be upgraded if this rail project is not implemented. Following the future mobility standards, the Consultant recommends the enhancement of the public network rather than constructing a highway through an urban settlement.

This project also includes the connection of the City centre with the Albanian rail network, through the rehabilitation of the old rail alignment, connecting the actual endpoint of the network (Kashar station) with the new bus terminal, where a new multimodal station will be built, and the city centre Rail Station.

Figure III - 62. Tirana LRT

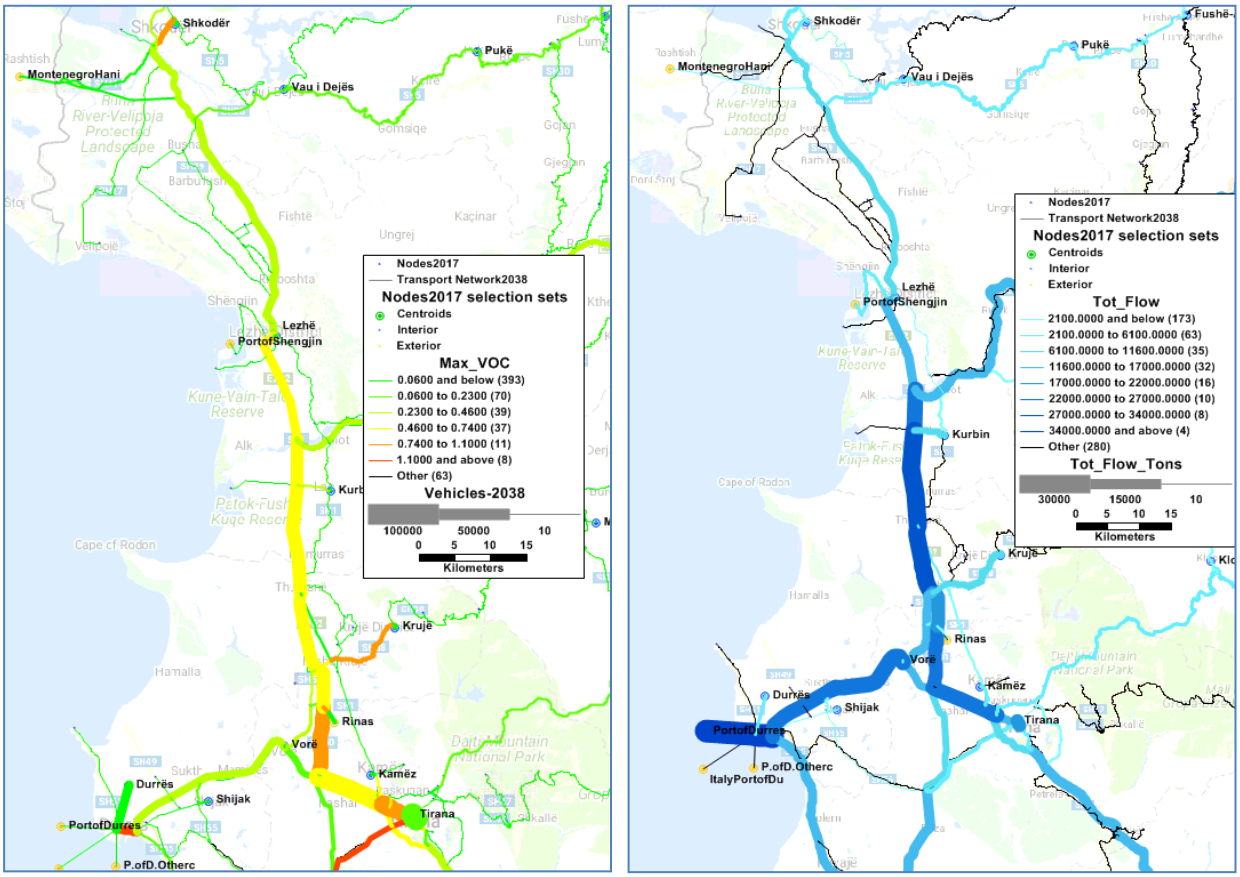


As explained in previous points of the Urban Transport, Tirana has to approach an integral renovation of its public transport services and its inhabitants mobility. The Light Rail Transit will act as the main public transport mass service in the northwest corridor of the city, establishing two new hubs in the new multimodal station and the Rail Station.

10.5.2.2. Rehabilitation of the railway Durres - Vora - Shkoder - Hani Hotit, border with Montenegro Section (120 km), within the railway *corridor (ROUTE 2)*

Aligned with the national strategy of connecting the city to the neighbourhood countries by road and rail, the rehabilitation of this railway is one of the major projects to focus on. The forecasted flows do not show problems as severe as in the southeast region, so this investment shall be considered in a second phase.

Figure III - 63. Scenario 2038 - passenger (vehicles) and freight (Tons) flows



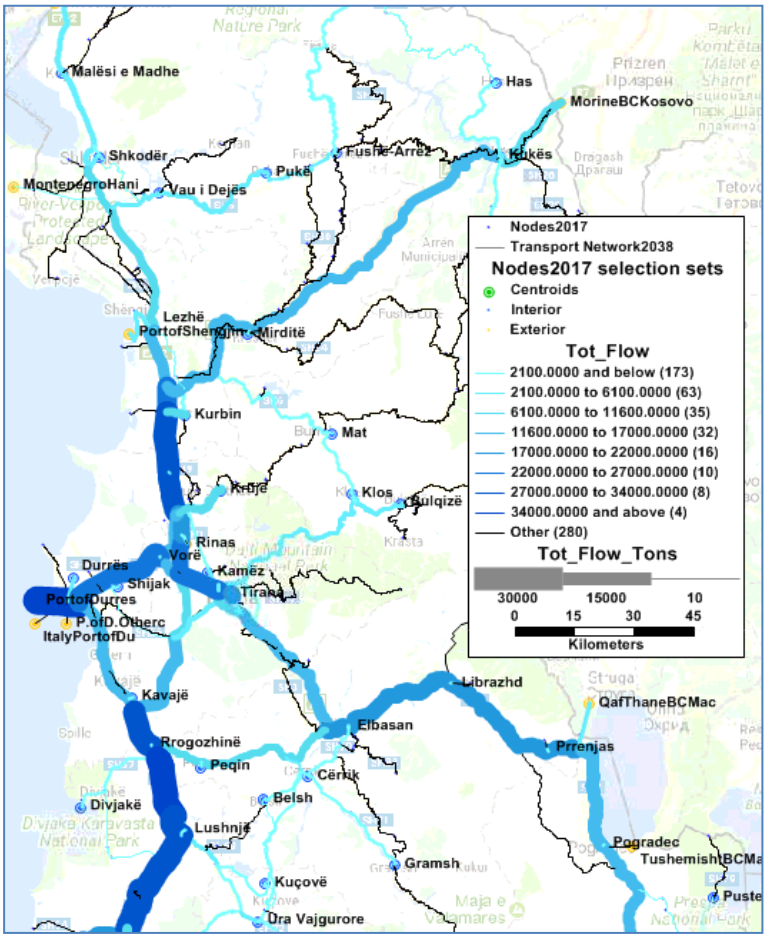
Nevertheless, the rehabilitation of a railway will always be cheaper than a new project *"from scratch"*, so further cost-benefit analysis shall be made in order to properly determine the feasibility and priority of this project.

10.5.3. Other railway projects

10.5.3.1. Kosovo railway

This investment was proposed after analyzing the forecasted network for goods at the 2038 scenario. The actual trades do not require the investment on a new railway connecting Milot with Kosovo, given the recent investment made in the Corridor for the road highway. Nevertheless, it is expected a large increase of traffic flows for freight, as shown in the map below, so further plans shall take this project into account when designing the future projects in Albania, with a long-term approach.

Figure III - 64. Albania-Kosovo freight trades - 2038 scenario

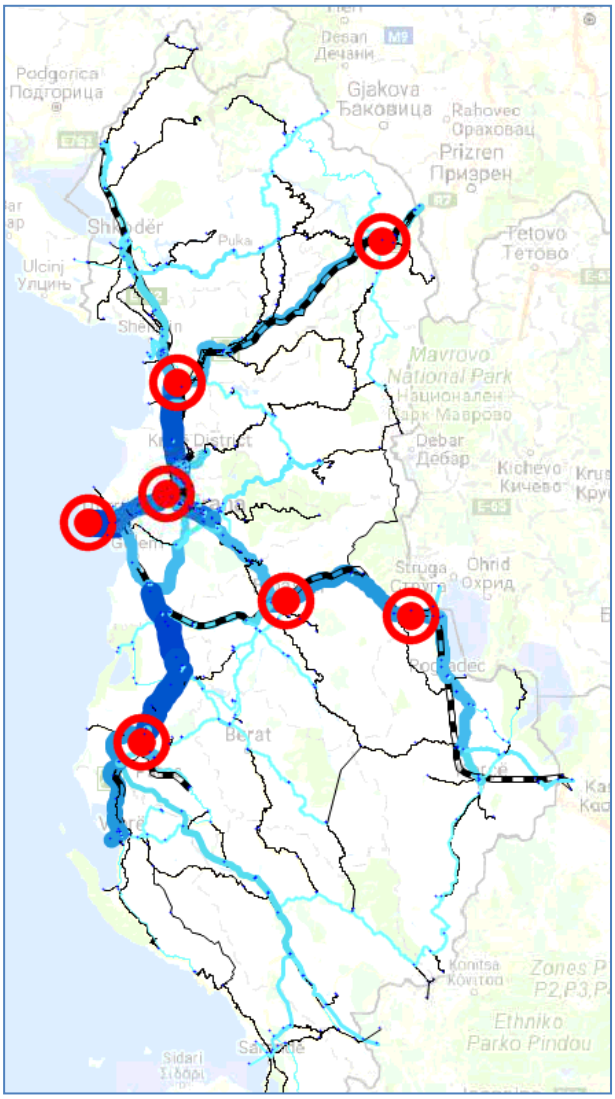


10.6. INTERMODAL AND COMBINED TRANSPORT

10.6.1. Proposal for new multimodal terminals

This Plan is focused on the enhancement of the actual assets of the transport network and selecting the most feasible projects to invest in, creating a priority ranking. In terms of freight transport, one of the priority actions to be undertaken is the establishment of a complete network of multimodal hubs where the freight flows can be organized, hence optimized. The following cities or areas are proposed, with their reasons being addressed subsequently.

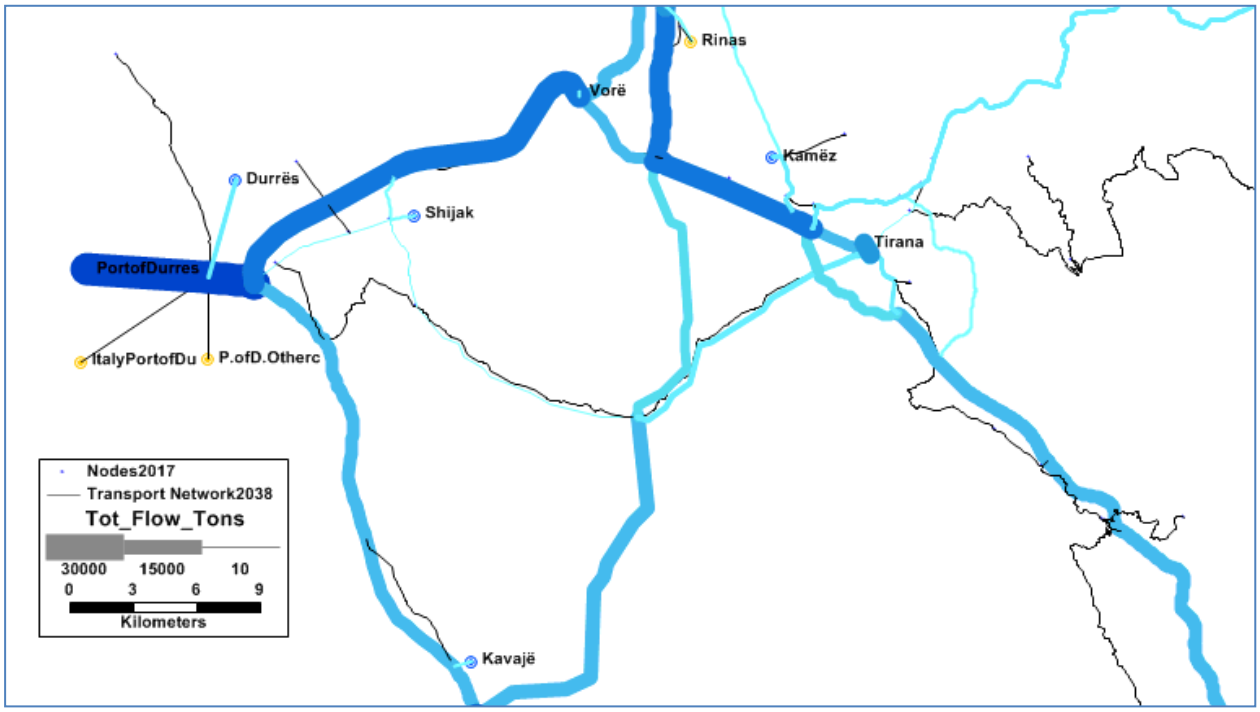
Figure III - 65. Multimodal centres proposed



10.6.1.1. Port of Durres

This shall be one of the main multimodal terminal of the Country. Given the high rates of growth in the Durres Port, the Hinterland shall have an important logistic hub where the flows coming from and to the Port can be organized and optimized.

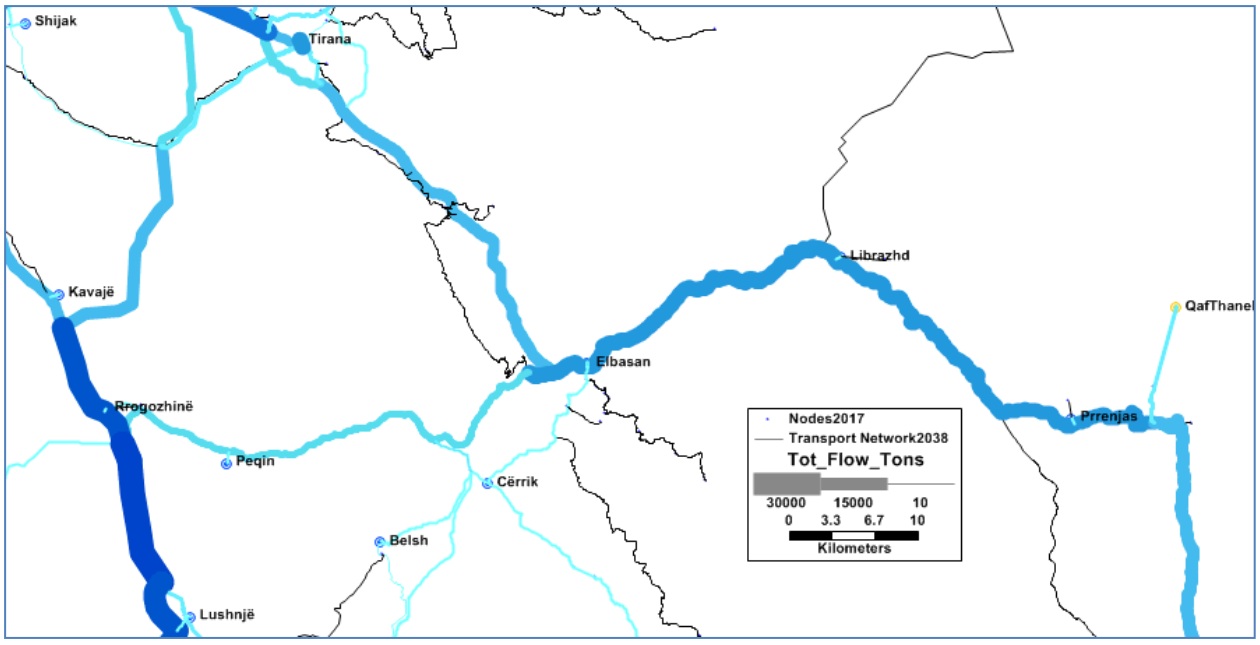
Figure III - 66. Durres area - freight flows - 2038



10.6.1.2. Elbasan

Given the high development of the trade relations with FYROM and Greece, Elbasan can be a key node to establish a intermodal centre, since it has rail station (pending to be upgraded) and it has connections with Rrogozhina and Tirana. Being in that strategic location, it could centralize these flows and redistribute the trucks goods.

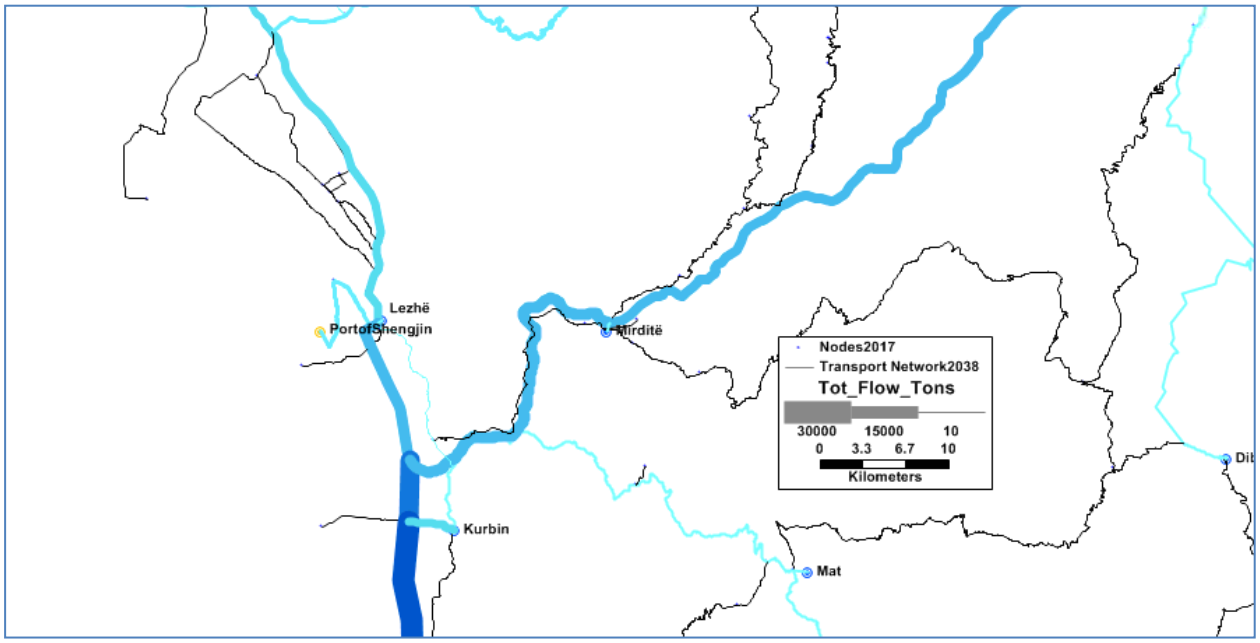
Figure III - 67. Elbasan area - freight flows - 2038



10.6.1.3. Milot

This logistic centre will be in charge of agglutinating the flows coming from the highly forecasted Kosovo Corridor, along with the Montenegro trades.

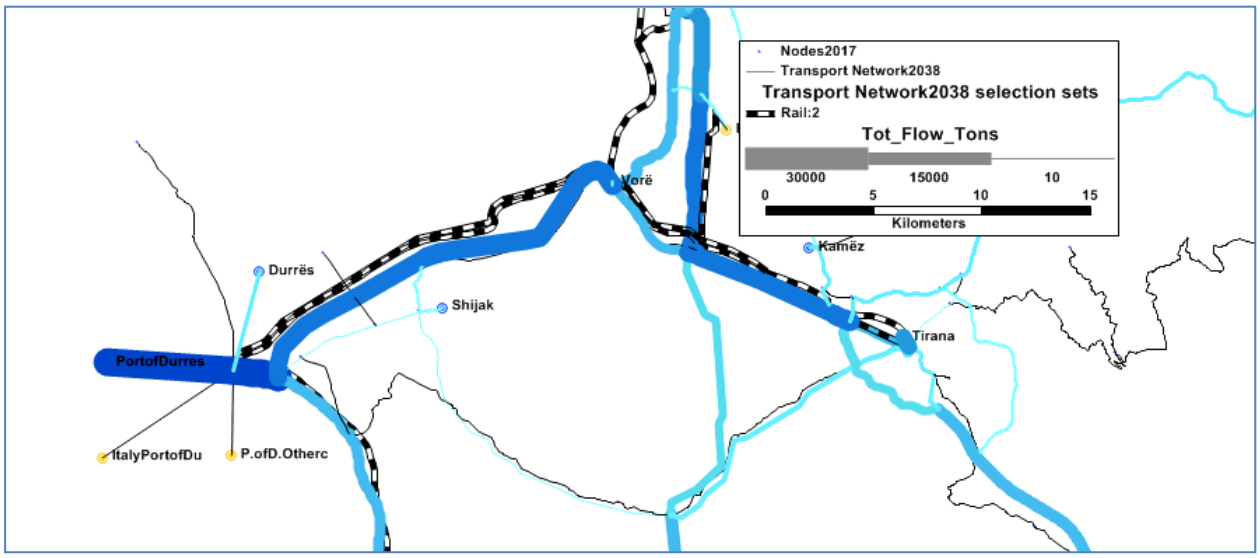
Figure III - 68. Milot area - freight flows - 2038



10.6.1.4. Vora

This logistic centre will need further and deeper analysis to find out its feasibility, due to the short distance to the already proposed centres of Durres and Milot. Nevertheless, the strategic situation of Vora justifies its consideration, being in the junction of three main axes (SH52 in the north, SH2 to Tirana to the east, SH2 to Durres to the west). It will also have a fourth axis heading south in the long term (Kashar-Ndroq). Moreover, the railway network reaches the Vora area from three different axis.

Figure III - 69. Vora area - freight flows - 2038

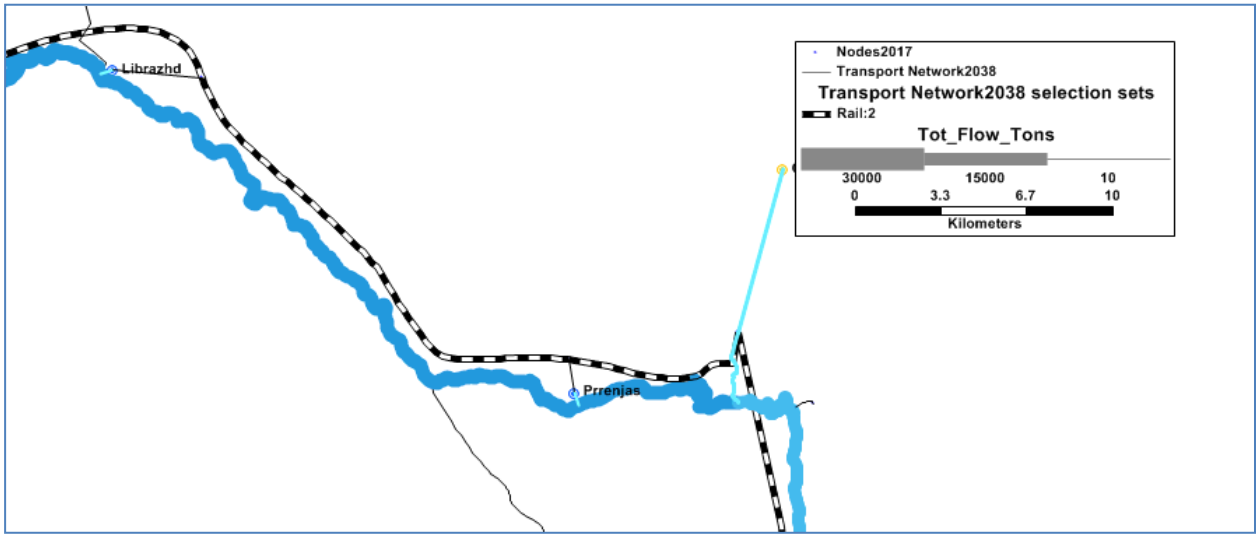


For these reasons, the Vora logistic hub could be one of the main centres of the country, combining with the Durres and Milot centres.

10.6.1.5. Prrenjas

This logistic centre is proposed due to the location, close to the border cross with FYROM. It has large forecasted projections for freight, so it will be the main centre to organize all the international trades with FYROM and Greece. Moreover, after the rehabilitation, it will have a rail station that could be connected to it.

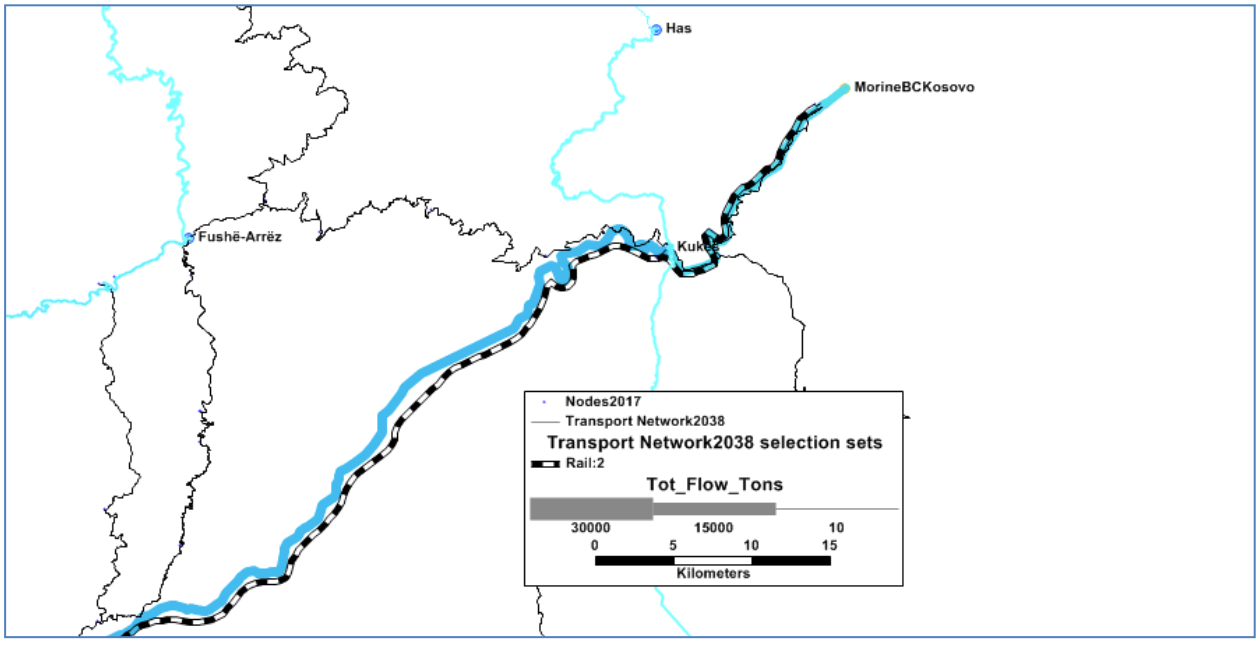
Figure III - 70. Prrenjas area - freight flows - 2038



10.6.1.6. Kukes

This centre is justified after the large freight projections given to the Kosovo border cross. The big distance between Kukes and Rreshen shows sufficient ground for the establishment of this logistic centre, being able to redistribute the goods along the Kukes area.

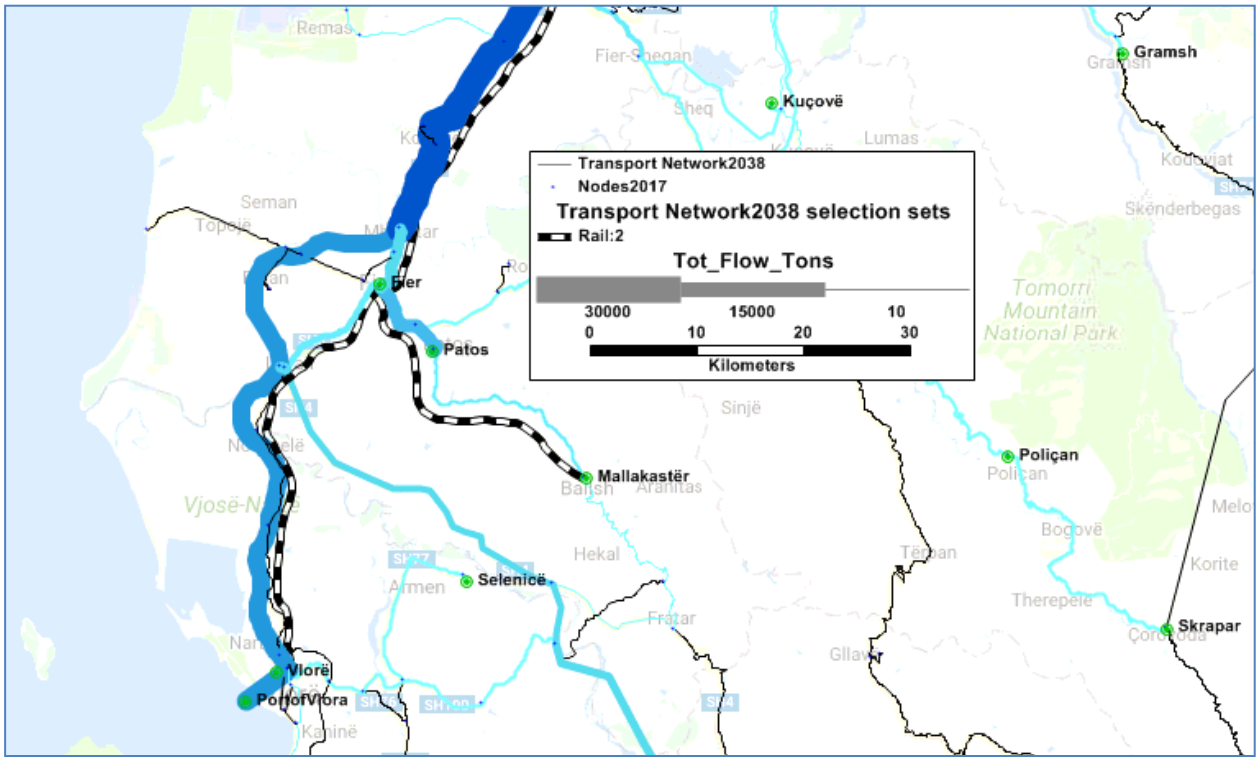
Figure III - 71. Kukes area - freight flows - 2038



10.6.1.7. Fier

This centre will aggregate the flows regarding the southern region of Albania. Having three (to be upgraded) rail axes gives it a competitive advantage, and the connection with the Vlora Port is also important.

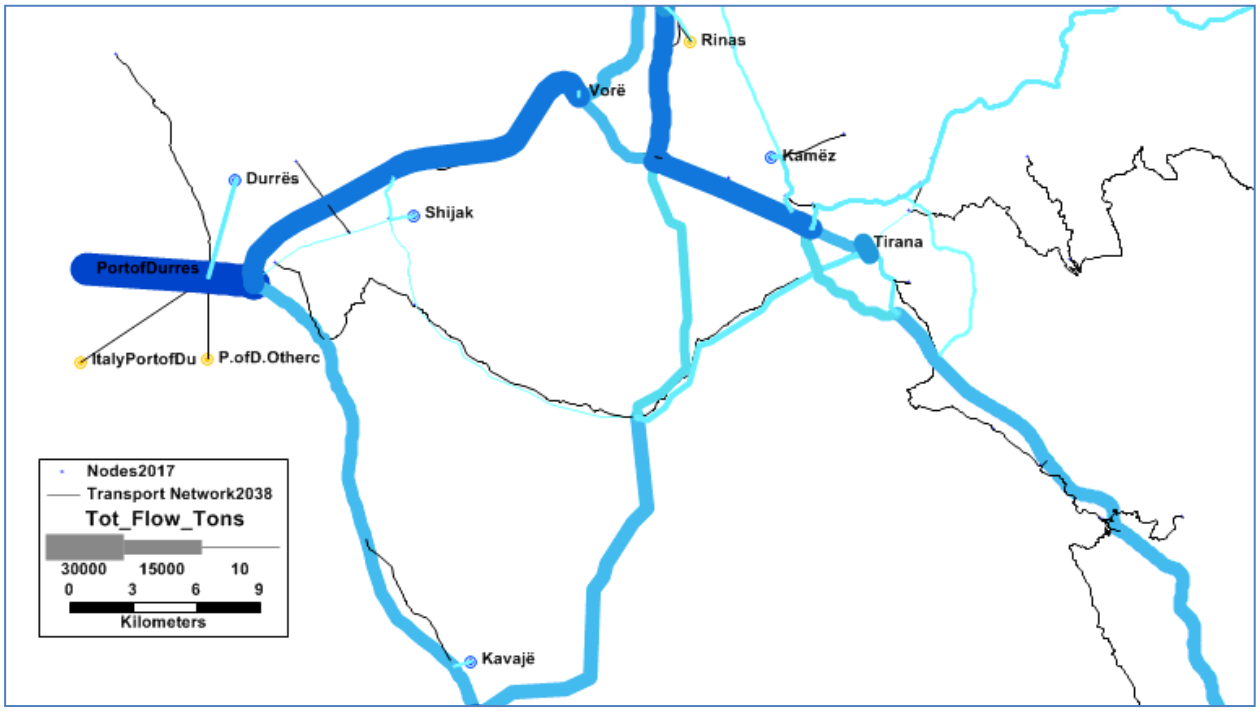
Figure III - 72. Fier area - freight flows - 2038



10.6.2. Rail connection with the Port of Durres (container terminal)

The forecasted freight flows for 2038 defines the Port of Durres as one of the centroids with the biggest amounts of tons, both as Origin and Destination. Currently, the railway only reaches the city, but has no railway branch to the container terminal. The containers (TEUs and FEUs) are the most likely freight format to be transported by railways, having a standard size and being scalable. For these reasons, a railway branch entering the Durres Container Terminal is fully justified. Moreover, the possibility of establishing the proposed *Port of Durres multimodal terminal* must be taken into account.

Figure III - 73. Port of Durres area - freight flows - 2038



10.6.3. Rail connection with Porto Romano (Fuel transport) and to the Energy and Industrial Park adjacent to it.

Porto Romano, placed north to the Port of Durres Container terminal, should also be connected to the railway network for the same reasons as the Container Terminal. In addition, the existence of the energy and industrial park adjacent to it justifies the investment to be assigned to this zone, due to its economic potential development.

10.7. SUMMARY OF INVESTMENT PLAN

As a result of this extensive analysis of the surveys carried and results of the transport model, the following Investment Plan is proposed.

The information shown in the table below is their budget, the tentative time frame for the implementation, the level of prioritisation (high, medium or low), possible sources of funding, stakeholders involved (stakeholders in charge of implementing the projects) and inter-dependence with other programmes or general comments.

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
ROAD TRANSPORT									
The Adriatic – Ionian Highway (Route 2b/Corridor VIII, Route 2c)									
▪ *Thumana – Kashar / Vora road (Construction 20.4 km)*	225	2019-2022	High (92 points in WBIF Scoring Criteria)	PPP	90	135		MIE/ARA	SEETO, WBIF, NSPP
▪ *Tepelena bypass (3.5 km)*	19	2018-2020	High (84 points in WBIF Scoring Criteria)	Medium Term Budget Programme	19			ARA	SEETO, WBIF, NSPP
▪ *Construction of the Lezha - Muriqan Road*	208	Medium term	High	IFI		208		MIE/ARA	
▪ *Milot - Balldren (doubling) road including Lezha bypass road*	140	2019-2021	Medium (Lezha by pass 78 points in WBIF Scoring Criteria)	PPP	56	84		MIE/ARA	SEETO, WBIF, NSPP
▪ *Tirana bypass (Construction 22 km)*	133	Detailed Design 2018-2019	High (92 points in WBIF Scoring Criteria)	WBIF		133		MIE/ARA	SEETO, WBIF, NSPP
▪ *Gjirokaster bypass (8.7 km)*	6.8	2019	High	State budget	6.8			MIE/ARA	NSPP

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
▪ *Fier bypass*	37	2018-2019	Very High	EBRD/EIB	37			ARA	NSPP
SEETO Route 7 Nis – Pristina – Durres									
▪ *Rreshen – Milot upgrade (doubling)*	64	Medium term	High (84 points in WBIF Scoring Criteria)	IFI/PPP		64		MIE/ARA	WBIF, NSPP
▪ *Bridge and tunnel in the Morine – Kukes segment*	15	2018-2021	High	PPP	15			MIE	SEETO, NSPP
Corridor VIII Tirana-Elbasan									
▪ *Completion of Tirana Elbasan Road*	50	2019	Under construction	IDB, Abu Dhabi Fund, OPEC	50			MIE, ARA	NSPP
▪ *Construction of Kukes Qafe Ploce Road Lot1-3*	80	2019	Under construction	IDB, Saudi DF	80			MIE, ARA	NSPP
▪ *Elbasan bypass*	50	Detailed Design 2019-2020	High	Italian Cooperation for Development		50		ARA	NSPP
▪ *Upgrade of Korça – Kapeshtice*	50	Medium term	Medium	State budget		50		ARA	NSPP
▪ *Upgrade of Elbasan – Qafe-*	250	Long term	Medium	State budget			250	ARA	NSPP

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
Thane									
Albanian National Road Network									
▪ *Vlora Bypass Road*	36	2019-2021	High	BEI, EBRD, EU	36			ARA	NSPP
▪ *Reconstruction of the Vlora River Road*	110	2017-2021	High (94 points in WBIF Scoring Criteria)	Medium Term Budget Programme + SFD	60	50		ADF	WBIF
▪ *Construction of the Arbri Road*	271	2018-2023	High (92 points in WBIF Scoring Criteria)	PPP	108.4	162.6		MIE/ARA	WBIF, NSPP
▪ *Construction of Kardhiq - Delvine (Saranda) Road*	74	2018-2021	High	Medium Term Budget Programme	74			ARA	NSPP
▪ *Reconstruction of Tirana-Durres road on the direction Tirana-Ndroq-Plepa*	17	2019-2020	High	PPP	17			MIE/ARA	NSPP
▪ *Completion of Tirana Outer Ring Road (Northern section)*	200	2019-2023	High	State budget	20	80	100	MIE/ARA	NSPP
▪ *Permet-Skrapar*	130	Medium term	Medium	State budget		130		MIE/ARA	

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
▪ *Korça Erseke Lot 2*	18	Short term	High	State budget	18			MIE/ARA	NSPP
▪ *Kashar-Rrogozhina motorway*	215	TBD		Toll road				MIE	NSPP
▪ *Widening Tirana Durres Highway*	170	2019-2021	Very high	Toll road				MIE	NSPP
▪ *Orikum-Llogara*	43	2019-2021	High	PPP	43			MIE	NSPP
▪ *Vlora-Saranda road connection*	200	Long term	Low	State budget			200	MIE, ARA	NSPP
▪ *Tirana-Fushe-Kruje Road*	80	Long term	Low	State budget			80	MIE, ARA	
Maintenance									
▪ *Annual Investment for road maintenance (Primary and Secondary Roads)*	100	2017-2022	Very high	WB, GoA	100			ARA	NSPP
URBAN TRANSPORT									
▪ *New Bus terminal in North West entrance of Tirana*	18	Short term	High	State budget and Municipality budget	18			MIE, Tirana Municipality	
▪ *New tramway in Tirana*	30.112	Long term	High	EBRD and State budget	0.112		30	MIE, Tirana Municipality	Concept project for the PTT - Train Station Tirana. Law N 3/2018 dt.

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
									25.01.2018
RAIL TRANSPORT									
On the extended TEN-T Comprehensive network									
▪ *Construction of the new railway Pogradec- Korça – border to Greece (CBC Railways)*	151.35	2018-2029	High (96 points in WBIF Scoring Criteria)	Interreg, IPA and EIB	0.350	75.5	75.5	MIE, AR	WBIF, NSPP
▪ *Rehabilitation of the railway Durres-Pogradec-Lin and construction of new railway link to the Macedonian border (CORRIDOR VIII) (the existing 151 km Durres-Elbasan-Pogradec and a new 2.8 km Lin-border with FYR Macedonia)* Comprehensive Network Rail CORRIDOR VIII	206.72	Technical Assistance: 04/2017-11/2018 Estimated Investment Q1 2020-Q3 2021	High (98 points in WBIF Scoring Criteria)	WBIF and EIB	0.720	52	154	MIE, AR	SEETO, WBIF , NSPP
On the extended TEN-T Core network									
▪ *Rehabilitation of the railway Durres- Tirana Public transport terminal PTT (34.1km) and construction of the new railway Tirana-Rinas branch, approximately 5 km and its*	90.45	2018- Q2 2021	High (98 points in WBIF Scoring Criteria)	WBIF, EBRD	90.45			MIE, AR	SEETO, WBIF NSPP

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
interchange, including signalling and telecommunication systems, and new train station (CORRIDOR VIII)									
▪ *Rehabilitation of the railway Durres - Vora - Shkoder - Hani Hotit, border with Montenegro Section (140 km), within the railway corridor (Mediterranean Corridor Rail R2 ROUTE 2)*	169.5	2018-2022	High (98 points in WBIF Scoring Criteria)	WBIF, EBRD	4.5	165		MIE, AR	SEETO, WBIF, NSPP
Other railway projects									
▪ *Connection Milot-Kukes-Kosovo border*	750	Long term	Low	Mixed (State budget, IFIs, etc.)			750	MIE, AR	A future connection incl. IPF6 in the Project WB16-ALB-TRA-01
Other investments									
▪ *Railway maintenance*	55	Short term	High	IFI and National budget	55			MIE, AR	FS Connecta/EC and PBA (MTBP) NTS rail priority #7
▪ *Investments in rolling stock. Replacement of the current units with DMUs – Diesel Mobility Units for passenger transport*	9	Short term	High	IFI and National budget	9			MIE, AR	FS on modernization of AR Locos under MoU ACRI and MIE

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
▪ *Railway electrification*	100	Long term	High	WBIF, IFI and National budget			100	MIE, AR	Interconnectivity in DCM 504, dated 13.9.2017 on determination the State responsibility area of MIE, energy, transport, waste, innovation, urban development, and telecommunication
MARITIME TRANSPORT									
▪ *Construction of Marina in near the Port of Durres*	13.5	Short term	High	Toll project				MIE, Durres Port Authority, GMD	NSPP
▪ *Reconstruction of the Quays N° 1 and N°2 at Port of Durres*	50	2020-2022	High	EBRD	50			MIE, PDA	NSPP
▪ *Dredging of the Port of Durres*	8	2019	Very high	GoA	8			PDA	
▪ *Upgrading the commercial port of Vlora (rehabilitation of port infrastructure and superstructure)*	15.3	2019	High	Italian Cooperation for Development	15.3			MIE	NSPP
▪ *Expansion of Passenger Terminal at Vlora Port*	2.1	Short term	High	State budget	2.1			MIE	

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
▪ *Coordinated Master Plan for Ports*	1.5	Short term	High	State budget	1.5			MIE, GMD	
AIR TRANSPORT									
▪ *New Southern airport (PPP)*	107	2020-2022	Medium	PPP, GoA		107		MIE, ACAA	NSPP
▪ *Expansion of the Tirana Airport beyond 2025*	TBD	TBD	Low	TIA				MIE, ACAA	
▪ *Kukes airport upgrading and operation*	8	2020-2022	Medium	Toll project				MIE, ACAA	NSPP
▪ *Airport Master Plan for Albania to consider helipads drones and general aviation taking account of traffic forecast considering economic and tourism development*	1	2019-2020	High	IPA	1			MIE, ACAA	NTS
INTERMODAL AND COMBINED TRANSPORT									
▪ *Multimodal logistics centre around the Port of Durres.*	5	Short term	High	Toll project				MIE, AR, PDA	NSPP
▪ *Rail connection with the Port of Durres (container terminal)*	1.5	2019	High	National budget		1.5		MIE, AR, PDA	NTS action plan Intermodal priority action #3
▪ *Rail connection with Porto Romano (Fuel transport) and to*	15	Medium term	High	PPP		15		MIE, AR, GMD	WB Intermodal Connectivity in the

Type of investment	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Short Term	Medium Term	Long Term	Stakeholders involved	Inter-dependence / Comments
the Energy and Industrial Park adjacent to it.									WB6 Project 06/2018-06/2019
▪ *Logistic centres (Elbasan, Milot, Durres, Vora, Prrenjas, Kukes, Fier)*	18	Medium term	High	Toll projects				MIE	NTS intermodal priority #2 and FS IoT on logistic centres reached by rail-road terminals and sea and air and combined transport

As a result of the Investment Plan, the total budget foreseen for 20 years period (2019-2038) is 4,888.03 M Euro. 4,458.53 M Euro corresponds to Public projects, while 429.5 are private projects (toll projects).

The investment according to the time frame is as follows:

- Short Term (2019-2023): 1,086.23 M Euro
- Medium Term (2024-2028): 1,562.6 M Euro
- Long Term (2029-2038): 1,809.7 M Euro

The values shown in the table are indicative, having obtained most of them from official sources. They correspond to construction cost. Operation, maintenance and financing costs (in the case of PPP or concession projects) are not considered.

11. ACTION PLAN

The Action Plan has been also prepared based on the update of the National Transport Strategy and the establishment of the Priority Actions explained in the chapter 9. The Action Plan will constitute the roadmap of actions to be implemented in the next 20 years in the transport sector. As in the Investment Plan, the Action Plan includes their budget, the tentative time frame for the implementation, the level of prioritisation (high, medium or low), possible sources of funding, stakeholders involved (stakeholders in charge of implementing the projects) and inter-dependence with other programmes or general comments.

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
GENERAL						
▪ Implementation of ANTP3 in fully accordance with EU aquis for transport, mainly attending to the Connectivity Agenda and Connectivity Reform Actions and to the extension to the Western Balkans of the Trans-European Transport Core Network (TEN-T core network).	N/A	2019	High	N/A	MIE, MFE, Prime Minister Office	
▪ Implementation of the ANTP3 within the National Fiscal Space. Consideration of available funds and budgetary constraints.	N/A	2019	High	N/A	MIE, MFE, Prime Minister Office	
▪ Integration of ANTP3 with PPP initiatives and "1 Billion USD for Reconstruction" Government Programme. The program aims to mobilize a substantial capital to promote at a much higher intensity comprehensive process of reconstruction which needs a massive funding nationwide for road infrastructure, educational infrastructure and health infrastructure.	N/A	2019	High	N/A	MIE, MFE, Prime Minister Office	
▪ Coordination between ANTP3 implementation and The Prime Minister Office in order to follow the structure prepared by that institution for Planning Instruments in Albania.	N/A	2019	High	N/A	MIE, Prime Minister Office	
▪ Preparation of the Draft General Transport Law.	0.2	Medium term	High	National Budget	MIE, MoI	

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
▪ Implementation of "Service Level Agreement" for ARA with the MIE.	N/A	Medium term	High	N/A	MIE, ARA	
▪ Setting up a single Accident/ Incident Investigation Body to include Air, Railways and Maritime	1	2019-2023	High	National budget	MIE, AR, GDM, ACAA	NTS
ROAD TRANSPORT						
▪ ARA and GDRTS to adopt public financial management (PFM) and contract management practices. Increase staffs assigned to the MIE and its subordinated structures in charge of road transport and, in addition, undertake new training and capacity-building programmes.	0.6	2019-2020	High	National budget (Staff), IPA (training and capacity building)	MIE, ARA, GDRTS	NTS
▪ Implement the roadmap for transport legislation alignment in the road sector, harmonising the national legislation with the EU acquis for road transport of goods and passengers	0.15	2019-2020	High	IPA	MIE	NTS
▪ Implement a structured pipeline of road projects	0.2	2019-2022	High	National Budget	MIE, ARA, MFE, Prime Minister Office	NTS
▪ Progress in the professionalization of the road freight sector and tax incentive programmes: Promote the establishment of road hauliers' cooperatives and unions, and in addition taxation incentives for modernising the freight and passenger	N/A	2020-2022	Medium	N/A	MIE, GDRTS	NTS

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
vehicle fleet.						
▪ Increase the frequency of vehicle road checks (no inspections now)	0.5	2019-2023	High	National budget	MIE, GDRTS	NTS
▪ Improve the regulation and licensing for road transport: toughen the license issuing procedure for road transport operators, but making it simpler (reduction of documents, etc.). Include Albania as part of UCARIS, European database vehicle registration, driver licences, tachograph cards, ADRs, etc.	0.3	2019-2024	High	National budget	MIE, GDRTS	NTS partially
▪ Establish more joint road BCPs (Border Crossing Points) following the principle of "single window", by implementing an Integrated Border Management (IBM) strategy	0.3	2019-2020	Medium	National budget	MIE, GDRTS	NTS
▪ Harmonise axle load taxes between all SEETO countries	N/A	2019	Medium	N/A	MIE, GDRTS, SEETO	NTS
▪ Increase road safety performance (maintenance of road transport infrastructures according to EU technical standards, regular implementation of Road Safety Audits & Inspections, etc.).	3	2019	High	National budget	MIE, ARA	
▪ Implement road maintenance programme, increasing the expenditures per kilometre	0.5	2019	High	National budget	MIE, MFE, ARA	
▪ Establish a detailed roadmap for updating	1	2019-2020	High	National budget,	MIE, MFE, ARA	NTS

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
planning, processes, standards in design and construction, operation and maintenance practice and works supervision.				WB, IPA		
▪ Preparation of a roadmap for ITS in the next 20-year planning period, prioritising data gathering processes.	0.2	2020-2021	Medium	IPA	MIE, ARA	NTS
▪ Restructuring and reorganization of the intercity bus network. Proposal of new routes and services to avoid overlapping.	0.3	2025-2030	Low	National budget	MIE	-
URBAN TRANSPORT						
▪ Development actions to include urban transport as a key element of Albanian National Transport Plan. Improvements in data collection processes.	0.2	Medium	Low	National budget	MIE, IT, Municipalities	
▪ Benchmarking study, in order to make a possible a comparison between Albania and other countries and prepare guidelines to improve the sector based on successful experiences.	0.4	Medium	Low	National budget	MIE, IT, Municipalities	
RAIL TRANSPORT						
▪ Establish an open legislation for a fair, non-discriminatory and transparent railway market. Finalize the adoption and effective implementation of the new railway code in	2	2019-2020	High	National budget and IPA	MIE, AR	NTS, rail priority #1

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
line with the respective EU Directives.						
▪ Complete the drafting of technical specifications for interoperability.	0.3	2020-2025	High	National budget	MIE, AR, Railway Inspection Directorate	Law 142/2016, date 22.12.2016 and law on Railway Safety Authority prepares drafts standards for the design, construction and maintenance of the control – command and signalling system, SKCS (CCS), but such tasks are outsourced even in the case of safety authorities with larger networks.
▪ Implement the separation of activities between infrastructure and railway operations.	0.5	2019-2022	High	National budget and IPA	MIE, AR	NTS, rail priority #2
▪ Strengthen human capacities and resources at all levels. Also, training programmes are essential, as well as training schools	0.1	2019-2024	High	TAIEX, IPA, and National budget	MIE, AR, Railway Inspection Directorate	NTS action plan Rail priority #2 and Rail #3
▪ Upgrade automation to level 1 from level 0 regarding the European Train Control System (ETCS)	1	2020-2025	High	National budget	MIE, AR	CONNECTA-TRA-CRM-REG-03 Strategic Framework for implementation of ITS on the TEN-T Core/Comprehensive Networks in WB6
▪ Development PPP guidelines and roadmap for railway projects in Albania, taking the successful experience of Ballsh-Fier-Vlora as an example	0.3	2018-2020	High	PPP	MIE	Connectivity Reform Management Plan CRMP 2018 Sub-action S.A. 1.1. of SEETO/EC for RP ALB

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
▪ Improvement of security in railway bridges	1	2019-2021	High	National budget	MIE, AR, MoI	PBA (MTBP)
▪ Positioning of Albania within the European Railway Market as a player in South-East Europe transport corridors and Rail Freight Corridors	0.5	2025-2035	Medium - Low	National budget	MIE	NTS strategic priority rail #2
▪ Integration of SEETO Flagship Axes Initiative into the Rail Network Europe (RNE) corridor system	0.50	2020-2025	Medium	National budget	MIE, AR, SEETO	NTS rail priority #5
▪ Actions to develop the Port of Durres hinterland markets through rail connections	0.6	2020-2022	High	IPA	MIE, AR, DPA	NTS rail priority #6 and interdependency to rail #4
▪ Prepare maintenance programme for the rail sector	0.4	2019-2023	High	IFI and national budget	MIE, AR, MFE	TA to connectivity in the WB6 EuropeAid/137850/IH/ser/multi Sub-project code: Connecta-tra-CRM-Reg-02 Connectivity transport reform measures preparation of maintenance plans 2019-2023 for road/rail TEN-T Indicative extensions to WB6 final report – Railways
▪ Structuring the mid-long term project pipeline	0.3	2019-2021	High	IFICO and national budget	MIE, GMSR, AR, NIC	NTS to 2020 and beyond 2021 Decision No. 185, dated 29.3.2018 on procedures for Public Investment Management
▪ Collecting statistics in Rail Sector according to Regulation (EU) 2018/643	0.2	2019-2023	High	National budget	MIE, AR, INSTAT, IT	Through national statistics program including Rail data and law on official statistics 17/2018 carry out the updating, adaptation and

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
						implementation of official economic and social classifications, in line with European and international nomenclatures
MARITIME TRANSPORT						
▪ Improvement of port safety and security (VTMIS)	5	Short term	High	National budget	MIE, GMD	NSPP
▪ Development of a new labour regulation for Ports	0.3	Medium Term	Medium	National budget	MIE, GMD	
▪ Adopt changes regarding international rules and regulations: Ratify and endorse IMO (International Maritime Organization) and EMSA (European Maritime Safety Agency) regulations and other EC rules on maritime safety, security, environmental protection, and coastal management by establishing a roadmap and action plan to approximate and accompany IMO and EC regulations.	N/A	2020-2021	High	N/A	MIE, GMD	NTS
▪ Strengthen the General Maritime Directorate institutional, governance, financial, and human capacities. Implement the reorganization of the Directorate	0.5	2020-2025	Medium	National budget	MIE, GMD	NTS
▪ Implementation of control regulations for those ships carrying the Albanian flag	N/A	Short term	High	N/A	GMD	
▪ Undertake reforms in the ports' institutional	N/A	Short term	High	N/A	MIE, GMD	

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
structure						
▪ Establish and implement the required information services	N/A	Short term	High	N/A	MIE, GMD	
▪ Develop a Port Growth and Modernization Action Plan	0.38	2021-2025	Medium	National budget	MIE, GMD	NTS
▪ Create favourable legal and institutional conditions for attracting investments to the Albanian ports: Implement new concession and preparation projects over the next period	N/A	Medium term	Medium	N/A	MIE	
▪ "Sea Sector Development" project: increase the integration of Albanian Naval Standards in line with EU criteria through the creation of a maritime policy framework. Education and study programs related to maritime transport	1.4	2019-2020	High	Norwegian funds	MIE, GMD Port Authorities in Albania, the Albanian Coast Guard, the Inter-Institutional Maritime Operational Center, Ministry of Tourism and the Environment and the private sector.	
AIR TRANSPORT						
▪ Budgetary program for the Civil Aviation Authority exceeding one year.	N/A	Medium term	Medium	N/A	MIE, ACAA	
▪ Lower airport and navigation charges as	N/A	2022-2025	Medium	N/A	MIE, ACAA	NTS

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
well as reduction in government taxes and aviation security surcharges, which will create more flights and subsequent increasing economic activity leading to more Government revenues.						
▪ Consolidation of the ACAA outreach in air transport matters with competent transport specialists in air transport economics, systems, etc. as well as to strengthen the ACAA capacity and independence towards staff and inspector requirements, competency, and guidance materials for certification, approval, and for oversight/monitoring of the aviation industry in all areas of safety, security…	0.3	2020-2025	Medium	National budget, IPA	MIE, ACAA	NTS
▪ Training programmes for increasing competences in the air transport sector staff. Need of piloting schools	0.4	Short term	High	National budget, IPA	MIE, ACAA	
▪ Creation of a more competitive market with liberalized air services	0.3	2020-2022	Medium	IPA	MIE, ACAA	NTS
▪ Implementation and unification of international standards for air safety	N/A	Medium term	Medium	N/A	MIE, ACAA	
LOGISTICS AND COMBINED TRANSPORT						
▪ Coordinate national policy measures to promote intermodal and combined transport	1	2019-2038	High	National Budget	MIE	NTS
▪ Define a multimodal National ITS (Intelligent	0.5	Medium term	Medium	State budget	MIE	

Type of action	Budget (M EURO)	Time frame	Level of prioritisation	Sources of funding	Stakeholders involved	Inter-dependence
Transport System) Strategy						
▪ Implementation of organizational arrangements in order to facilitate adequate services to transport companies.	N/A	Short term	High	N/A	MIE	

The total budget for the Action Plan (Short and Medium Term) is 26.43 M Euro.

12. ESTIMATION OF INDICATORS FOR ALL TRANSPORT MODES

12.1. INTRODUCTION

As part of the NTS 2016-2020, a series of monitoring indicators was proposed to monitor the performance of the proposed actions. This list has been subject to a restructuring and expansion within the framework of the ANTP3.

This section presents the list of proposed monitoring indicators for the Sub-Sector Plans of the ANTP3. The list starts from the updated version of the indicators of the strategy, which has been suitably adapted. For its elaboration, the same philosophy has been pursued based on the mix of 3 types of indicators for the correct monitoring in three differentiated levels:

- Indicators to measure the degree of implementation of a Priority Action. In this case, the indicator will be defined as INPUT INDICATOR, given that they provide quantitative or qualitative assessment of the progress towards a final objective. Focus is on the PRIORITY ACTION or GOAL
- Indicators to assess the outputs and results of an already implemented Priority Action. In this case, the indicator will be defined as OUTPUT INDICATOR, as they indicate to what extent an implemented –or partially implemented- project is benefiting its target. Focus is on the STRATEGIC PRIORITY
- Indicators to evaluate the overall course of the sector. The finality of these indicators is to account for sector-wide achievements instead of specific goals. Those indicators will be defined as OUTCOME indicators, as they represent the improvements of every Priority Action. Focus is on the SECTOR.

12.2. INDICATORS FOR THE ROAD SECTOR

12.2.1. Indicator classification chart – Road Sector

Table III - 26: Classification of Transport Indicators. Road Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Create the adequate legal and governance conditions for an efficient transport system			RD-1 Number of fatalities RD-2 Number of injured RD-8 Goods road transport volume (thousand tons/year) RD-9 Passenger road transport volume (passengers/day) RD-11 CO2
Goal 1.1	Finalise the alignment of the Albanian transport legislation to the EU *acquis*			
Priority Action ROAD 1	Implement the roadmap for transport legislation alignment	RD-6 EU legislation approximated and adapted (number of laws)		
Goal 1.2	Ameliorate the existing governance structure			
Priority Action ROAD 2	Improve management practices and capacity building	RD-18 Training programmes delivered		
Strategic Priority 2	Complete and modernise Albania's primary and secondary road network			
Goal 2.1	Complete the "missing links" and upgrade the standards of the existing road infrastructures		RD-12 Length (km) of roads (National roads network) yearly	

		INPUT	OUTPUT	OUTCOME
Priority Action ROAD 3	Complete ongoing construction projects and implement a structured pipeline of road projects	RD-5 Number of km of the road network as a whole (km) RD-14 Share of tenders for design or works awarded RD-15 Share of contracts where supervision progress report confirms adherence to technical specifications and contains laboratory and topography tests	surveyed, including inventory and status of the relevant components RD-13 Average Roughness index (IRI) for road network as a whole RD-16 Share of recommendations of annual external audit reports accomplished during the following year RD-17 Share of tenders launched by ARA with standardised criteria about service, supply and works to enhance simplification and competition	emissions - Road transport (million tons CO2 RD-24 Users of new or upgraded roads
Goal 2.2	Secure a good maintenance of the existing road infrastructures and a good governance structure across the whole life cycle of a road infrastructure project			
Priority Action ROAD 4	Implement a Road Maintenance & Safety Plan and improvement of Life Cycle Asset Management processes	RD-3 Budget allocated to road maintenance -In Total- (EUR) RD-4 Budget allocated to road maintenance -per Km- (EUR/km) RD-7 Number of 'black spots'		
Strategic Priority 3	Strengthen the regional cooperation via road connections			
Goal 3.1	Reduce border crossing times and procedures and Harmonise axle load taxes		RD -19 Border crossing times	

		INPUT	OUTPUT	OUTCOME
Priority Action ROAD 5	Establish joint road Border Crossing Points following the principle of "one stop"			
Priority Action ROAD 6	Promote the joint development of the infrastructures of the Board Crossing Points.			
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards			
Goal 4.1	Completion of an efficient operational and institutional framework for road freight and passenger transport		RD-23 Population per Euro 4 and Euro 5 truck and bus	
Priority Action ROAD 8	Progress in the professionalization of the road freight sector and tax incentive programmes	RD-20 Incentives schemes in place		
Priority Action ROAD 9	Improve the regulation and licensing for road transport	RD-10 Number of registered road vehicles RD-22 Number of road checks		
Strategic Priority 5	Improvements in Urban and Interurban transport			
Goal 5.1	Obtaining an efficient and reliable interurban transport system			
Priority Action ROAD 10	Improvement of urban transport planning through data collection.	RD-21 New structures operational		
Priority Action ROAD 11	Reorganization of the Interurban Transport System			

12.2.2. Indicator Summary Tables – Road Sector

Table III - 27: Transport Indicators. Road Sector

No. RD	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	Number of fatalities	Hospital data on deaths are collected after 30 days of involvement in a traffic accident. The data will be crossed between the hospital authorities and those with competence in traffic surveillance. It would be desirable to collect data regarding the number of hospitalized victims, characteristics and severity of the injuries.	Fatalities / year	MIE, ARA, GDRTS, Traffic Police, MFE, Ministry of Health
2	Number of injured	Hospital data on injuries are collected after 30 days of involvement in a traffic accident. The data will be crossed between the hospital authorities and those with competence in traffic surveillance. It would be desirable to collect data regarding the number of hospitalized victims, characteristics and severity of the injuries.	Injured / year	MIE, ARA, GDRTS, Traffic Police, MFE, Ministry of Health
3	Budget allocated to road maintenance -in total-	The annual budget items assigned to road maintenance are gathered. It would be desirable to collect in turn the sources of origin of these funds.	Eur / year	MIE, ARA, MFE
4	Budget allocated to road maintenance -per km-	The annual budget items assigned to road maintenance are collected. It would be desirable to collect in turn the sources of origin of these funds. The total length of the road network is collected by road type (main, secondary, etc.)	Eur /km /year	MIE, ARA, MFE
5	Number of km of the road network as a whole	The total length of the road network is collected by road type (main, secondary, etc.)	Km /Road type	MIE, ARA, MFE

No. RD	Indicator	Required Data and Methodology	Formula	Stakeholders involved
6	EU legislation approximated and adapted (*number of laws*)	Steps put forward for review and monitoring, capturing the number of EU directives adopted including dates and progress of ratification.	Number of EU directives adopted	MIE, ARA, GDRTS
7	Number of 'black spots'	For the determination of the Accident Concentration Points, it is required to collect data of: -Length of sections or analysis sectors. -Period of time (year) -AADT -Road accidents. The application of an Accident Rate is recommended according to the following formula: TSi = (STi / VKMRi) * 100,000,000 Where: -'TSi' is the accident rate in the 'i' section. -'STi' is the number of claims in the 'i' section. -'VKMRi' is the total number of vehicle-kilometres travelled on the 'i' section	Number of Accident Concentration Points / year	MIE, ARA, MFE
8	Goods road transport volume	Tons transported by type through the Albanian roads. In the modality of normal transport operation, the tons transported between the loading and unloading points are considered. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	Thousand tons/year	MIE, GDRTS, Customs Authorities

No. RD	Indicator	Required Data and Methodology	Formula	Stakeholders involved
9	Passenger road transport volume	Passengers transported through the Albanian roads. Data to be gathered include information on tickets sold by operators. Private passenger transport will be obtained from periodic traffic occupancy surveys. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	Passengers/day	MIE, ARA, GDRTS, Customs Authorities, Ministry of Tourism
10	Number of registered road vehicles	Number of registered road vehicles from Traffic agencies	Number of registered road vehicles	MIE, GDRTS
11	CO2 emissions - Road transport (million tons CO2)	The emissions will be estimated through a methodology consisting of the collection of secondary indicators: -Annual distance travelled by the set of vehicle class -Emission factor by vehicle type	million tons CO2-equivalent /year	MIE, ARA, GDRTS, Traffic Police, Ministry of Environment,
12	Length (km) of roads (National roads network) yearly surveyed, including inventory and status of the relevant components	Distance surveyed every year according to the reports of the entities in charge of road maintenance	Surveyed km/year	MIE, GDRTS
13	Average Roughness index (IRI) for road network as a whole	Average IRI measured every year according to the reports of the entities in charge of road maintenance	Average IRI per road type	MIE, ARA, MFE
14	Share of tenders for design or works awarded	Tenders awarded	Tenders awarded (EUR) / Total tenders published (EUR)	MIE, ARA
15	Share of contracts where supervision progress report confirms adherence to technical specifications and contains	Supervision reports on technical specs. Follow up	Favourable progress reports/Total contract reports	MIE, ARA

No. RD	Indicator	Required Data and Methodology	Formula	Stakeholders involved
	laboratory and topography tests			
16	Share of recommendations of annual external audit reports accomplished during the following year	Annual external audit reports accomplished	Annual external audit reports accomplished/total annual external audit reports	MIE, ARA
17	Share of tenders launched by ARA with standardised criteria about service, supply and works to enhance simplification and competition	Tenders launched by ARA according to the required criteria	Tenders launched by ARA according to the required criteria (EUR) / Total number of tenders (EUR)	MIE, ARA
18	Training programmes delivered	Number of training programmes delivered and trained staff which attended them. Ideally, the programmes cost will be recorded as well	Number of Training programmes per year Number of trained Staff of each relevant bodies	MIE, ARA, MFE
19	Border crossing times	Border Crossing times according to measurements performed at BCP with, e.g. plate reading sensors	Monthly Average crossing time at each border post	MIE, GDRTS, Customs Authorities
20	Incentives schemes in place	Implemented programmes Budget (million€) Allocated to incentives Schemes per year.	Budget (million€) Allocated to incentives Schemes per year. Number of implemented programs.	MIE, ARA, MFE, GDRTS

No. RD	Indicator	Required Data and Methodology	Formula	Stakeholders involved
21	New structures operational	Progress reports on the development of the new structure. Progress reports shall include financial statements, allocated human resources, etc.	Number of restructured / created structures per 2-year period	MIE, ARA, MFE, GDRTS
22	Number of road checks	Number of Road Checks established by police and type of checked parameters. The results of the inspection shall be gathered as well	Number of Road checks Total number of inspected Light Vehicles Total number of inspected heavy Vehicle.	MIE, ARA, GDRTS, Traffic Police
23	Population per Euro 4 and Euro 5 truck and bus	Registered vehicles and Technical inspection reports. Demographic data according to latest estimations	Number of inhabitants/total number of registered Euro 4+ Heavy vehicles	MIE, ARA, GDRTS, Traffic Police, Ministry of Environment
24	Users of new or upgraded roads	Average Annual Daily Traffic- All vehicle will be counted, including those of traffic that existed before upgrading, diverted traffic, traffic generated as a result of road improvement, as well as growth in each of these categories.	Average Annual Daily Traffic "AADT"	MIE, ARA, GDRTS

12.3. INDICATORS FOR THE RAIL SECTOR

12.3.1. Indicator classification chart – Rail Sector

Table III - 28: Classification of Transport Indicators. Rail Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors			
Goal 1.1	Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels.			
Priority Action RAIL 1	Finalize the adoption and effective implementation of the new railway code in line with the respective EU Directives	RL-07 Alignment with the interoperability regulations issued by the European Railway Agency (ERA) RL-06 Alignment with the EU safety directives and EU safety regulations issued by the European Railway Agency (ERA)	RL -08 EU legislation approximated and adapted RL-10 New structures operational	RL-01 Goods rail transport volume (million ton-km) RL-02 Passenger rail transport volume (million passenger-km) RL-05 Number of ITS projects under implementation

		INPUT	OUTPUT	OUTCOME
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs			
Goal 2.1	Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors		RL-09 Involvement in international working groups	
Priority Action RAIL 2	Integrate SEETO Corridor VIII and Route 7 into the international corridor systems			
Priority Action RAIL 3	Developing the Port of Durres hinterland Markets as per SSPP for transport			
Priority Action RAIL 4	Ensure a high level of maintenance with a preventive maintenance system on core and comprehensive rail networks	RD-3 Budget allocated to routine maintenance -In Total- (EUR) RD-4 Budget allocated to routine maintenance -per Km- (EUR/km)		
Priority Action RAIL 5	Structuring the mid-long term project pipeline			

12.3.2. Indicator Summary Tables – Rail Sector

Table III - 29: Transport Indicators. Rail Sector

No. RL	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	Goods rail transport volume	Tons transported through the Albanian rail network. In the modality of normal transport operation, the tons transported between the loading and unloading points are considered. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	thousand ton-km	MIE, AR
2	Passenger rail transport volume	Passengers transported through the Albanian rails. Data to be gathered include information on tickets sold by operators. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	million passenger-km	MIE, AR
3	Budget allocated to routine maintenance -in total-	The annual budget items assigned to rail maintenance are gathered. It would be desirable to collect in turn the sources of origin of these funds.	Eur/year	MIE, AR, MFE
4	Budget allocated to routine maintenance -per km	The annual budget items assigned to rail maintenance are collected. It would be desirable to collect in turn the sources of origin of these funds.	Eur/km/year	MIE, AR
5	Number of ITS projects under implementation	Allocated budget to ITS projects according to envisaged ITS project pipeline described in the National ITS Strategy	Number of ITS projects (EUR) / Total Number of	MIE, AR

No. RL	Indicator	Required Data and Methodology	Formula	Stakeholders involved
			ITS projects (EUR)	
6	Alignment with the EU safety directives and EU safety regulations issued by the European Railway Agency (ERA)	Number of EU directives adopted with focus on the follow-up process of the Safety Directives in close coordination with the ERA	Number of EU directives adopted	MIE, AR
7	Alignment with the interoperability regulations issued by the European Railway Agency (ERA)	Number of ERA interoperability rules adopted	Number of ERA interoperability rules adopted	MIE, AR
8	EU legislation approximated and adapted	Results achieved gathering the outcomes of the two previous indicators	Number of EU directives adopted	MIE, AR
9	Involvement in international working groups	Reports on attendance to international working groups	Number of working Groups signed up Number of Workshops attended Number of Best Practice Reports published	MIE, AR
10	New structures operational	Number of contracts and PPPs schemes signed as a result of the new operational structures shall be recoded.	Number of Contracts Signed	MIE, AR, MFE

12.4. INDICATORS FOR THE INTERMODAL SECTOR

12.4.1. Indicator classification chart – Intermodal Sector

Table III - 30: Classification of Transport Indicators. Intermodal Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Promote intermodal and combined transport			IN-02 Increase of share of railway in freight transport (share of transport performances of railway in %)
Goal 1.1	Reinforce the creation of an efficient and integrated transport system through intermodality			
Priority Action INTERMODAL 1	Coordinate national policy measures to promote intermodal and combined transport	IN-04 Number and amount of transport intermodality contracts signed.		
Priority Action INTERMODAL 2	Create intermodal logistics centres to facilitate multimodal transport	IN-03 Number of calls for proposals for intermodal/stations works	IN-01 Number of logistic centres	
Priority Action INTERMODAL 3	Construction of the missing link from the western terminal in Durres to the national railway network			
Priority Action INTERMODAL 4	Define a Multimodal National ITS (Intelligent Transport Systems) Strategy			

12.4.2. Indicator Summary Tables – Intermodal Sector

Table III - 31: Transport Indicators. Intermodal Sector

No. IN	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	Number of logistics centres	Number of Logistic Centres finalised	Number of logistics centres	MIE, AR
2	Increase of share of railway in freight transport	Tons transported by mode through the Albanian network. In the modality of normal transport operation, the tons transported between the loading and unloading points are considered. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	Share of transport performances of railway in %	MIE, AR, GDRTS, Customs Authorities
3	Number of calls for proposals for intermodal/stations works	Follow-up of the overall process of Construction of the missing link from the western terminal in Durres to the national railway network.	% of yearly Progress towards the closure of the missing link / % of yearly scheduled work	MIE, AR
4	Number and amount of transport intermodality contracts signed.	Number of contracts and PPPs schemes signed as a result of the new operational structures shall be recoded	Number of Contracts Signed	MIE, AR

12.5. INDICATORS FOR THE MARITIME SECTOR

12.5.1. Indicator classification chart – Maritime Sector

Table III - 32: Classification of Transport Indicators. Maritime Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Efficient and responsive maritime and port systems			MA-01 Number of ships/ferries/yachts/boats entering Albanian ports MA-02 Number of ships/ferries/yachts/boats leaving Albanian ports MA-03 Passenger ferry transport (number of passengers) MA-04 Passenger ferry transport (ton) MA-05 Containers traffic – Port of Durres (TEU)
Goal 1.1	Enhanced maritime regulatory system in line with IMO and EU standards and regulations.			
Priority Action MARITIME 1	Adopt changes regarding international rules and regulations.	MA-06 EU legislation approximated and adapted		
Goal 1.2	Enhanced institutional and governance capability of the maritime and port sectors			
Priority Action MARITIME 2	Strengthen the GMD institutional, governance, financial and human capacity			
Priority Action MARITIME 3	Undertake reforms in the ports' institutional structure			
Priority Action MARITIME 4	Establish and Implement the required information services	MA-09 Ratification and endorsement of international conventions		

		INPUT	OUTPUT	OUTCOME
Strategic Priority 2	Sustained growth for maritime and port markets			
Goal 2.1	Rehabilitation and modernisation of port infrastructure and services Sustained growth for maritime and port markets Create favourable legal and institutional conditions for attracting foreign investment to the Albanian ports		MA-08 Ports' costs (tariff and charges + time in port) measured against regional and international benchmarks MA-10 Port Terminal Capacity	
Priority Action MARITIME 5	Develop a Port Growth and Modernization Action Plan			
Priority Action MARITIME 6	Complete ongoing construction projects and implement new concession and preparation projects over the next period	MA-07 Studies/strategies/plans available		

12.5.2. Indicator Summary Tables – Maritime Sector

Table III - 33: Transport Indicators. Maritime Sector

No. MA	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	Number of ships/ferries/yachts/boats entering Albanian ports	Number of vessels per type registered under Albanian Flag	Number of ships/ferries/yachts/boats entering Albanian ports	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
2	Number of ships/ferries/yachts/boats leaving Albanian ports	Number of vessels per type recorded in port registries	Number of ships/ferries/yachts/boats leaving Albanian ports	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism

No. MA	Indicator	Required Data and Methodology	Formula	Stakeholders involved
3	Passenger ferry transport (number of passengers)	Data to be gathered include information on tickets sold by operators. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online.	Thousand passengers /year	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
4	Passenger ferry transport (ton)	Tons transported. In the modality of normal transport operation, the tons transported between the loading and unloading points are considered. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from customs reports.	Thousand Ton/year	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
5	Containers traffic – Port of Durres (TEU)	Registered TEU traffic.	Thousand TEU /year	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
6	EU legislation approximated and adapted	Steps put forward for review and monitoring, capturing the number of EU directives adopted including dates and progress of ratification.	Number of EU directives adopted	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
7	Studies/strategies/plans available	Feasibility, Preliminary Design and Detailed Design Studies finalized and Works/concessions tenders published and finished.	Number of Studies/strategies/plans available	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
8	Ports' costs (tariff and charges + time in port) measured against regional and international	Measurement of port performance from the user point of view using PORTOPIA project "Port user perceptions measurement and indicators (typology)" methodology, in line with European	Unitary Level of Fees per ton (Port charges + warehousing /transloading charges + agent fees)	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism

No. MA	Indicator	Required Data and Methodology	Formula	Stakeholders involved
	benchmarks	Union's Transport Scoreboard. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online.	Average clearance time per ship type (in hours) Efficiency Processes (0-10 subjective score based on user's perception)	
9	Ratification and endorsement of international conventions	Progress of the establishment and implementation of the Albanian Vessel Traffic Monitoring and Information System (VTMIS)" and Progress of the establishment and implementation of the Long Range Identification and Tracking System (LRIT)". Information gathered will cover allocated budget, human resources devoted and effective operational systems	Number of ratified International conventions endorsed	MIE, GMD, Port Authorities, Customs Police, Ministry of Tourism
10	Port Terminal Capacity	The indicator is the future capacity of the container terminal(s). In case of a terminal expansion, it includes the total capacity of the terminal(s) (current terminal(s) + expansion). The baseline is the current capacity of the container terminal(s). Depending on the type of terminal (container, passenger or cargo), the units used will be different.	Million TEU/year (container) ; million tons/year (cargo); Million passengers per annum "mppa" (passenger);	Port Authorities

12.6. INDICATORS FOR THE AIR SECTOR

12.6.1. Indicator classification chart – Air Sector

Table III - 34: Classification of Transport Indicators. Air Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Development of new airports			
Goal 1.1	Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a "Southern" airport for more air carriers to serve the region			
Priority Action AIR 1	Detailed Design Consultancy for the Southern Airport	AI-04 Number of new infrastructure works (including major and minor)		AI-01 International Passenger traffic (thousand passengers) AI-02 International air cargo (ton)
Goal 1.2	Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a "Southern" airport for more air carriers to serve the region			
Priority Action AIR 2	Development of southern airport and upgrade of Kukes airport			
Strategic Priority 2	Creation of a more competitive market with liberalized air services			
Goal 2.1	More choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares			
Priority Action AIR 3	Endorse the development of a more competitive market under EC regulations	AI-03 Ratification and endorsement of international conventions		

		INPUT	OUTPUT	OUTCOME
Strategic Priority 3	Implementation and unification of international standards for air safety			
Goal 3.1	Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs		AI-06 Number of successful maintenance inspections per year	
Priority Action AIR 4	Complete the Phase II of the ECAA agreement and other EC regulations	AI-03 Ratification and endorsement of international conventions		
Strategic Priority 4	Reduction in travel costs for passengers			
Goal 4.1	To make air travel more accessible to the citizens of Albania and to increase growth in air traffic, cargo and destinations		AI-05 Airport total costs (operating and non-operating) per passenger	
Priority Action AIR 5	Improve airport coordination and services to continue lowering operating costs and charges			

12.6.2. Indicator Summary Tables – Air Sector

Table III - 35: Transport Indicators. Air Sector

No. AI	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	International Passenger traffic	Passengers transported through the Albanian airports. Data to be gathered include information on tickets sold by operators. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online.	thousand passengers /year	MIE, ACAA, TIA, Ministry of Tourism
2	International air cargo	Tons transported through the Albanian airports. In the modality of	ton/year	MIE, ACAA, TIA

No. AI	Indicator	Required Data and Methodology	Formula	Stakeholders involved
		normal transport operation, the tons transported between the loading and unloading points are considered. Information will be obtained through contacts with shippers initially by mail, although the informants also have the possibility of completing the questionnaires by telephone, fax, email or online. Traffic in transit will be obtained from airline reports.		
3	Ratification and endorsement of international conventions	Steps put forward for review and monitoring, capturing the number of International directives adopted including dates and progress of ratification.	Number of EC and other international directives endorsed	MIE, ACAA, TIA, Ministry of Tourism
4	Number of new infrastructure works (including major and minor)	Follow-up of the overall process of Infrastructure construction works	% of yearly Progress towards the completion of the planned infra. / % of yearly scheduled work	MIE, ACAA, TIA
5	Airport total costs (operating and non-operating) per passenger	Charges directly levied by the airport to the, i.e. Movement based charges (Runway, Parking, Terminal, Noise/Environment and Infrastructure charges) and Passenger Based (Service, security, infrastructure, and PRM charges). Passenger traffic	Average charge per passenger/year	MIE, ACAA, TIA
6	Number of successful maintenance inspections per year	Number of scheduled activities related to inspection and supervision of airworthiness of aircraft. Certificates of Airworthiness issued	% of yearly successful inspections/ % of yearly scheduled work	MIE, ACAA, TIA

12.7. INDICATORS FOR THE COMPREHENSIVE TRANSPORT SECTOR

12.7.1. Indicator classification chart – Comprehensive transport Sector

Table III - 36: Classification of Transport Indicators. Comprehensive Transport Sector

		INPUT	OUTPUT	OUTCOME
Strategic Priority 1	Create the adequate coordination and governance conditions for an efficient implementation of the National Strategy and Action Plan 2016 – 2020			TR-01 Passenger transport volume – All modes (thousand passengers) TR-02 Goods transport volume – All modes (thousand tons) TR-03 CO2 Emissions – All transport modes (million tons CO2) TR-04 Energy Consumption – All transport modes (Ktoe) TR-04 Shortening of travel hours on the most important routes
Goal 1.1	The accomplishment of the goals of the National Transport Strategy 2016 – 2020 by an efficient execution of its Action Plan			
Priority Action TRANSVERSAL 1	Creation and operation of an Integrated Policy Management Group (IPMG) for transport sector			
Goal 1.2	Ameliorate procurement process, contract management, monitoring of works, clearance of arrears and medium-term budget planning			
Priority Action TRANSVERSAL 2	Implement the transport strategy reforms and adopt PFM and contract management practices in the transport sector			

12.7.2. Indicator Summary Tables – Comprehensive transport Sector

Table III - 37: Transport Indicators. Comprehensive Transport Sector

No. TR	Indicator	Required Data and Methodology	Formula	Stakeholders involved
1	Passenger transport volume – All modes	Gathered data from relevant Authorities for each transport Sub-sector	Thousand passengers /year	MIE, AR, ARA, GDRTS, GMD, ACAA, Customs Police Customs Authorities.
2	Goods transport volume – All modes	Gathered data from relevant Authorities for each transport Sub-sector	Thousand tons / year	MIE, AR, ARA, GDRTS, GMD, ACAA, Customs Police Customs Authorities.
3	CO2 Emissions – All transport modes	Gathered data from relevant Authorities for each transport Sub-sector	Million tons CO2/ year	MIE, AR, ARA, GDRTS, GMD, ACAA, Customs Police Customs Authorities.
4	Energy Consumption – All transport modes	Gathered data from relevant Authorities for each transport Sub-sector	Ktoe / year	MIE, AR, ARA, GDRTS, GMD, ACAA, Customs Police Customs Authorities.
5	Shortening of travel hours on the most important routes	Gathered data from relevant Authorities for each transport Sub-sector	Yearly time savings expressed in minutes per hundred kilometres travelled.	MIE, AR, ARA, GDRTS, GMD, Customs Police Customs Authorities.

13. CONCLUSIONS: ALIGNMENT OF ANTP3 WITH EU ACTIONS, PRIORITIES AND POLICIES

As it has been mentioned throughout Part III of the Plan, this second five-year review of the ANTP is deeply marked by the recently approved National transport Strategy 2016-2020.

The National Transport Strategy and Action Plan 2016-2020 was released in 2016 and constitutes the most important transport policy in recent years since continues the previous national programmes, is aligned with EU objectives and priorities, and is based on a comprehensive and detailed situation of the Albanian transport sector, considering infrastructure networks, regulations and financing instruments. Every Priority Action proposed in the ANTP3 is directly framed within the Strategic Priorities of the NTS 2016-2020, so it can be affirmed that it is aligned.

Therefore, the ANTP3 is aligned with the National Strategy for Development and Integration 2015-2020 (NSDI-II) which takes into consideration the Single Sector Project Pipeline (SSPP) for Transport that has already been prioritized by the Government of Albania (GoA) and other cross-cutting strategies promoted by the GoA in the fields of Business, Trade, Tourism, Environment, Energy and Social Inclusion. Therefore, and following article 8 of the Transport Community Treaty, the Plan includes the Investments in the indicative extension of the TEN-T Core Transport Network corridors prioritized through the aforementioned Single Sector Project Pipeline SSPP/SPP, a process launched on 2015.

From the regional integration perspective, the main aim of the ANTP is to create the favourable conditions for achieving deeper integration of Albania within the Western Balkan region and the EU transport market towards common standards, network efficiency and quality of transport services offered to citizens and businesses.

One of the greater developments in the reporting period were the activities undertaken in the frame of the four projects carried out by "Connecta" project on the four regional measures on road safety, maintenance, ITS, and road border-crossing facilitation. Therefore, ANTP review continues pushing forward this efforts updating ongoing measures and proposing new ones under the same framework.

The measures of each subsector plan are classified into three groups:

Operational, regulatory & licensing Actions

This type of measure includes the approximation of the Albanian legislation and regulations to the Directives of the European Commission until achieving full alignment with the acquis communitaire.

To this end, the plan promotes cooperation within the framework of the "western Balkan six" (WB6) and the "connectivity agenda". This program aims to improve regional connectivity with a holistic approach, not only from the point of view of infrastructures. So the ANTP3 contemplates within the Operational, regulatory & licensing actions the implementation of technical standards and soft measures such as aligning and simplifying border crossing procedures, railway reforms, information systems, road safety and maintenance schemes, railway unbundling and third party access .

Under the aegis, ANTP3 has tried to give continuity to the latest agreements reached in the last five-year period, that is, the Trieste Summit (2017) and the Sofia Summit (2018), as well as SEETO July 2017 Multiannual Action Plan, as staring points of the Transport Community Treaty.

This philosophy includes programs such as the EU-funded Technical Assistance report called "Draft road map for alignment of legislation" EuropeAid / 134513 / C / SER / AL). Also within the sub-sector road transport plan, road safety has been given great importance. For this plan review, article 12 of the Transport Community Treaty assuring convergence on road transport safety. The Government of Albania has expressed interest in the approximation of European legislation on road safety. In this sense, road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network have been proposed as well as the

establishment of a national system for continuous road crash data collection, in accordance with WB6 Connectivity Reform Measure Management plan (CRMMP).

Institutional & Organizational Actions

These actions include those aimed at providing the sectorial agencies -GDRT, ARA, MSM, ACAA, GMD- and their specialized departments, on the one hand, the institutional structure required by the European Guidelines (for example, AR restructuring) and on the other hand, of the capacities required for the correct exercise of their functions, making use of the Twinning programs promoted in the framework of the EU-Western Balkans cooperation.

In light of the recent Sofia Priority Agenda (2018), , ANTP3 contains the institutional arrangements required to step forward on the start the implementation of the Transport Community Treaty and full operation of its secretariat.

One of its core strategies is increasing connectivity. In this line of action, the simplification and streamlining of customs processes has also received significant attention, given that it is an important pillar within the Transport Community Treaty and the Berlin Process. In this direction, ANTP3 prioritizes the advances in the implementation of the rail border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project and the implementation of Integrated Border Management (IBM) strategy ant Common Crossing Points (CCPs). An institutional enhancement to ACAA in order to speed up the implementing procedures for a 'One Stop' security for all flights from Albania as per EU regulation has been included in the plan.

A second topic highlighted in Sofia Priority Agenda (2018) is the Support a new rail strategy to bring the Western Balkans into the main EU network and market. In this regard, ANTP3 focuses on the required reforms to gain advancements in terms of intermodal transport.

In this regard, the Plan prioritizes an increase in the budget line allocated to Institute of Transport (IoT), to boost its role as a public body acting as a research and analytical centre to assist and support the Ministry in the completion of the National Strategy for the Promotion of Inter-modality and Combined Transport in Albania.

Within this line of action, and abreast with ITS TEN-T Core/Comprehensive Networks works in WB6 (CONNECTA-TRA-CRM-REG-03), the plan aims to provide a strategic framework for the ITS (ERTMS, ITS, RIS, VTMIS, e-freight) and IT system (e–documents, interfaces etc.) deployment in Albania through targeted action plans for each mode and their interfaces. Furthermore, these actions have been pre-identified in the Multi-Annual Work Programme C for 2020 of the Connecting Europe Facility regulation.

Planning & Investment Actions

Finally, investment programs are directly defined by the Connectivity Agenda and its Single Project Pipelines in Transportation. In this sense, the strategic investments designated by the Western Balkans Investment Framework (WBIF) have been prioritized. That is why the backbone of the ANTP3 infrastructure program is marked by the extension of TEN-T Core Network, like the reconstruction of Durres Port, Quays 1 & 2, works on the Mediterranean Corridor (Rail CVIII): Rehabilitation of Tirana - Durres Railway Line and Construction of New Line to Rinas Branch and the general upgrade of the National Road Network. The railway upgrade proposed in ANTP3 is part of a larger initiative that has been pushed forward with ERBD funding and aims to support connectivity in the region.

Following WB6 Connectivity Reform Measure Management plan (CRMMP), the establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020 has been included in every sub-sector plan, with focus on the Core Network Road and Rail Maintenance Plans.

Additionally, required infrastructure investments in border crossing points located on the indicative extension of TEN-T Road Core and Comprehensive Network to the Western Balkans have been addressed following the recommendations of the EU mission undertook by Connecta experts.

This document has been produced with the financial assistance of the European Union. The content of this publication is the sole responsibility of TYPSA and can in no way be taken to reflect the views of the European Union.

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