

Republic of Albania  
Ministry of Public Works & Transport

## PRIORITIES 2012-15, ALBANIA

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### The Albanian National Transport (ANTP),

approved by the Government on 10th May 2006, provides:

1. National transport policy and strategy:
  - > *Improve and develop the transport sector's efficiency*
  - > *Further the goal of national development and integration*
  - > *Stimulate regional development by developing international connections/transport corridors*
2. Prioritized and phased action plans:
  - > *Transport sub-sectors development & investment plans*
  - > *Institutional action plans*

### New Border Crossings

-new barriers for traffic along the c8 itinerary

- New crossings - potential sources of delay and increased transport costs

- With the emergence of new states since 1991, the number of border crossings in South-East Europe has increased sharply.
- With the accession of Romania and Bulgaria there will be 55 'external' road border crossings between the Western Balkans and EU member states, and a further 60 'internal' crossings within the Western Balkans region itself. Of these 13 external and 18 internal crossings lie on the Core Network, including 15 on the Corridors, and 16 on the Routes

### NON-PHYSICAL BARRIERS FOR COUNTRIES ALONG C8

Results from the questionnaires carried out within Motorway Working Group show that the main reason of avoiding c8 itinerary are mainly problem relating to transport policy and not conditions of physical infrastructure. According to the study of Min of Economy the losses only for Italian operators are 1 bill eur.)

Question: Why you refuse to cross the c8 itinerary?


Answers:

Custom system efficiency	36%
Ports service efficiency	12%
Trip comfort	14%
Trip security	14%
Service regularity	9%
Safety of the trip	8%
Users information	6%
Naval connection to Italy	4%

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### Comprehensive SEETO Network in Albania

- **CORRIDOR 8**  
260 km Main  
96 km branches
- **CORRIDOR North-South**  
405 km Main  
72 km branches
- Dures– Morine (Nish)  
177 km ( extension C8 or C10)
- **South –Central Corridor**
- **Tirane-Elbasan-Berat-Topelene** (new link)



### PROGRES IN STATUS OF FINANCED PROJECTS

Project Title	Length (KM)	Project Cost		Financing Agency	
		Construction Cost (mln Euro)	Supervision Cost (mln Euro)	Costruction	Supervision
Durres Bypass	5,00	11,40	0,43	None	EU ( CARDS )
Rrogzshine Bypass	3,00	6,40	0,19	Syndicate Loan	EU ( CARDS )
Nyja Vora Secondary Roads	3,20	8,80	0,24	IDB	EU ( CARDS )
Kalimash-Kolsh (Rexhep)	5,60	40,00 USD	0,49	IDB	GoA
Kolsh-Kukes-Morine	22,2	79,80	2,40	GoA	GoA
Qaf Thane-Pogradec-Korce	61,0	85,00	2,32	GoA&Syndicate Loan	EU ( CARDS )

**PROJECTS UNDER FINANCING**

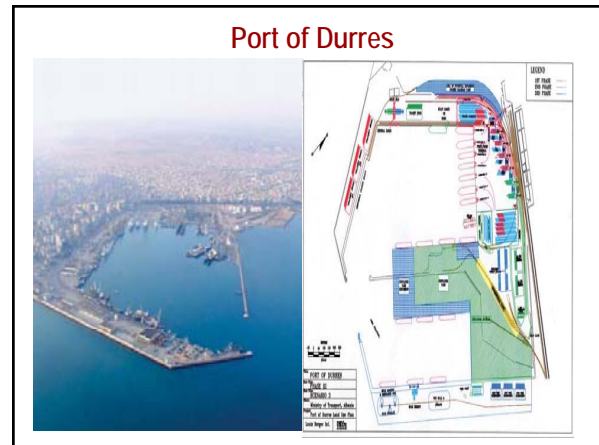
Project Title	Length (KM)	Project Cost		Financing Agency	
		Construction Cost (mln Euro)	Supervision Cost (mln Euro)	Construction	Supervision
Lushnje-Fier	21,7	21,30	0,90	Goltiane	Italian Cooperation
Gjrokaster-Tepelenene	23,00	26,60	1,10	BE & EIB	EU ( CARDS )
Milot-Rreshen	26,00	35,50 USD	1,40	B.Boteroe & OPEC	GoA
Leskovik - 3 Urat	11,00	2,20	0,10	Cards & GoA	GoA
Bulqize-Bllate(U.Ceren)-Peshkopi	40,40	37,50	0,50	GoA & Syndicate Loan	GoA

**STATUS OF PROJECTS**

Project Title	Length (KM)	Project Cost		Financing Agency	
		Construction Cost (mln Euro)	Detail Design (mln Euro)	Construction	Supervision
Central South Corridor	179,0	Based on alternative solution (262)	None	None	None
Shkoder-Hani Hotit	39,00	21,7 (incl. superv. 0,85 mln Euro)	Italian Cooperation	Italian Cooperaton & GoA	Italian Cooperation
Rreshen-Kalimash	60,00	620,00	4,60	½ GoA & Alpha Bank	GoA
Tirane-Bulqize (Rr.Arberit)	56,00	110,00 USD	Fisibility St.	None	None
Kardhiq-Delvine	39,00	26,40	(7 km)	GoA	Goa

**PROJECTS UNDER FINANCING**

Project Title	Length (KM)	Project Cost		Financing Agency	
		Construction Cost (mln Euro)	Supervision Cost (mln Euro)	Construction	Supervision
Fier-Levan	19,16	50,00	1,00	EBRD & EIB	Italian Cooperation
Levan-Vlore	24,20	45,00	0,70	EBRD & EIB	Italian Cooperation
Levan-Tepelene	71,00	70,00	3,00	EBRD & EIB	EU ( CARDS )
Kamza Interchange	3,74	6,00	0,27	EBRD	EU ( CARDS )
Sarande-Konispol	41,50	50,40	2,32	Greece Governm.&G oA	EU ( CARDS )



**Port of Durres  
Financed projects**

Project	Financing institutions	Value
1 Improvement of Port Infrastructure	WB+ OPEC + State Budget	23,0 mil \$
2 Ferry Quay Construction	EC (PHARE Program)	4,5 mil €
3 Procurement of equipments for Container Terminal	TDA	1,9 mil €
4 22Ha construction of port Yard	EIB	17,0 mil €
5 Durres port Masterplan Review	EC	1,0 mil €
6 Ferry terminal building and yard infrastructure	EIB + EBRD + EC + State Budget	40,0mil €

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- Port of Vlorë  
Financed projects**
- Implementation of Master plan of Vlorë, cost of Master plan 31 mil €
  - 15,3 mil € financed by Italian Cooperation:
    - Construction of ferry terminal
    - Construction of cargo pier
    - Construction of port superstructure

### Durres Port. Project Implementation

- Ferry Terminal Building and Yard Infrastructure
- Construction Negotiations with the lowest tenderer for the work commenced in December 2007
- Currently, following the no objection of the banks, negotiations are underway with the second lowest tenderer.
- Establishment/Update of Port of Durrës Master Plan
- A Steering Committee meeting was held in January 2008 followed by a Stakeholder meeting in February 2008 and the work is scheduled to be completed soon.

### CORRIDOR 8 (road) IN ALBANIA

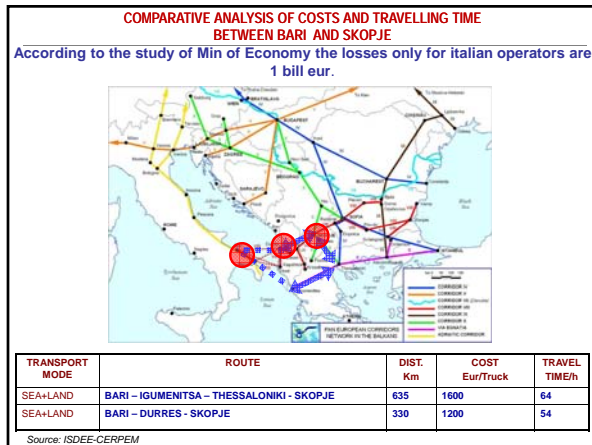
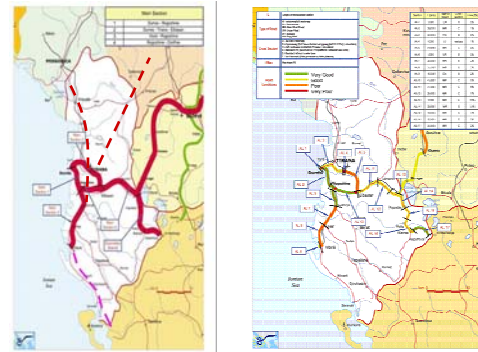
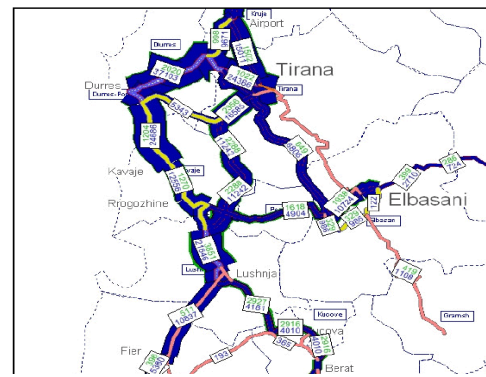
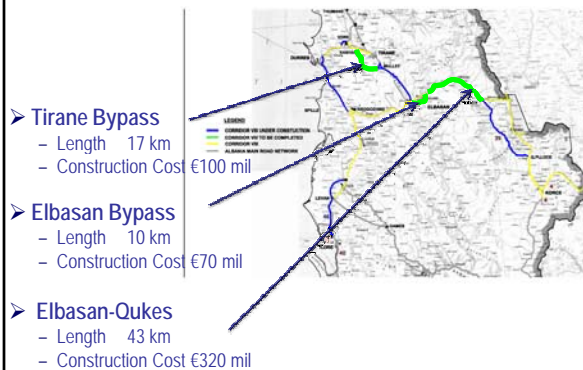


Figure 16: Traffic assignment Case G: U-solution in the region of Tirana / Durres and Krogzhitine / Elbasan combined with Berat-Tepelece, route network 2023



### C8 (road) - COMPONENTS TO BE COMPLETED




### Tirane Bypass (Kashar-Vaqar-Mullet)



- Length 17 km
- Width=28m
- Construction Cost €100 mil
- The Kashar junction will be the node where will go the traffic flow from Shkoder and Kosovo to Kavaje (Corridor VIII) through Vaqar junction and the traffic flow from Durres, Shkoder and Kosovo through Mullet Junction will go to Elbasan (Corridor VIII) The construction of this section road decreases the travel time along the corridor increasing the speed of vehicles.
- It will reduce the heavy traffic inside of the Tirana urban area
- Also, its construction shall result in the reduction of distance and almost a half cost of the transport of goods through the port of Durres to other regional countries in transit through Albania.

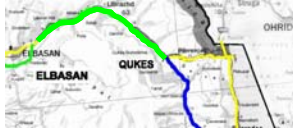
### Elbasan Bypass



- Length 10 km
- Width=28m(4\*3.75+2\*3+2\*0.75+2\*0.2+2\*0.65+4)
- Construction Cost €70 mil


- The construction of this section road decreases the travel time along the corridor increasing the speed of vehicles.
- It will reduce the heavy traffic inside of the Elbasan urban area
- Also, its construction shall result in the reduction of distance and almost a half cost of the transport of goods through the port of Durres to other regional countries in transit through Albania.

### Elbasan - Qukes



- Length 43 km
- Width=28m(4\*3.75+2\*3+2\*0.75+2\*0.2+2\*0.65+4)
- Construction Cost €320 mil

- The construction of this section road decreases the travel time along the corridor increasing the speed of vehicles.
- It will connect Elbasan with Crosser Border Points of Macedonia and Greece and with take the traffic that will come from Shkoder, Durres and Kosovo through the new ongoing constructed road Tirane-Elbasan
- Also, its construction shall result in the reduction of distance and almost a half cost of the transport of goods through the port of Durres to other regional countries in transit through Albania.



**Thank You!**

