

PoWER PLUS



FORESIGHT QUESTIONNAIRE

PoWER PLUS is a project funded by the Interreg V-B Adriatic-Ionian Cooperation Programme (ADRION) which involves 8 partners located in 6 different countries. It aims at performing a foresight process in order to detect the main issues which may be affecting Adriatic-Ionian ports in the short- to mid-term in the light of the Covid19 outbreak and related economic crisis. The results of these processes will be used to update and, therefore, enhance the main results produced by the former PoWER project, i.e. The PoWER Methodology for building innovation supply Chain, The PoWER Strategy for evolving ports into Innovation Hubs, and the ICT Platform “[PoWERports](#)”. This questionnaire is the first step of the aforementioned foresight process, dedicated to the collection of experts’ views on possible future scenarios related to the port areas involved in the project (Albania, Bosnia and Herzegovina, Croatia, Greece, Italy, and Serbia) also in consideration of the wider situation and trends in the Adriatic-Ionian area. The questionnaire has been developed with reference Next Generation EU and Agenda 2030 goals - which apply both to sea and river ports - and is articulated in 62 questions divided in four sections:

1. Towards smart ports: digital transition of services and processes in the port system;
2. The port in the territory: valorisation of the waterfront and new opportunities for regenerating the physical spaces in the port - city interface;
3. Ports in the Adriatic-Ionian area;
4. The port environment after the Covid19 pandemic outbreak.

Your precious contribution will help the PoWER PLUS team to grasp the complexity and the specificity of the port areas located on the sea and the rivers of the Adriatic - Ionian Region.

Your participation in the survey is on voluntary basis. Your contribution and those of the other experts involved will be consulted and processed by the PoWER PLUS team in order to draft a project document called “Factsheets on local scenarios”. The original questionnaire you filled in will be annexed to the abovementioned Factsheets and made available on the PoWERports platform upon your authorisation.

Thank you very much for your time and cooperation. Your feedback is very important to us!

Disclaimer

This document has been produced with the financial assistance of the European Union. Its content is the sole responsibility of the PoWER PLUS project partners and can under no circumstances be regarded as reflecting the position of the European Union and/or ADRION programme authorities.

By filling in and sending back this document to your contact person you authorise the PoWER Plus team to consult it and process it in order to draft the project deliverable T1.1.2 “Factsheets on local scenarios”. This document will open-access and will be delivered, for prior validation, to the funding Programme’s authorities.

Moreover, the PoWER Plus team would like to annex a copy of this document, in its original version, to the abovementioned Factsheets and to make it available on the PoWERports platform.

If you wish, the filled-in questionnaire can be published in anonymous form.

I give my permission to the PoWER PLUS project team to annex a copy of the questionnaire I filled in to PoWER PLUS Project’s deliverable T1.1.2 “Factsheets on local scenarios”.

I give my permission to the PoWER PLUS project team to make available a copy of the questionnaire I filled on the PoWERports platform.

I wish my contribution is made available only in anonymous form.

Please, fill in the following table with your data. If you checked the box related to the anonymization of your contact data, they will be consulted only by the PoWER PLUS Project team and not diffused.

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1. TOWARDS SMART PORTS: DIGITAL TRANSITION OF SERVICES AND PROCESSES IN THE PORT SYSTEM

A tentative classification of port services in terms of Technological Readiness Level has been made considering 4 macro sectors characterised by a more advanced digital perspective:

- A) Vessel & Marine Navigation;
- B) e-Freight & (Intermodal) Logistics;
- C) Passenger Transport;
- D) Environmental sustainability.

This classification is showed in Tables 1, 2 and 3.

Table 1 Technological readiness - in standardisation

Technological readiness - in standardisation	
Service	Enabling functions
A.1 - Vessel Traffic Management	Accurate Vessel Positioning (terrestrial and satellite), Full information about cargo, Low-Rate Vessel-Port bi- directional communication
A.5 - Berth allocation and docking	Accurate Vessel Positioning (terrestrial and satellite), Accurate Bathymetric Data, Low-Rate Vessel-Port bi- directional communication
B.1 - Freight Management and Control	Containerized and General) cargo pervasive monitoring and control in port areas (docks, warehouses, stores).
B.3 - In-port Smart Navigation	Real-time communication Port-Terminals- Trucks

1. According to your experience and knowledge, do you think the table above (Table 1) should be updated? If so, please, propose your version in the table below.

Technological readiness - in standardisation	
Service	Enabling functions
A.X - Marine Aids to Navigation Planning And Service Requirements	Device, system or service, external to vessels, designed and operated to enhance safety and/or Vessel Traffic Services (Planning, Service Levels, Risk Management, Quality Management) - S1010
A.XX - Marine Aids to Navigation Design and Delivery	Efficient navigation of individual vessels and/or Vessel Traffic Services, (Visual Aids to Navigation, Range and Performance, Environment, Sustainability and Legacy) - S1020
A.XXX - Radio navigation Services	Device, system or service, external to vessels, safe navigation of individual vessels and/or Vessel Traffic Services (RACON and RADAR positioning, and Augmentation Services) - S1030

A.XIV - Vessel Traffic Services (VTS)	Implementing, operating, data and information management, communications, services technologies, services auditing and assessing at vessel traffic services implementation - S1040
A.XV - Training and Certification	Enhance safe and efficient navigation of individual vessels and/or Vessel Traffic Services (Training and Assessment, Accreditation, Competency, Certification and Revalidation) - S1050
A.XVI - Digital Communication Technologies	Designed and operated to enhance safe vessels and/or Vessel Traffic Services (wide and medium bandwidth systems, harmonised maritime connectivity framework) - S1060
A.XVII - Information Service	Device, system or service, external to vessels, designed/operated to safe and efficient navigation of individual vessels and/or vessel Traffic Services (Data Models and Data Encoding) - S1070
A.XVIII - Information Security Management System (ISMS)	Risk control to Port that its systems, technology, data and reputation remain intact. Needs to keep our systems and its data safe from all manner of threats: external and internal, intentional and unintentional. Improving to the level requirement which provides added reassurance that our Port is securing information and staying ahead of new threats, (furthermore helps differentiate from the competition) - ISO 27001
A.XIX - Ships and marine technology - fleet management system	Incl. computer applications: a) guidelines for the general infrastructure, including wide area network, data transmission services and common database facilities, b) guidelines for the shipboard installations, including services to application programs, and c) guidelines for land-based installations, including services to application programs; (No purport to address the requirements for safety-related systems, e.g. navigation, radio communication as well as systems used to control the operation of the ship or any address environmental considerations associated with the use of the fleet management system, covered in the d) Environment sustainability)- ISO 15849:2001
C.X- Health and Safety Management System (HSMS)	Primarily protects passengers, against ill health caused, prevent from worsted impacts, injuries through accidents/incidents. Passengers, are safe by improving the level requirement (ISO 45001) to prevent, anticipate and control health and safety risks and comply with regulations, reduces our risk of litigation, productivity at passenger confidence.
C.XX - Business Continuity Management System (BCMS)	Port is allowed to plan for the incidents, through emergency plan or contingency plans, that lead to greater competitiveness and decreases the amount of 'down time' a Port has got if the unexpected occurs, Port is going to minimise the risk associated with disruptions and ensure control is maintained

	at all times, (certification for its deployment of the system is achieved by any port looking to safeguard itself against adverse conditions that may pose a threat to day to day operations) - ISO 22301
C.XXX - Quality Management System (QMS)	Ensures that Port services meet its customers' needs. Improving to the level requirement, strengthens Port business performance; helping to protect it from whatever challenges lie ahead, (increase market share/profit potential) -ISO 9001
C.XIV - Quality assurance standards	Quality management, Part 1: Guidelines for selection and use, (EN ISO 9000-1);
C.XV- Quality management and maintenance of computer software	Maintenance quality, Part 3: Guidelines for the application of ISO 9001:1994, (EN ISO 9000-3);
C.XVI- Quality Systems - Model	Quality assurance standards to the development, supply, installation toward the port quality assurance in design, development, production, installation and servicing, (EN ISO 9001);
C.XVII- Quality assurance in production, installation and servicing	Quality Systems - Model for port service quality, (EN ISO 9002);
C.XVIII -Final inspection and testing	Quality Systems - Requirements for port inspection, (EN ISO 9003);
C.XIX -Auditing quality systems	Guidelines for port Audit (auditing port services), (EN 30011-1);
C.XXX - Quality systems auditors	Guidelines for- Qualification criteria for Auditing quality systems, (EN 30011-2);
C.XXI- Management of audit programs	Guideline for auditing quality system, (EN 30011-3).
D.X - Environmental Management System (EMS)	Managing aspects of port, at significant impact on the environment. Improving system (EMS) to the level requirement (ISO 14001), helps to protect it from reputational damage and benefit from cost savings, increase engagement, and improve legal/regulatory compliance and harmonisation.

2. Please, provide a view on the current situation of the services listed in the table above according to your knowledge. You can address only the services you are familiar with.

The state-of-play, comprises that digitalization, decarbonisation and automatization in the ports and port community system operators, is aiming to accelerate the implementation of the Economic Investment Plan (EIP) which was launched on 6 October 2020 by the European Commission, and costal connectivity and interconnectivity of the transport, energy and digital TENs networks, during 2021, the Albanian Government (Office of Prime Minister) prepared the National Action Plan for implementing EIP in Albania for the period 2021 - 2024. The Action Plan identifies the NSPP strategic projects included under the EIP flagships, or which fall within the scope of the flagships (out of 10 in total) based on the following sectors: (a) Sustainable Transport (Flagship 3); (b) Clean Energy (Flagship 4 and 5); (c) Environment and Climate Change (Flagship 7); and (d) Digital (Flagship 8). Under the title of the programme: IPA 2021 - 2027 Program/IPA III Agreement Albania - EU, and title of the project: Technical assistance to Transport strategy sector - RAIL, Maritime (IPA 2022, EUIF Instrument). **The EIP set for port of Durres coastal links.**

Table 2 Technological readiness - not yet in standardization, facing technological challenges

Technological readiness - not yet in standardization, facing technological challenges	
Service	Enabling functions
A.3 - Water Incident	Accurate Vessel Positioning (terrestrial and satellite), IoT- based distributed network
A.4 - Suspicious Vessel / Maneuver	Accurate Vessel Positioning (terrestrial and satellite), Vessel-Port bi- directional communication
B.2 - Gate Automation	Accounting for users, vehicles and goods
B.4 - Freight Routing	Port-to-Port, Port-to-Road, Port-to-Railways communications
B.5 - Incident at Landside	Distributed monitoring network
C.1 - Info mobility and journey monitor	Journey planner and manager (booking, payment), JIT information delivery
C.2 - Integration with Traffic Control Centres (TCC)	Port-to-road full-fledged data exchange
C.3 - In-port Smart and Autonomous Mobility (including safety)	Real-time communication Port-Vehicles- Pedestrians
D.1 - Pollution Level (including CO _x and noise)	Distributed monitoring network
D.2 - Road Traffic Level	Distributed monitoring network

3. According to your experience and knowledge, do you think the table above (Table 2) should be updated? If so, please, propose your version in the table below.

Technological readiness - not yet in standardization, facing technological challenges	
Service	Enabling functions
C.X - Integration with Traffic Monitoring System (TMS)	Port- RAIL -fledged data exchange cooperation of infrastructure managers in more than one network
C.XX - Integration with electronic data interchange (EDI)	Port-RAILDATA (CoReDa) system for operations, data interface for intelligent transport systems
C.XXX - Integration with the deployment system (NCTS)	Port- New computerized transit system (NCTS 06) for customs and trade and transport facilitation

4. Please, provide a view on the current situation of the services listed in the table above according to your knowledge. You can address only the services you are familiar with.

The amount of 1.5 million euro (RAIL) and 0.4 million euro (Maritime) is indicative, and needs to be approved. The IPA III programme aims to improve the maritime and rail strategy reforms, promoting smart, sustainable, inclusive, safe transport and removing bottlenecks in core network infrastructures, by investing in projects with high EU value-added.

The investments are prioritised according to their relevance to TEN-T connections with the EU, contribution to sustainable mobility, reduced emissions, environmental impact, safe mobility, in synergy with the reforms promoted by the Transport Community Treaty as in the IPA III Agreement Annex Albania. Sustainable connectivity and green agenda, incl. the Waterborne/Multimodality with the sea and rail for combined Transport.

The RIA reform Impact assessments are done and reevaluated in terms of the EU MTBP 2021 - 2027. The IPA III which contains 5 single windows, on the national coordination for the strategic transport sector, incl. rail and maritime in the inter-modality, and broadband infrastructure or telecommunication, incl. the twin approach of green transport and digital transition / transformation, functioning of the public administration to carry out the online inspections (NIB), which is joint established by rail and maritime for investigation of incidents and accidents in Albania, incl. blue CBPs.

Measures to improve quality of Albanian flag vessels: Aiming to improve the quality of the Albanian flag vessels, there were organised several meetings including high level representatives of the Ministry of Infrastructure and Energy and the institutions involved in the process of the flag performance (Ministry, General Maritime Directorate (GMD), Albanian Register of Shipping (ARS). Working group recommended with these actions to be taken in order to increase the Albanian fleet performance, and completed (MIE).

Table 3 Technological readiness - beyond state of the art, not technologically consolidated

Technological readiness - beyond state of the art, not technologically consolidated	
Service	Enabling functions
A.2 - Vessel maneuvering in port waters	Accurate Vessel Positioning (terrestrial and satellite), Accurate Bathymetric Data, Real-Time- Meteo marine monitoring, HD video sources on vessel & port.
D.3 - Dynamic pricing (all services) to Vessels, Terminals	Distributed monitoring network

5. According to your experience and knowledge, do you think the table above (Table 3) should be updated? If so, please, propose your version in the table below.

Technological readiness - beyond state of the art, not technologically consolidated	
Service	Enabling functions
-	-

6. Please, provide a view on the current situation of the services listed in the table above according to your knowledge. You can address only the services you are familiar with.

Max 1500 characters, spaces included

7. In your opinion, which of the following sectors need innovation the most?
Please, put an "X" next to them; there is no limit to the number of sectors you can check.

ENERGY [X]

- Efficiency of buildings X
- Efficiency of industrial processes X
- Production of renewable energy X
- Port Grid X

INNOVATION AND NEW TECHNOLOGIES IN ALL TRANSPORT MODES [X]

- Deployment of alternative fuels infrastructure - Directive 2014/94 /EU - 22 October 2014 X
- LNG Retrofit (Realization of a network of points of refuelling for LNG (Liquefied Natural Gas) X
- Electrification of port docks X
- Construction of LNG-powered ships X

SEA-RELATED SOURCES OF RENEWABLE ENERGY [X]

- tidal and sea waves X
- hydrogen X
- off-shore wind power X
- on-shore micro-wind power X

ENERGY EFFICIENCY IN PORTS' ACTIVITIES [X]

- more efficient processes X
- more efficient behaviours X
- more efficient buildings X
- more efficient infrastructures (e.g.: lighting) X

ROBOTICS AND AUTOMATION FOR [X]

- increasing efficiency X
- increasing safety X
- increasing comfortability X
- monitoring and improving the flows of goods X
- savings in time X
- savings in fuel X
- savings in personnel X

AUTONOMOUS VEHICLES (LAND, AIR, WATER) [X]

- driverless trucks and vans for logistics X
- drone planes X

- for cargo transport X
- for parcel delivery services X
- drone ships X

INTERNET OF THINGS AND BIG DATA [X]

SIMULATION AND VIRTUAL REALITY [X]

CYBERSECURITY [X]

8. If other, please, specify

BIO-BASED Technological production, as in the GoA's program of Council of Ministers (2021) and energy market and transport market and renewables sources. Albania is continuing its efforts to diversify electricity production from hydropower and to promote alternative sources of renewable energy. The diversification of electricity production has advanced further last year in line with the National Energy Strategy 2018 - 2030 and Consolidated NREAP 2019 - 2021, promoting alternative sources of renewable energy (wind and solar) through small investments and through auctions. In compliance with the National Energy Strategy, the Ministry of Infrastructure and Energy prepared the National Energy and Climate Plan. The Council of Ministers approved the National Energy and Climate Plan 2020 - 2030 with the Decision of Ministers No 872 of 29.12.2021, which provides targets and measures for energy efficiency and renewable sources up to 2030, as follows:

- | | |
|---|--------|
| • GHG emission savings | -18.7% |
| • Energy Efficiency | -8.4% |
| • Renewable energy share in final energy demand | 54.4% |

Based on the Decision of the Council of Ministers No 349 of 12.06.2018 "On the approval of support measures for the promotion of the use of electricity from renewable sources of sun and wind, as well as procedures for selecting projects to benefit from these support measures" and the objectives of the National Renewable Action Plan 2019 - 2020, the Ministry of Infrastructure and Energy developed two competitive auctions for construction of new photovoltaic generation capacities with a total installed capacity of 240 MW with the goal to promote the use of electricity from renewable sources.

□ **Photovoltaic Plant of Spitala**

The Ministry of Infrastructure and Energy completed also the bidding procedure for the construction of Spitala PV Plant in November 2020, with an installed capacity of 100 MW (70 MW, as part of Support Measures and an additional 30 MW which are not part of Support Measures) in the area of Spitala, Durrësi district. The winner offered the price of 29.89 Euro/MWh, lower than the current average annual price of electricity of 55 Euro/ MWh. The Project Development Agreement and Project Power Agreement which are under implementation were signed in June 2021.

□ **Additional photovoltaic and wind generators**

Furthermore, the Ministry of Infrastructure and Energy has announced a competitive process for wind electricity generators with an installed capacity from 10 MW to 75 MW. Through this bidding procedure, the Ministry will select projects with a total capacity of 100 MW, which will benefit from support measures. The contracting authority may later decide to increase the total tendered capacity up to 150 MW. Potential bidders should identify and propose suitable locations for the design, financing, construction and operation of the Eolic parks.

Based on the Decision of Council of Ministers No 822 of 7.10.2015 "On approval of rules and procedures for the construction of new electricity production capacities that are not object of concession" as amended, there are on generation status 12 PV Plants with a total capacity of 24 MW with support measures (FITT), the construction of two PV Plants, without support measures, with a total capacity of 100 MW. Furthermore, it is approved the construction of six wind turbines with a total installed capacity of 17 MW. (Source: MIE)

9. With reference to the sectors you indicated in question(s) 7 and 8, is their innovation hindered from a lack of infrastructure? Please, substantiate your answer.

Drafting the Legal act (Law) “On the production, transport and trade of biofuels and other renewable fuels for transport”, partially aligned with the Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources which is a recast of the Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC, regarding biofuels and other renewable fuels for transport, is not yet adopted. Albania approved the National Plan for Sustainable Development of Digital Infrastructure, Broadband 2020 - 2025 (NBP) by a Decision of Council of Ministers No 434 of 3.06.2020 in approval of the National Plan for Sustainable Development Broadband Digital Infrastructure 2020 - 2025. Based on the national framework, a fully-fledged Feasibility Study on broadband development was prepared under the WBIF project WB19- ALB-DII-01 Albania, Feasibility Study and Cost Benefit Analysis for Regional Broadband Development. This project was initiated on 28 June 2019 and was completed successfully at the end of July 2020. The feasibility study estimated the investment costs for future proof broadband investments in white areas, grey areas, and black areas under different scenarios. In order to better coordinate the two studies as an integral part of the same project, with the initiative of the European Investment Bank (project lead IFI) and the consent of the Ministry of Infrastructure and Energy (the main beneficiary), the terms of reference were merged by the consultant IPF8. The kick-off meeting for the launch of the two studies took place in October 2021. The project is proceeding normally and no problems are reported during its implementation.

The development of broadband and digital infrastructure asks for large investments and for creating synergy between all infrastructure projects and projects related with digitalisation at the central and local level. As per results of feasibility study, the development of broadband networks requires huge investments especially to cover the white areas. (MIE)

10. With reference to the sectors you indicated in question(s) 7 and 8, which are the main developments and improvements you consider relevant? Please, substantiate your answer.

- A group of experts from the ministry together with representatives of GMD and ARS, inspected and collected the documents and evidences of the FSC and ARS for the actions and measures taken in the cases where ships were detained from PSC;
- With the Order of Minister No 271 of 9.07.2019 was approved the Regulation of FSC in fully approximation with the Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements;
- After the proposal of MIE, with the Order of Prime Minister No 135 of 29.10.2020 “On the approval of the structure of General Maritime Directorate” was approved the new structure of GMD where the administrative structure responsible for the Flag State Control was strengthened by increasing the number of FSC inspectors to five (4+1);
- Number of inspection, of the Albanian flagged ships, from the newly established Flag State Control Department increased significantly as follows: For Y. 2020:
 - o General Cargo: Seven inspections, 74 deficiencies no detentions;
 - o Passenger ships: Seven inspections, 62 deficiencies and no detentions;
 - o Shipping vessels (over 15 ml): 66 inspections, 132 deficiencies and no detentions.

For Y. 2021

- o General Cargo: 17 inspections, 327 deficiencies and six detentions;
- o Passenger ships: Six inspections, 78 deficiencies and three detentions;
- o Touristic vessels: 56 inspections, 279 deficiencies and eight detentions;
- o Fishing vessels: 82 inspections, 763 deficiencies and three detentions. (source: MIE)

11. With reference to the sectors indicated in question(s) 7 and 8, which are the Key Enabling Technologies (KET)¹ scientific research should focus on? Which KET could bring the most disruptive innovation? Please, substantiate your answer.

In Y. 2019, the Ministry requested Technical Assistance from TALEX. The request was approved and the Expert Mission on Management of Recognized Organizations was completed on 18 - 22 October 2021;

- In cooperation with TCT Permanent Secretariat, it was drafted a ROADMAP “For improving Albanian flag’s status in relation with Paris MoU”. The roadmap was developed as a joint document aimed at rectifying the situation and gives proposals for improving the negative status with concrete 34 measures identified (divided per type to six groups: Regulatory, Technical Assistance/Capacity Building, Operational, Conesus Building, Control/Audit and Research and Analysis);
- The Audit of Albanian Register of Shipping is planned to carry out on 17 - 21 January 2022 with the assistance of EMSA. (source: MIE)

12. Which are the innovative interventions you consider most urgent and relevant according to you? Which results you expect they would have?

Maritime and inland water transport. The following acts are being reviewed and prepared in order to further align Albanian legislation with the EU acquis:

- The Order of the Minister of Infrastructure and Energy “On the approval of the regulation on the minimum level of training of seafarers” is being prepared in full compliance with the Manila Amendments to the International Convention on Standards of Training, Certification and Guard for Seafarers and Directive 2008/106 / EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers;
- The Regulation “On common rules and standards for ship inspection and surveillance organizations” is being prepared for the purpose of approximation with Regulation (EC) No. inspection and survey organizations.

Meanwhile, the Order of the Minister of Infrastructure and Energy no. 271, dated 9.07.2019 “On the approval of the regulation on the organization and functioning of the control of the state flag in the Republic of Albania” is being reviewed aiming at its full approximation with Directive 2013/54. / EU of the European Parliament and of the Council of 20 November 2013 regarding certain responsibilities of the flag State for the observance and implementation of the Maritime Labour Convention, 2006, has been approved by Order no. 410, dated 27.10.2021. (source: MIE)

13. A digital twin (DT) is a realistic digital model simulating or “twinning” the life of a physical asset; each digital twin is linked to its physical twin allowing to establish a bijective relationship between the DT and its physical twin; a DT follows the lifecycle of its physical twin to monitor, control, and

¹ The Commission defines KETs as “knowledge intensive and associated with high R&D intensity, rapid innovation cycles, high capital expenditure and highly skilled employment. They enable process, goods and service innovation throughout the economy and are of systemic relevance. They are multidisciplinary, cutting across many technology areas with a trend towards convergence and integration. KETs can assist technology leaders in other fields to capitalise on their research efforts”
<https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2012:0341:FIN:EN:PDF>

optimize its processes and functions and to predict future statuses.

How can the digital twin and other technologies be useful for making ports smart?

Regarding the Draft Decision of the Council of Ministers "Adoption of the Regulation on the system of monitoring and information of ship traffic (VTMIS)" which aims to fully approximate Directive 2002/59 / EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75 / EEC. Directive 2009/17 / EC of the European Parliament and of the Council of 23 April 2009 amending Directive 2002/59 / EC establishing a Community system for the monitoring of ship traffic information and information. Commission Directive 2011/15 / EU of 23 February 2011 amending Directive 2002/59 / EC of the European Parliament and of the Council establishing a Community system for the monitoring of ship traffic information. Commission Directive 2014/100 / EU of 28 October 2014 amending Directive 2002/59 / EC of the European Parliament and of the Council establishing a Community system for the monitoring and information of ship traffic. There is a draft ready for this draft. But it is impossible to proceed with its initiation without setting up the VTMIS System. Pursuant to the contract with the World Bank, the WB will finance the establishment of the VTMIS system. Currently the system is in the drafting phase of Detail Design and soon the procurement procedures will start and it is planned to be completed in 2022 - 2023. This act is estimated to be postponed to 2022, after the completion of relevant procedures. (source: MIE)

14. If you have additional comments, please write them here.

- Rail transport, Railway market acquis: progress in approximation and implementation

For the implementation of law no. 142/2016, dated 22.12.2016 "Railway Code of the Republic of Albania", the Assembly of Albania approved the following laws:

- Law no. 88/2021, dated 1.07.2021 "On the establishment of the Railway Safety Authority";
- Law no. 89/2021, dated 1.07.2021 "On the establishment of the Railway Regulatory Authority";
- Law no. 90/2021, dated 1.07.2021 "On the division of the Albanian Railway Company";
- Law no. 91/2021, dated 1.07.2021 "On the establishment, organization and functioning of the National Authority for the Investigation of Railway and Marine Accidents and Incidents".

Law no. 89/2021 dated 1.07.2021 and law no. 90/2021 of 1.07.2021 are partially aligned with Directive 2012/34 / EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area.

Law no. 88/2021 dated 1.07.2021 and Law no. 91/2021 of 1.07.2021 are partially in line with Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety.

- Railway safety and interoperability: progress in extension and implementation

Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety has been partially transposed into Albanian legislation by law no. 142/2016, dated 22.12.2016 "Railway Code of the Republic of Albania". Law No. 88/2021, dated 1.07.2021 "On the establishment of the Railway Safety Authority" and Law No. 91/2021, dated 1.07.2021 "On the establishment, organization and functioning of the National Authority for Investigation of Railway and Maritime Accidents and Incidents".

Law No. 88/2021, dated 1.07.2021 "On the establishment of the Railway Safety Authority" and Law No. 91/2021, dated 1.07.2021 "On the establishment, organization and functioning of the National Authority for Investigation of Railway and Maritime Accidents and Incidents" have been published in the Official Gazette no. 125, dated 6.08.2021 and are registered for 15 days after the date of publication.

Pursuant to the 4 laws implementing the Railway Code, work is being done by all structures involved in this process of establishment railway authorities and for the division of the railway (chapter 14), (MIE).

15. If your previous contributions are referred to a specific port or area, please, let us know.

Transportation of dangerous goods by road-rail incl. rail facility operators and adjacent infrastructures. Following the implementation of law no. 118/2012, dated 13.12.2012 "On the transport of dangerous goods", the Ministry of Infrastructure and Energy is preparing the following legal acts, Decisions (decision of the Council of Ministers "On the approval of criteria and licensing procedures of vocational training institutions in the field of transport of dangerous goods"; decision of the Council of Ministers "On some changes and additions to the decision of the Council of Ministers No. 538, dated 26.05.2009 "On licenses and permits processed by or through the National Licensing Centre (NLC) and some other joint bylaws", as amended) to be finalized, because there were taken legal opinions if MIE and NBC, regarding the references and legal determinations in the legal framework of BCC for licensing (law 10081, dated 23.2.2009; DCM no. 538, dated 26.05.2009) and the provisions of law no. 118/2012, dated 13.12.2012 "On the transport of dangerous goods". (source: MIE)

16. Briefly describe a FUTURE SCENARIO (25-30 years) related to ports as Innovation Hubs, also in the light of the topics addressed in the previous questions.

With "scenario" we mean a narrative story describing how the situation should be in the future also including your hopes and fears.

You can either refer to a specific port area or, more in general, to Adriatic-Ionian Ports.

Solution of legal impasse found with the relevant legal references, defined in the two draft instructions, which are pending approval, which stipulate that, Training & Testing Institution for transport:

- Road of dangerous goods, is the General Directorate of Road Transport Services, (for safety advisers and drivers), based on law no. 8378, dated 22.07.1998, "Road Code of the Republic of Albania", as amended, whereas reference are given point 7, article 115/1 and point 3, article 119.

- Rail of dangerous goods, (for security advisers), will be Vocational Training Centres, based on article 68, of law no. 142/201, "Railway Code of the Republic of Albania".

• Draft-Instruction of the Minister of Infrastructure and Energy "On the program of training and testing of security advisers in the transport of dangerous goods and related tariffs";

• Draft-Instruction of the Minister of Infrastructure and Energy "On training, examination and issuance of certificates for drivers of vehicles that perform the transport of dangerous goods and related tariffs". The draft instructions, prepared by the Road Transport Policy Sector, in cooperation with DPSHTRR and the Albanian Railways SA / Railway Transport Policy Sector, after being initialled by the relevant persons, accompanied by an informative MEMO, submitted for approval by the end of the month. Nov. 2021 (MIE).

17. Which are the main forces that could drive to the scenario you described? Which would be the main actors involved? Which actions should be taken to realize the future scenario you described?

Guidelines of the Transport of Dangerous Goods (final version approved, 10/2021) are in accordance with:

- Council Directive 95/50 / EC of 6 October 1995 on uniform procedures for controls on the transport of dangerous goods by road;

- Directive 2008/68 / EC of the European Parliament and of the Council of 24 September 2008 on the internal transport of dangerous goods;

- Directive 2010/35 / EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767 / EEC, 84/525 / EEC, 84/526 / EEC, 84 / 527 / EEC and 1999/36 / EC. (source: MIE)

18. What are the main obstacles and risks to the scenario you described? (within 1500 characters, spaces included)

Based on the implementing aspects of the RID regulation (rail transport) and the ADR agreement (road transport), as in the Albanian law no. 118/2012 "On the transport of dangerous goods", in the Draft Instruction "On the program of training and testing of security advisers in the transport of dangerous goods and related fees", a single certificate for security advisers is defined. (Albanian railways, and MIE)

The TDG Technical Committee of the MIE and HSH and Guidelines of the transport of dangerous goods, has drafted the implementation plan of the acquis in this area and Albania has submitted the data for the transposition of changes and implementation. The three directives cited in the Guidelines for the Transport of Dangerous Goods have been approximated in our legislation, respectively:

- Directive 95/50 / EC, partly with Law no. 118/2012, dated 13.12.2012 "On the transport of dangerous goods" and Instruction no. 3985/4, dated 24.6.2013, "On control procedures in road transport of dangerous goods";

- Directive 2008/68 / EC, partly with Law no. 118/2012, dated 13.12.2012 "On the transport of dangerous goods" and Instruction no. 6, dated 27.5.2015, "On vehicle inspection procedures, issuance of ADR approval certificate, conditions that must be met by the legal entity for inspection of ADR vehicles and service fees";

- Directive 2010/35 / EU, fully with DCM no. 430, dated 26.6.2019, "On the approval of the technical rule for essential requirements and assessment of conformity of transportable pressure equipment". (MIE)

2. THE PORT IN THE TERRITORY: VALORISATION OF THE WATERFRONT AND NEW OPPORTUNITIES FOR REGENERATING THE PHYSICAL SPACES IN THE PORT-CITY INTERFACE

1. Which is your opinion on the relationship between a city and its port? If you are referring to a specific city/port please let us know.

The city-port of Durres is developing under the MoU for strategic overview, and it is incl. in the donor's strategy for 2020-2025. i.e. the European Bank for reconstruction and development strategy where the priorities are set up: (1) Rail; (2) Air (incl. rail links to airport); (c) Road safety; (d) Durres port update.

The port means the DPA, which is the Durrës Port Authority, under the Ministry of Infrastructure and Energy, which is acting as the landlord port and Manager to that infrastructure, administers the land, sea and air, in the Asset management plan. Further to DPA, the GMD General Maritime Directorate, is supervising the port(s), and licensing the operators, and state port control. Thus, the GMD State Authority for the Maritime Safety/Security and of Flag Control, and of State Control exercises and organizes its activity in accordance with national and international legislation in the field of maritime. Responsible authority for the Albania when exercises regular inspections and technical safety certification for vessels carrying the Albanian flag, provides qualification certificates, seafarers also obtains a flag certificate vessels wishing to fly the Albanian flag. The CITY (Durres Municipality), on the joint platform to the EU, has endorsed the MoUs on developing green-cities and ports, (i.e. Durres port and Durres Municipality), with the other potential stakeholders, HSH Albanian Railways, Durres port Authority (DPA, CDI ALBANIA cooperation and development institute, and UAMD University A. Moisiu of Durres, Municipality of Durrës (the CITY), as local government, on green transition, as in the power project, at energy saving principles. The Municipality of Durrës which is part of the Summit of Mayors of the Balkan region: B40 Balkan Cities Network, is one regional participant of 24 mayors from 11 countries in the region, incl. South East Europe.

The Municipality of Durres, active participant of the Strong Municipal Network in Albania with the aim of a wide network of cities in the Balkan region, is a co-founder with set up of the network, of the cities. Involving Durres municipality at level of vendor government in full compliance to the central government (Durres, Albania) is united to strengthen the dialogue at their establishment and strengthening in the field of economy, innovation, for new fields of smart specialisation, especially to youth, employment related to environment and climate change, as well as to strengthen local good governance in the City.

Through green growth of the regional network, it is intended that the Municipality of Durres, is working together with the infrastructure managers (Durres port Authority), aims to increase the well-being and quality of life and air that includes the lives of citizens, and tourists coming in Durres, at the WB6 region. The Municipality of Durrës, stipulates the importance of macro-regional strategies and opportunities for cooperation between Durres and into transport single market, energy, innovation potentials of Durrës.

Thus, the city (Municipality of Durres), set up the Recovery program under the renewal fund where emergency plans are calculating accordingly. The professional rescue teams after the real earthquake that struck Albania in November 2019, and especially the city of Durres, identified the needs with Eu technical assistance and research. In the city of Durrës the important clusters and natural resources are promoted that this city offers especially in the economic field of tourism, trade, import and export, in cooperation agreements through free movement of goods, workers and capital, exchanges of goods: aggregate vehicles, hybrid, green alternative means of public transport, equipment at regional fairs under the ATAT carnet, and studies using the equipment or machineries, etc.

The Durres city is an endorsee with the signing of the Declaration of Establishing the Balkan Cities Network B40, at 24 mayors of the region, and commitment to the continuity of the Network and its cooperation. Both the Durres port Authority and Municipality of Durres, are closely cooperating, in the further development of the E-permission, on the transition of New port for touristic purposes, and the new construction for Durres port in Porto -Romano area, and Spitala economic Zone, according to the applicable legislation. Both the Durres Port and the City is strongly relying in the joint action plan as in the Master plan for the Ports, (Decision of the Government of Albania - National planning territory agency (No. 1, dated 14.10.2020) and (master) Plan ANTP3, i.e. the Albanian National Transport plan, the 5 years Plan, 2ns review, (2020-2024), as in the Order of the Albanian Minister of Infrastructure and energy No. 40, date 21.01.2020 (ANTP3), with the intermodal project for construction of the transport infrastructure in Romano port, and energy and adjacent.

2. Which is your opinion on waterfront enhancement as an opportunity to reconnect cities with their ports?

According to the Master Plan of Port of Durres the western terminal is foreseen to be transformed in yacht marina from the outside, this an approved project at matured stage. In the sense the Project feasibility and preliminary design, and tendering procedure, it envisions the construction of a water front.

Further enriching the plan DPA authority in collaboration with the Durrës municipality will create a new park along the shore and partly inside the port territory. This area is very close to the urban centre of Durres City, therefore the plan is to better integrate the port/urban territory.

Implementing the “green park” attract “urban tourist” to walk, cycle and enjoy this part of the shore that until the Project was not accessible. Together with the Yacht Marina and the Cruise Terminal that are foreseen to be constructed, this urban area undergo through a major restoration and revitalization.

The new area is connected to the already existing site “VOLLGA AVENUE” waterfront, contributing to almost double the walking, cycling and green pathway of the city.

Now on, since 2019, the Durres port authority, has stipulated in the Action Plan for sustainable and low CO₂, in Durres port to increase air quality by adding green areas and improving the surrounding area; in:

- ✓ Revitalize the existing green areas and create new green areas within the port territory 2 years; Durres Port Authority Increase the “green areas”, at least by 50%
- ✓ Divide the port in distinct areas, according to categories of functions Durres Port Authority;
- ✓ Main gate area must be freed from the Customs border and have destinations such as to enable the "urban" use of the yards and docks and the establishment of an appropriate waterfront, in order to improve the integration port/urban area. 5 - 10 years.

3. Is a territorial waterfront with an integrated transport system consisting of the three-track coastal light rail (tramway), cycling and pedestrian roads, and coastal navigation a good solution for transport and mobility along the territorial waterfront? Please, substantiate your answer.

The project of Light rail in Albania, is already identified under the MIE order 40, 21.01.2020 on the approval of the Albanian national transport Plan (ANTP3), the 2nd review, from 2020-2024, with the financing plan and action plan for urban transport. The project identification form for this new project is already sent as of 19.01.2021, to the transport observatory headquarter in Belgrade, Serbia, where the permanent secretariat is located, set up the legal provision and MoU signed in the transport community.

The project is foreseeing a value of 30 Mln euros, for its construction in the Tirana municipality, linking the new Tirana boulevard and new terminal for passengers toward Public Transport terminal in Tirana (PPT, kthesa e Kamzes) and to Rinas)Tirana International airport). Further to the Order of the Albanian Minister of Infrastructure and energy as in the recent publication, after its approval and preparation, with the EU TA (Tyspa, Spain), the Multiappro project has finalised the Intermodal transport performance strategy in Albania, with the EU partners: Croatia, Italy, Greece, Montenegro (IPA) and Slovenian Ministry.

For the intermodality, under the EU IPA Interregional project the cooperation with the UAMD, CDI AL, Institute of transport (AIT) and DIH (RID), HSH, Albanian National working Group, has published scientific articles at level of Intermodal transport network. Albania has finalised the Transport strategy 2021-2025.

Construction of the missing connection from the western terminal in Durrës to the national railway network (APD2) and 4 new industrial branches, 1.5 million euros (initial calculation of the Durrës Port Authority) up to 25 million euros. Kastrati (MBM port), and UAMD (public), APD2 (public), energy park (MEI) and Romano port (PPP).

Albanian Railways or the new railway infrastructure manager and Durrës Port Authority, Ministry of Infrastructure and Energy. Expected distance 9-15 km with Sukth freight station, which is located on the main railway network. Establishment of zero carbon emission ports and green port operations in relation to port and railway aspects (concessionaire requirements, railway infrastructure management and port authority). RIA Impacts for Solving Legal and Institutional Problems Related to the Ownership, Management, Operation and Maintenance of Port Infrastructure, Related to the Establishment of the NIB Rail/ Maritime Investigation authority (Law, entered into force on 20.08 .2021):

- Analysis of obstacles and resolution of administrative, legal and inter-institutional problems related to railway operators, regarding the implementation of the Law on Albanian Railways.
- Access to the AIS system in order to increase market opportunities through O-D (origin-destination) in concluding multiple contracts, for port commercial operators or port authorities to establish their rail operations inside and outside ports. (Strategic Community Work Plan: "Finding the legal, operational and technical requirements of market participants that will operate in CVIII to ensure increased competition and attraction for TEN-T to and from the port of Durres").
- Study to improve the efficiency of loading and unloading of goods / transfer of containers between ships and railways / roads to ports (organizational and technical barriers and possible solutions including action plan), in case Albania transport TEU (twenty-foot units) or 40-foot to ports operations
- Planning and investment: 2022: procurement and certification of the Port Community system to improve communication and electronic exchange between port operators, port authorities, railway operators and other stakeholders involved in the transfer of goods. Authorization of railway operators and other plans for the use of this ITS system.
- MIE, Port Authority, Port Concessionaires, Railway Infrastructure Manager and Railway Entrepreneurs
- Legislation published (new railway code in force, in particular transferred article 13 of 34/2012 / EU)
- Concession agreements with port operators adapted under the new railway law
- Report on market opportunities and possible marketing measures
- Improving the un/loading efficiency carried out pursuant to transferred Article 13 of 34/2012/EU
- Training with key stakeholders (in particular on Article 13 of the EU Directive and its implementation)
- Implementing feasibility studies for logistics centres to facilitate multimodal transport performance.
- Decisions on necessary logistics centres and determination of funding (budget increase, PPP models).
- Integration of the centre existing logistics in corridor management

- Planning and investment (in relation to priority action under rail transport):
- <https://www.arrsh.gov.al/te-ngarkuara/pdf/TR4689-FINAL-ANTP3-PART-I-ED1.pdf>
- <https://www.arrsh.gov.al/te-ngarkuara/pdf/TR4689-FINAL-ANTP3-PART-II-ED1.pdf>
- <https://www.arrsh.gov.al/te-ngarkuara/pdf/TR4689-FINAL-ANTP3-PART-III-ED1.pdf>

4. In case you are involved in a port development process, please, describe your experience in relation to Blue Economy development.

Review of possible logistics centres in the region of the Port of Durres and provide rail access for various projects (less than 5 km from the Port of Durres and closer to industrial areas on the Durres-Tirana highway), in line with i) EU Strategy and SEETO / TCT Strategy to improve multimodal transport between the port of Durrës and the inland region (via Corridor VIII and Route 2 - see Program Actions 11 and 25 Strategic Work of SEETO / TCT in Priority Action 15), ii) EU Regulation 1315/2013 on multimodal transport with dimension (rail - Maritime), iii) national development objectives set multimodal transport network.

5. A renewed development of port economy, that considers the city with the port in the same system, would be able to drive overall competitive economic development in the current global economic challenge. What is your opinion?

- Amending the law on ports / railways. Market opportunities + improving efficiency (Source, IPA III).
- Intelligent transport study for AIS of the port community: -1 million euros (Source: World Bank study) and ADRIAN ADRIPASS (closed project) ready for procurement by the contracting authority (in this case APD), which has designated users multiple use of the port community system in order to increase contracts for consignee.
- Establishment of intermodal logistics centres to facilitate multimodal transportation. Institutional and organizational
- Construction of a regional multimodality centre with UAMD, AIT, HSH, DIH, UPT etc.
- Opening of the centre of inter modality between academia in partnership thanks to the co-application in integrated transport programs and the accreditation of the mutual program
- establishment of the intermodal centre in the port with the mediation of the Institute of transport, the national centre which administers the TransCAD system
- Certification of the national telecommunication centre of railway vehicles, which will administer the traffic system for trains with access to port infrastructure (Durrës) and railway service facilities (PPP)
- Equal development for transport modes, strengthening the position of multimodal and rail transport.

6. Did you experience Integrated Logistics Areas (ILA) or Special Economic Zones (SEZ)? Do you think that ILA and SEZ can be considered as complementary to the port systems? Please, substantiate your answer.

- Feasibility study 7 logistics centres in DURRES/Vora, Elbasan/Fier, Milot, Kukes, Rogozhinë, Prrenjas.
- Construction of 7 logistics centres (dry intermodal port, storage 100 TEU in the first phase) in the areas in connection with the rehabilitation of the railway line. In line with the EU Strategy and the SEETO / TCT strategy, improve multimodal transport between the Port of Durrës and the region inland

(via Corridor VIII and Route 2). In line with national development objectives e.g. creation of a multimodal transport network. Supports line traction and displacement of APD 2 with 5 rail junctions.

- Investment or participation (through joint ventures) in bi-modal inland logistics centres along the corridors, in order to create a good supply network to their ports (inland logistics centres should be built in accordance with the project of the region "Durana"). In line with the EU Strategy and the SEETO / TCT strategy, improve multimodal transport between the Port of Durrës and the region inland (via Corridor VIII and Route 2). In accordance with EU Regulation 1315/2013 on multimodal transport with dimension (rail - sea). In line with national development objectives e.g. creation of a multimodal transport network. Source (MIE, through online links):

<https://www.arrsh.gov.al/second-five-years-review-of-the-albanian-national-transport-plan-antp3>

7. Do you believe that the Special Economic Zones ("SEZ") can represent an opportunity for the development of the territories of the less developed regions? Please, substantiate your answer.

YES, especially the Cross border programs to further integrate and develop the cross border zones, i.e. informal areas, i.e. Port of Durres- Prisreni (Kosovo*), a joint program, through the development of Durres, Lezha, Shkoder, Kukesi, municipalities and Prisreni of Kosovo*, with the future railway link AL-XK, and the EIP of the EU investment and economic plan and 10 flagships, with the coastal connectivity through port of Durres- Albanian Railways toward Montenegrin border and a preliminary design for Durres-Vorë (Durres/Tirana)- Lezha- Shkodra- Mjede (SHKODER)- Vau I Dejes (IWW)- KUKESI and link to Zayed Flatrat e Veriut Airport, Kukesi international airport (low cost), in the interconnectivity through transport, energy and digital network (TEN-Ts), and multimodality in rail, Inland waterways, sea/waterborne, road-rail Level crossings, and Air sector, and implementing the transport strategy and tourism strategy, EUSAIR, Blue growth and the 2ns pillar, connectivity for the Adriatic and Ionian regions. The project of linking by railway the special areas, informal zones, and suburbs, and economic zone of Spitalle, with the Aeolic energy park, and Durres port transformation/transfer in Spitalle / Romano Port.

8. Do you think that the Special Economic Zones ("SEZ") could be rethought in an ecological key? Please, substantiate your answer.

They are already through the realization of bicycle lanes around the Durres port and city links, on the existing beach municipal road is a project improved the quality of sustainable transport, increase the possibility for the selection of public transport, and increase the quality of life by adding public spaces of a contemporary quality. .

Reconceptualization of the beach road by reducing within the applicable standards the dimensions of the carriageway (thus reducing the speed of movement of cars, since the beach has a high intensity of pedestrian movement) and this surface removed from the road has passed in function of placing the bicycle lane on both sides of the road. In these projects are treated white water, greenery, street lighting, horizontal and vertical signage and road layers are designed according to European standards.

The objectives and goals of this project are: (a) promotion of integrated urban transport; (b) Requalification of urban space in underpasses, composition of squares and their reuse; (c) access and organization of pedestrian crossing; (d) more effective administration of the territory, set up of integrated spots at the entrance of the city along the entire beach road and at its end in the poplar underpass; (e) encourage citizens towards sustainable transport; (f) good combination of public transport and bicycle modes; (g) protection of pedestrians and the priority of their movement.

The purpose of Increasing public transport lines and increasing service to citizens; Promoting sustainable movement by placing a bicycle lane in the project; Integration of the use of different transports; Construction of electrical infrastructure with lighting with low energy consumption (led-reduction of about 60% of energy consumption from lamps widely used today in other areas of the city);

Construction of green infrastructure is being done, through reducing the movement time in the city from south-west to north-east of the city with the addition of a road with full European standard; Reduction

of waste accumulated in the area as a result of not using the space behind the train tracks; attraction of new investments of economic development in the area. (Source: Municipality of Durres).

The reconstruction and filling beach area and the realization of a certain series of structures below the sea level distanced from the shore to protect this surface from the waves, are two important processes around which the project is developed.

Currently in that area there is not enough surface to be used as a public beach, there is no urban space where a promenade can be stretched along the sea shore. An important goal of the project is to assess the extraordinary presence of ancient Roman walls in the project area.

This presence can turn into a rare value for tourism, for an aspect of it that is still underdeveloped in Albania such as diving and underwater archaeology. In results (deliverables) in detail are provided:

- (a) Realization of a rock belt at a distance from the shore, beyond the Roman walls, suitable to guarantee the distribution of wave energy. An arched shape has been chosen, with detached elements to give priority to the environment.
- (b) A passage is designed between these rocky belts to allow small boarding, boats, connecting this area with the shore, realization of a second structure submerged under water which will also control the sandy area but will also retain material, protect archaeological walls from coverage.
- (c) Artificial filling of coastal area providing a minimum width for carrying out works, about 50m (Phase I), where the road parallel to the wall of the port of Durres is a new project, realized.
- (d) Strengths on which this project is attracting national and international tourism. Development of a still unheard of tourism in Albania such as that of underwater archaeology.
- (e) Re-evaluation of public spaces and their addition, socio-economic impact growth of tourism.
- (f) The road project parallel to the Port Road is a project for the opening of a new road.
- (g) This road, which is considered as an urban "highway", creates communication with the road "Skenderbej" and with the city centre and on the other side with the roundabout at the entrance of Durres where the directions lead to different areas of Albania.
- (h) Plan gives this space the role of restoring the connection between the different parts of the city.
- (i) The first part of the road from Ura e Dajlanit to the ferry square is designed as a road with 2 lanes for vehicles, 1 lane for bicycles with a total width of 10.5m, pass width of vehicles $B = 7m$.
- (j) The second part of the road from the ferry square to the Durres Commercial Bank is designed with a total of 19m with 2 traffic lanes, with parking and bicycle lanes on both sides.
- (k) Road creates advantages in movement of pedestrians and bicycles towards the beach of Durres.
- (l) In this project are treated white water, greenery, street lighting, horizontal and vertical signage and road layers are designed according to European standards
- (m) This road runs parallel to the surrounding wall of the Port and will connect the beach area at Ura Dajlani with the road to the promenade "Taulantia". With the construction of this road, an uninterrupted line is created for movement by the sea from Durres beach, the ferry square to the beach of Currilave and Kallmi (a place with the possibility of developing tourism).
- (n) All special zones, are primary and secondary road network, and missing links to railways, in Durres
- (o) The rail light may be identified in the road round the wall of Port and future port, links to UAMD.
- (p) The rail light railway (under the derogations of the Rail CODE, is to be regulated in the Order of the Minister, as in the ANTP3, with the rail light Tirana, to be spread in Durres municipality and quarter no. 15, at Durres A. Moisiu University campus, and Spitala area, Romano informal areas.

9. Which subjects should primarily participate in the decarbonisation effort of the Port-City System? Please, substantiate your answer.

Trains coming out and entering the port service operators, should be green technology, hybrid trains, and noise off. Cargo trains shall be renewed with the EU standards, under the railway reform funding ERP.

Under the rail reform in Albania, the ECM entity of charge of maintenance of the rolling stock, should be licensed, with the Law 90/2021, and being provided as a new host company registering from the owner. The purchase of the rolling stock is published in the economic reform program 2021-2023, as in the DoCM.

The buying of new trains, is prior described in the CBA assessment, under the Law 63/2015 on the economic and financial evaluation for the entire Albanian railway network. The cost and benefit analysis is carried out during 2016, and handover to the Albanian Ministry of Infrastructure and Energy, and the MFE owner 100% of the Albanian railways. The decarbonisation is being achieved in the RAIL EU program, subsequent of the Shift2 rail program, under the Horizon 2020, and its subsequent of the Horizon Europe.

The modernisation of the ECM, shall contribute to the renewal of the trains with the energy-saving principles and green transition for the trains entering the port facilities. The other aspect contributing on the decarbonisation of the city-Port links, with regard to the transport infrastructure, is to be contracted in multiannual contract with the state, with routine maintenance and corrective maintenance

The EBRD program on preparation of the asset management plan for HSH, has included the Durres port railway lines, and their direction to the national railway network, in the core transport network corridor. Railway in Albania and Albanian railways, MBM port future railway and the manager to that infrastructure, the ECM for repairing of the rolling stock, for trains coming from/going to port of Durres, and rail-facility operator KURUM INTERNATIONAL LTD< in Elbasan, which has contractual agreement for the transport of dangerous goods (TDG), and lack of forwarder guarantee to that annual/temporary contract/s with them.

10. What and how much is currently being done for the depollution and decontamination of the Port areas?

Please rely on the SEA Strategic environmental assessment of the Durres port strategy and master plan. The EIA environmental impact assessment in the Albanian national transport plan, has had public hearings, with the maritime projects and especially of the port of Durres, construction of quays 1 &2, after the finalization of 7 & 8 completion. The ESAP plans are already implemented with the EBRD, IFI.

STRATEGIC ENVIRONMENTAL ASSESSMENT FOR THE SECOND 5-YEAR REVIEW OF THE NATIONAL TRANSPORT PLAN (PKT3), Draft SEA for PKT3, a project funded by the European Union.

Priority Action Railway III: Development of the Port of Durres according to the single package of projects of the transport sector (SSPP) for maritime and multimodal transport. Project for Reconstruction of piers 1 and 2 in the Port of Durres, a total investment of 62.5 million euros, emergency deepening of the Durrës Port basin. The deployment of the vessel traffic management information system (VTMIS) at ITS strategy.

11. Is the economic and social development of traditional relations with neighbouring countries via the Adriatic-Ionian ports feasible? Please, substantiate your answer.

The POWER + model should be developed in cooperation terms with partners from Albania, such as four main port authorities: Durrës, Vlora, Shengjin, and Saranda and two private oil terminal facilities in Porto Romano (Durrës) and the Bay of Vlora (Vlora). Apart from the Romano port (MBM) and Vlora Petrolifera (Italian Albanian PPP) the good practice of the port of Durrës, which operates on an landlord basis as in the law port as infrastructure administrator of the land, the other three ports still operate as public service ports. Port traffic analysis shows different patterns of growth of freight and passengers in the last 5 years across ports; but generally has a general flat or low level of growth, with a particularly high concentration of traffic in the port of Durrës which handles approximately 78% of the country's maritime trade in tonnage and 75% of all Exports and imports of the country. In terms of port development, there has been some progress in the modernization of Albania's port infrastructure in the last decade.

The Port of Durrës has significantly reconstructed its infrastructure, especially with a self-financed cleaning of the main canal and the construction, improvement and concession of specialized terminals using funding from the EIB and the EBRD.

The port of Durres, transportation of goods to the south east direction of Kavaja, Rogozhine, Elbasan, Fier, and Vlora, toward Port of Vlora implementing rehabilitation program, starting with the construction of a "Ro-Ro" and cargo financed by the Italian Cooperation Fund of 16.5 million euros. In the port of

Shengjin in the coastal connectivity i.e. EIP, a development and rehabilitation plan is being implemented that includes deepening the canal and building a new quay for passengers, both of which are being funded by a mix of port, state and OI funds. EU. Despite these efforts, the following developments still do not reach the strategic plans of both the ports in question and the Albanian Government. Several development plans are presented, under the concept idea of railway construction, and DD, in particular:

-Rehabilitation, improvement and construction of an intermodal railway network connecting the port of Durrës with the main railway network and in addition connecting the port of Durrës with the main railway network in Montenegro (Railway 2) and up to Macedonia (Railway Corridor VIII).

-Rehabilitation of the remaining facilities in the port of Vlora and development of a dry port as well as a logistics centre on land outside the port.

-Development of facilities for maritime tourism and boat trips in both ports of Durres and Vlora.

-Development of a tourist port in Shengjin from private investment funds using full concession mechanisms.

-Construction of a new port in Shengjin following the recent decision of the Albanian Government to enter into negotiations with China on the construction of such a port.

The western lowlands are located in the western part of Albania and stretch along the coastline of the Adriatic Sea. It consists of low-lying plains. This lowland stretches along 200 km from Hoti Lake in the north to Vlora in the south. To the east it extends to the western slopes of the Northern Alps, the central mountain range and the southern mountain range that penetrates up to 50 km from the sea shores. A range of hills divides the lowlands into separate plateaus. On the whole the plateaus have a negligible slope and mostly do not rise higher than 20 meters above sea level. The lowland extends from north to south and is penetrated by rivers with large basins such as Shkumbi, Semani and Mati. The lowland plateaus are characterized by a flat relief. Some parts of the plateau near the coastal area, such as Tale (Lezha), Velipoja (Shkodra), Fushë-Kuqe (Laç) and Divjakë - Lushnjë are located at sea level. Along the coast there are many lagoons and sandy parts, the latter form excellent beaches for sunbathing such as in Shengjini, Velipoja, Durres, Karavasta, Godullat, Vain, Kënalle, Divjakë, etc. in connectivity:

-Expansion of Durrës Highway Tirana 2x3 32km estimated cost 170mln Euro (PPP). Detailed project completed.

-Reconstruction of the road Tirana -Durra in the direction of Tirana - Ndroq -Plepa 29km estimated cost 17mln euros. Reconstruction of Tirana-Durrës road through Ndroq, detailed project is designed.

-Reconstruction of Durrës - Tirana railway and construction of a new railway branch at Mother Teresa International Airport (Rinas) (total cost is 90.45 million euros)

-Reconstruction of the railway line Vora - Hani i Hotit. Preparation of the detailed project for the reconstruction works is expected to start soon, financed by WBIF through an amount of 4.5 million euros

-Railway connection in the port terminal of Durrës containers. Railway link to Porto Romano

- Reconstruction of Durrës - Pogradec-Lin railway and construction of a new railway line Lini - border with FYROM (part of the railway Corridor VIII):

- Detailed project for the railway segment Durrës - Rrogozhinë; in the M & R program with the EBRD, IFI.

12. Do you think that the seas and rivers of the Adriatic-Ionian area could be main players in the Mediterranean geopolitics? Please, substantiate your answer.

Yes, the Addendum of the EUSAIR strategy of the EU FOR THE Adriatic and Ionian regions, with the signing of the Republic of North Macedonia, and thus, for cross-border program, under the law of IPA instrument ALB-RNM (and the EU), the action plan foresees the railway between Durres-Elbasan-Pogradeci and missing link to border to RNM. The Ohrid lake, is incl. in the ESIA of the project with the EU TA, and EIB.

-The ferry in this UNESCO world heritage, has developed the RISS systems, for the ferry IWW operations.

-The IWW in the Vau I Dejes, administration with the EU project o the conservation of that infrastructure.

-The navigable River with the Koman ferry in the lake, is also promoting the natural and history of Albania.

- The Shkodra lake, and boats for the tourists between Albania and Montenegro is also under the Natura 200 protected zone, and the law on protecting the diversity, as in the OHRID case for preventing the pelicanus crispus movement with the green transport and mobility developing in the world heritage site.

- The Micri prespa (litte prespa) lake is promoting through the Initiative for linking the Krystallopigi to Pogradeci (CB RAILWAY) between Greece and Albania under the Greece - Albania IPA CBC FUND PROGRAM.

This strategic project assessed with the prioritization relevance weight (96/100 in total), and the pre-FS is finalized last year. The project aims to link the Durres port with the IWW (Ohrid lake in the interchange point of project Durres-Pogradec) and (Guri I Kuq, Pogradec) - Ieropigi (Krystallopigi, Greece) - Piraeus.

Another scenario, out of three baseline, medium, and optimum scenario is aiming to develop the rail connectivity through the Siatista, Kalampaka, to Thessaloniki port, and other branch Athens/Piraeus port.

13. In your opinion, which of the following sectors need innovation the most? Please, put an “X” next to them; there is no limit to the number of sectors you can check.

SOCIAL SCIENCES [X]

- Social innovation X
- Social inclusion and discrimination X
- Gender studies X
- Inclusive or participation processes X
- Facilitation for innovation X
- On field researches X
- Surveys and data analytics X

PUBLIC ADMINISTRATION [X]

- Economic development strategies X
- Public procurement: works X
- Public procurement: services X

ENTREPRENEURIAL INNOVATION [X]

- Start-ups X
- Internationalization X
- Digitalization (e.g. additive manufacturing) X
- Industrial design X
- Service design X
- Internal organization X

BUSINESS [X]

- Investing and trading X
- Commerce X
- Crafts X
- Small and Medium industries X
- Large industries X
- Services (logistics, software, consultancies, etc.) X

- Restoration X
- Tourism and Leisure X

UNEMPLOYMENT DECREASE X (PLEASE MAKE AN ADJUSTMENT FOR UNEMPLOYMENT RATE DECREASE!)

NEW SUITES OF SKILLS X

SEA-RELATED SOURCES OF RENEWABLE ENERGY X

- tidal and sea waves X
- hydrogen X
- off-shore wind power X
- on-shore micro-wind power X

BLUE GROWTH [X]

- Fishery and aquaculture X
- Green shipping X
- Exploitation of marine resources X
- Innovation in tourism X
- New solutions for environmental resilience X

DE-CARBONIZATION OF PRODUCTS AND PROCESSES [X]

SCIENTIFIC RESEARCH [X]

- Theoretic or base research X
- Applied research X
- Private R&D investments X

CULTURAL PRODUCTION [X]

- Digital sector X
- Traditional sectors (e.g. theatre or cinema) X (PLS ADD UP SEA/RAILWAYS TRANSPORT MUSEUM)
- Heritage preservation X
- Design professions X
- Journalism, books and essay writers X

SUSTAINABILITY [X]

- Circular economy X
- Innovative products X
- Waste management and recycling X
- Intelligent mobility X
- Disposal of ballast water sediments in the port area - art. 5 of the Ballast Water convention, in progress ratification) X

14. If other, please, specify

Yes, as in above mentioned paragraph, a national/regional transport museum chain or network, as in the COMMONS IN PRACTICE results, with the EU MS, and HSH, set up the rail museum (partially), incl. sea equipment from the Durres Port operators, and freight transport units by rail, infrastructure manager etc. the continuation of this regional initiative for Albania's transport sector, as in the legacy property.

Intermodality Durres port is internationally promoted: ISSN: 00000-08703, DEVELOPMENT OF INTERMODAL TRANSPORT IN THE ADRIATIC-IONIAN AREA - ALBANIAN CASE, Dr. Eng. Drakuli Lumi, Department of Mechanics and Transport, "Aleksander Moisiu" University, Durres, Albania, Eng. Edison Drishti, D & C Partners LTD, Tirane, Albania, Eneida Elezi, MBA IUKB, Albanian Railways, Durres, Albania, 2020 International Journal of Advanced Research in Engineering and Technology 11, 10, 564 - 572. Resources:

International Journal of Advanced Research in Engineering and Technology (IJARET), Volume 11, Issue 10, October 2020, pp. 564-572, Article ID: IJARET_11_10_060. Available online at <http://www.iaeme.com/IJARET/issues.asp?JType=IJARET&VType=11&IType=10>

ISSN Print: 0976-6480 and ISSN Online: 0976-6499, DOI: 10.34218/IJARET.11.10.2020.060

https://scopedatabase.com/uploads/journal_list/International_Journal_of_Advanced_Research_in_Engineering_and_Technology_Documents_Indexed_from-2010_to_2021.pdf

file:///C:/Users/hp/Desktop/DEVELOPMENT_OF_INTERMODAL_TRANSPORT_IN_T.pdf

https://www.bacid.eu/images/9/9a/20210422_BACID_-_Commons_in_Practice_-_dossiere_%28eng-albanese%29-DEF.pdf

In the Civil Society Report on the promotion of our EU shared value and historical residual value HSH, now our railway transport with the sea and rail museum being improved in close cooperation to rail-related facilities and railway facility operators, with the ports and from all HSH units. We have sent the EU Report to the European integration group in order to implement this report of the joint EU project in practice, following the mutual actions with the partners that created the preliminary Initiative (PRE-FS).

<https://udhetimiilire.org/en/vizite-ne-muzeun-e-hekurudhes-shqiptare/>

15. With reference to the sectors indicated in questions 13 and 14, which are the main obstacles to their development?

The railway bottlenecks, as in the very recent economic reform program, (2022-2024), with the goal to:

- Energy efficiency to the public buildings, station and still lack of multimodality in those terminals
- The lack of programming in the purchasing the noise off trains accessing the rail port infrastructure
- The lack of bonus of incentives from the Infrastructure manager to the railway undertaking to might stimulate them in order to buy those advances technology trains, to the port infrastructure
- The missing of catenary (overhead), in the railway project, of rehabilitation of the railway line from Port of Durres (central train terminal) to Tirana- Rinas, only foreseen the pillars construction
- Lacking financial systems, any multiannual contract with the state, non-discriminatory scheme,
- Etc.

16. With reference to the sectors indicated in questions 13 and 14, which are the Key Enabling Technologies (KET) scientific research should focus on? Which KET could bring the most disruptive innovation? Please, substantiate your answer.

The KETs: Advanced manufacturing as in the Albania government political program (09/2021), with transport and Port industry 4.0; advanced nanomaterials (bio-based material production, i.e. construction of ships, boats, vessels, port services, and port community systems studies; life-science tech; incl. life-cycle costs for transport infrastructure and AMP, asset management plan/programs; high performance ITS and computing and technology information and integrated data interchange systems in the cross border points and joint stations, in the blue borders and/or green borders (inland transport); AI; security and connectivity tech, incl. networks, standards, cybersecurity in the ITS, ERTMS, VTMS, RIS. Four important challenges were identified for the KETs. Quality datasets, which as a fundamental enabler

for artificial intelligence (AI) can also be considered a resource, are not available to the vast majority of Albanian companies, as economic operators.

- Lack of resources/raw materials: Albania is very rich of raw materials, but several PPP are distributing the raw materials to EU market and international market, and Albania has still to do a lot on the bio-based production and thus attracting the FDIs, and foreign investment in the country and reducing the rate of being dependent on third countries for access to many of the critical raw materials or resources needed in the context of KETs. This means that Albania should do more on the using of the raw materials, after extraction.
- Dependence on International suppliers (not relevant to the EEA economic EU area), as in the EU directives, not obligatory for non-European suppliers: In several KETs microelectronics and photonics, and life-science technologies, many of the supply and value chains depend on non-European companies and know-how that put Albania in a position of dependency in the global geo-political context. This means that for achieving the green growth and green transition as in the EU strategy and action plan, the EU products and services originated from the EU MS shall be priorities instead of the lowest prices, in the tendering procedure and transparent criteria.
- Digital skills: A lack of and drain on technological expertise can be observed, which compromises Albanian and South East Europe SEE eco- industry and academia. In a more digitalised and connected society, the acquisition of specialised digital and technical skills for both workers and end users are essential to realise the full potential of KETs.
- Commercialisation of research results: Albania in the SEE Europe parties, transport, and energy and innovation community struggles to turn the outputs of scientific research results into commercial products and retain them in Albania, in the SEE (Europe). The majority of currently successful business models and products originate in non-European companies (Based on the KETs strategy of the EU, 2021).

17. With reference to the sectors indicated in questions 13 and 14, which results would the adoption of the disruptive technologies described in the question above (n. 16) lead to?

- Technological sovereignty assessment for all KETs, ex-post evaluation
- Policy options/transport policy-making as evidence-based monitoring
- Indicators (KPI) measure regulatory impacts and evaluation framework

18. Briefly describe a FUTURE SCENARIO (25-30 years) related to ports and their cities/ territories, also in the light of the topics addressed in the previous questions.

With “scenario” we mean a narrative story describing how the situation should be in the future also including your hopes and fears.

You can either refer to a specific port area or, more in general, to Adriatic-Ionian Ports.

As in the POWER project deliverables, and further implementation, incl. the co-application with the rail.

19. Which are the main forces that could drive to the scenario you described? Which would be the main actors involved? Which actions should be taken to realize the future scenario you described?

The midterm scenario of the POWER project, is described a short term and preferred alternative solution

20. What are the main obstacles and risks preventing the realisation of the scenario described?

No obstacles, just acting accordingly to the SSPP and calendar for the prioritization of the NTS strategy.

21. If you have additional comments, please write them here.

- The Quality Management Plan, expected from the Constructor linking's Port-Railway-Airport:
- EN ISO 9000-1 Quality management and quality assurance standards - Part 1: Guidelines for selection and use
- EN ISO 9000-3 Quality management and quality assurance standards - Part 3: Guidelines for the application of ISO 9001: 1994 to the development, supply, installation and maintenance of computer software
- EN ISO 9001 Quality Systems - Model for quality assurance in design, development, production, installation and servicing
- EN ISO 9002 Quality Systems - Model for quality assurance in production, installation and servicing
- EN ISO 9003 Quality Systems - Requirements for final inspection and testing EN 30011-1 Guidelines for auditing quality systems - Audit
- EN 30011-2 Guidelines for auditing quality systems - Qualification criteria for quality systems auditors
- EN 30011-3 Guidelines for auditing quality systems - Management of audit programs

3. PORTS IN THE ADRIATIC-IONIAN AREA

1. In your opinion, what is the untapped potential for enhancing energy efficiency in Adriatic-Ionian ports?

Electrification of the transport vehicles, incl. trains in the ports, i.e. rail reform program (Decision of the Council of Ministers, no. 51, dated 26.1.2022 On the approval of the Economic Reform Program (ERP) 2022-2024 and port MTBP (PBA 2022-2024) under the MTBP of the EU (2021-2027), and the IPA III agreement as in the official response:

https://konsultimipublik.gov.al/documents/RENJK_348_Raportifinal_i_konsultimit_publik_te_draft_Pergjigjes_Strategjike_Kombetare.docx

2. Which are the main drivers towards that enhancement increasing energy efficiency? Which the main obstacles?

The main drivers (Dimensions 1-5) are described in the National Energy Strategy (2018-2030) and Recommendation 2018/01 / MC-EnC of the Council of Ministers of the Energy Community, has drafted the final draft of the National Energy and Climate Plan. Among other things, this plan sets the national target of reducing Greenhouse Gases by 2030 in accordance with the NDC. The NECP will cover the period 2021-2030, setting national targets for each of the five dimensions of Energy Union as well as relevant policies and measures to meet the following objectives:

- Driver Dimension 1: Energy security, which deals with the development of strategic policies relevant to energy production, diversification of energy mix and / or energy saving.

- Driver Dimension 2: A fully integrated internal energy market, aimed at developing policies and development plans connectivity infrastructure with other Contracting Parties and / or Member States as well as market integration and integration, flexibility in the energy sector, development of smart technologies and smart grids.

- Driver Dimension 3: Energy efficiency, which addresses existing and planned policies and measures related to achieving the objectives of future of energy efficiency to reduce energy consumption in different sectors.

Dimension 4: Decarbonisation of the economy, which aims to develop policies and measures to reduce greenhouse gas emissions (GHG) in all key sectors to meet NDC objectives under the Paris Agreement.

- Driver Dimension 5: Research, innovation and competition, provides policies, measures and plans to accelerate energy sector transformation, including research and development (R&D) financing programs.

3. With reference to the two previous answers, which are, in your opinion, the main challenges ports, free zones and the global shipping industry will have to face? What should be done to mitigate their negative impacts?

- Renovation of more than 2% of the stock of public buildings, which is approved every year (NEERP)

- Establishment of ESCOs to enable quality services related to EE investments and can also serve as financing, undertaking the achievement of energy saving objectives, reduction of energy cost and emission

- Energy efficiency measures related to procurement by public authorities, which will include in public procurement rules provisions that demand or make obligatory for the public contracting authorities to give priority, during tendering / public procurement procedure, to high energy efficiency products and services.

- Catalogues, guides or websites for EE technical specifications / standards for jointly purchased products

- Training and instruction of public authorities, i.e. port authorities, railway infrastructure managers, RUs

- Instruction of any public authorities regarding public procurement with a focus on the ENERGY EFFICIENCY

4. How does the development of ports affect the local community? Please, refer both to the city- and the wider region-level.

- Reduction of exposure to the effects of climate change, sensitivity and vulnerability of Albania, as well as greater flexibility and adaptability of society
- The analysis and evaluation of the relevant Planned policies and measures related to the specific objective has been performed based on the expectations that:
 - measures are planned taking into account climate scenarios;
 - The sensitivity and vulnerability of the energy sector in Albania to climate change is extremely low and adaptability is extremely high.
- Security and security of energy supply is not affected by climate change

5. Do you think that in the Adriatic-Ionian area water transport is underdeveloped as compared to other types of transport? What if compared to other geographical areas?

It is developing, but is not underdeveloped. The water and waterborne sector, still it needs major improvement as in the national transport strategy and Directive 2000/60 / EC "On the establishment of a legal framework for community action in the field of water policy", sustainable tourism strategy 2019-2023, incl. nautical tourism, and yacht marina project in the Port of Durres, and economic reform program (ERP).

6. Climate change is requiring a quick and resolute transformation in all sectors (e.g. industry, society, organization, urbanization, etc.). How could Adriatic-Ionian ports and their cities contribute?

The sectoral contribute might be achieved though subsidies such as state aid through technical, financial assistance to the public sector. They are only part of the response to the needs of project developers, which range from technical assistance to the financial structuring of the project/program, on energy sector

7. If you have additional comments, please write them here.

The impact of these measures / actions is almost negligible for the objective, but must be taken into account anyway; it would be useful to use them as pilot models for capacity building in the context of "Reducing exposure to the effects of climate change, Albania's vulnerability toward better feasibilities.

8. Briefly describe a FUTURE SCENARIO (25-30 years) related to Adriatic-Ionian port areas, also in the light of the topics addressed in the previous questions.

With "scenario" we mean a narrative story describing how the situation should be in the future also including your hopes and fears.

You can either refer to a specific port area or, more in general, to Adriatic-Ionian Ports.

A greater flexibility and adaptability of society, in order to maintain consistency in the implementation of this soft measure, it is important to set up a database at the local level (source: RES, National Energy plan).

9. Which are the main forces that could drive to the scenario you described? Which would be the main actors involved? Which actions should be taken to realize the future scenario you described?

- Transposition and approval of energy and / or eco-design labels for products based on the NEERP, 2021
- Adapt (and update) legislation on individual products, for example to ensure compliance with European legislation and its amendments, to introduce energy labels for new product categories or to reflect market developments
- Control of technical documentation of regulated products
- Testing of products in terms of compliance with regulations
- Monitoring the use of energy labels in points of sale
- Increase the technical capacity of staff dedicated to market surveillance related to energy labelling and eco-design legislation
- Preparation of instructions related to professional requirements or guidelines for consumers, support in the preparation of internal guidelines and procedures
- Raising public awareness through information on issues of concern by government, municipalities and civil society
- Issue notifications in print, video or audio format for consumer campaigns, including monitoring activities related to campaign websites and social networks
- In the medium term, this measure targets the process of auditing and certification of ecological label. It would be good to be accompanied by a promotional campaign for businesses and potential consumers.

10. What are the main obstacles and risks preventing the realisation of the scenario described?

Disaster risk and exposure to overall risk

11. If you have additional comments, please write them here.

Implementing the Commission Decision no. 2010/2 / EU "On defining a list of sectors and sub-sectors which are thought to be exposed to a significant risk of carbon leakage", and CO2 footprint, carbon -free

4. THE PORT ENVIRONMENT AFTER THE COVID19 PANDEMIC OUTBREAK

1. According to your knowledge, which are the main challenges that affected ports and port cities after the Covid19 pandemic outbreak?

The Albanian economy incl. port has been quite resilient in the face of two consecutive shocks of the November 2019 earthquake, followed by the explosion of COVID-19 pandemic. The main focus of supervision during the period 2020-2021 was the verification that the credit risk management by the banks was carried out properly, following the impact of COVID-19. The structured program for further care service, recently, the role of further care has been strengthened across the globe, in the context of serious disruption of international value chains, trade flows and investments caused by the COVID pandemic- 19. However, further care provides a promising potential, which goes beyond the current crisis. The EU strategy I-storm produced the algorithm on preventing the natural disasters which can catch the port incl. Durres ports etc.

2. What impact had/have lockdown actions on vessel traffic??

Durres port authority and Communication from the Commission for the Green Lanes and corridors (CNC).

3. What role can port authorities play in managing the emergency? Has their role changed only temporarily or will it be changed for good? Please, substantiate your answer.

The easing of anti-COVID measures expanded demand for services, putting increasing pressure on their prices. Such pressures are seen in the increase of inflation of sub-categories, especially during the third quarter - of "tourism structures", during the summer months and of "Transport", "Health" and "Communication", starting from the quarter of second. **The contingency plan for DPA shall be updated!**

4. How are the relations between port and city changing?

From the point of view of macroeconomic factors, the rise in inflation has been mainly influenced by the rapid rise in energy and food prices in the international market. Also, the pressures of Inflationary inflation has been on the rise following demand recovery. Core inflation was 1.5% during the first 10 months of 2021, slightly higher than last year. Its contribution to headline inflation was relatively stable at around 1.1 percentage points. Over the last two months, in September and October, it accelerated to 1.8% and 2.2%, respectively, incl. Local government and central government i.e. port and the CITY Durres.

5. How the port-urban landscape is changing?

The scenery and landscape is changing SEA strategic environmental assessment & recovery plan from the donors, i.e. European investment bank. In the following months, the opening of the economy after easing the restrictions of COVID-19 and the revival of tourism activity, determined a gradual appreciation of the Albanian ALL, culminating in the third quarter with an average of 1.7% in annual terms. Bank of Albania increased the monetary stimulus in the beginning of the COVID-19 crisis, in March 2020, lowering the interest rate by 50 basis points, bringing it to 0.50%. Of course, uncertainties are present. Albania has somewhat tightened measures against passenger traffic since September when COVID-19 cases increased. Also, key trading partners have reinstated their restrictions. Compared to last year, revenues increased, as a result of the positive performance in the collection of customs and tax duties by the relevant administrations, thus reflecting the recovery of our country's economy after the crisis ongoing.

6. What are the previously existing problems, limitations or needs which the pandemic has emphasized?

Also, a report on “Support to the digitalization of SMEs in Albania, to mitigate the negative economic impact of COVID-19” has been prepared by the MFE with the support of the EBRD. Based on this report, given the basis of digitalization, internet connection, Albanian SMEs are performing at an adequate level. About 98% of Albanian SMEs are connected to the Internet or in other words have at least one employee who uses the Internet for business purposes. Also, the ProSEED project, since February 2021, is implementing the advisory instrument that provides training and advisory services to MSMEs, with the possibility of receiving small grants, to adapt to the situation created by COVID-19. The advisory instrument entitled “CoSolve 19” is a joint initiative of the German-Albanian Bilateral Development Cooperation programs: “Sustainable economic and regional development, employment promotion, education and vocational training” (ProSEED) and Sustainable Rural Development (SRD).). The purpose of this instrument is to support MSMEs severely affected by the consequences of the COVID-19 crisis in Albania, to maintain employment and to adjust their business activity, according to the new situation after COVID-19. In implementing this initiative, ProSEED and SRD aim to make a significant contribution to MSMEs in Albania in tourism or other sectors. The project will be implemented for the period 2021-2022. The total number of beneficiary MSMEs is 900, which will receive counselling services. The total final volume of CoSolve-19 is 4.35 Mio EUR and the total funding allocation is 40% tips and 60% grants for all sectors consequences caused by the 2019 earthquake and COVID-19 pandemic, accompanied by economic growth. Anti-COVID-19 measures taken financing from fund of the state budget, for Y. 2021.

7. How could the Covid19-related emergency become an opportunity to grow for port areas?

According to law no. 137/2020, “On the budget of 2021”, as amended, in the budget of MSHMS are planned funds in the amount of about 6 billion ALL, to be used within the measures taken against the COVID-19 pandemic. Through the DCM no. 85, dated 10.2.2021, “On an addition to the DCM no. 597, dated 4.9.2019, “On determining the procedures, documentation and monthly amount of economic assistance and the use of additional funds on the conditional fund for economic assistance”, in the framework of anti-COVID-19 measures, it was approved to double the amount of economic assistance for the first half of 2021.

Meanwhile, through the approval of four normative acts of the 2021 budget, in order to cover the costs for the purchase of vaccines necessary for the population, the amount of the reserve fund of the state budget for 2021 has been increased. Thus, the reserve fund provided in the initial law of ALL 2 billion planned for the financing of unforeseen cases, with the approval of four normative acts was changed to the amount of ALL 8 billion.

The reserve fund of the state budget, pursuant to the approved DCMs, has been used in the amount of about ALL 4.1 billion for additional measures in the fight against COVID-19 and for the purchase of vaccines necessary for vaccination of the population. Below, you will find data on “COVID-19 Measures - Financing from the state budget reserve fund, for the year 2021”, which represents the funds allocated and realized from the reserve fund of the state budget, within the anti-COVID-19 measures. Support of Tourism with DCM no. 278, dated 12.05.2021 For an additional fund in the budget of 2021, approved to support the promotion of Albanian Tourism in international markets as a need for the post situation COVID-19”, planned 100,000,000 ALL, allocated 24,120,000 ALL (equiv. 0.2 million euros).

Compared to the same period of 2019 (before the COVID-19 pandemic), the collection of local revenues in 2021 marks an increase of ALL 3.1 billion (from ALL 21.8 billion to ALL 24.97 billion) or 14.4%. According to their source, local taxes and property taxes have increased.

Interest expenses are projected at ALL 50.8 billion or 2.7% of GDP, to cover any possible risk of interest rate hikes. Operating and maintenance expenditures for central government for 2022 (excluding expenditures incurred by public institutions, which have as their source of funding overseas revenues), are projected at ALL 63.2 billion or about 3.4% of GDP. Support is programmed in this voice with prioritization of existing central government policies, such as: purchase of anti-COVID vaccines, farmer scheme, maintenance of transport infrastructure, national road network, employment promotion programs, economic development support schemes and youth support and children. (source: ERP)

Local budget expenditures for 2022 are projected at ALL 60.3.7 billion, with an increase of 3.3% more than the normative act of 2021. These expenditures for 2022, occupy 3.2% of GDP from 2.3% which took place in 2013. COVID-19, as in other countries has had and is expected to have negative effects on the economic downturn and consequently on the reduction of budget revenues of a major economic and budgetary challenge by local self-government units, due to the consequences caused by the earthquake and pandemic COVID-19 are a positive indicator of the work done in recent years in terms of macroeconomic stability, predictability of funds and transparency of use with discipline of budgetary funds. In order to maintain the stability of local expenditures and to support local self-government units to cover the costs of COVID-19, the level of unconditional transfer for 2022 will be about 273 million ALL higher than 2021. (source: ERP)

8. Is the ecological footprint of port cities going to decrease? Please, substantiate your answer.

The COVID-19 pandemic has had a major impact on the Albanian economy and Albanian ports over the past year. Throughout 2020 the global economy faced the continuing spread of the COVID-19 pandemic and austerity measures taken by public authorities to curb the spread. Many of the structural challenges described above have played a role either in reinforcing the impact of the COVID-19 epidemic or in limiting the scope of policy responses to reduce its impact. In June 2021, the Albanian Investment Council launched the results of the survey on "Assessing the impact of COVID-19 on business activity in Albania." This survey is based on the survey of conducted by the Secretariat during April 2020 and aims to collect data for the 12-month period (April 2020 - April 2021). The survey "Assessing the impact of the COVID-19 pandemic on business in Albania", an initiative of the Secretariat of the Investment Council and the Ministry of Finance and Economy, was undertaken in the period April-May 2020, in order to collect evidence on the effects of the COVID pandemic -19 in its business and activity for the Durres local bodies.

9. Briefly describe a FUTURE SCENARIO (25-30 years) related to port areas' post-pandemic situation, also in the light of the topics addressed in the previous questions.

With "scenario" we mean a narrative story describing how the situation should be in the future also including your hopes and fears.

You can either refer to a specific port area or, more in general, to Adriatic-Ionian Ports.

The tax and customs revenue forecast for 2022 has taken into account all the important factors affecting the budget, especially the economic situation created by the pandemic of COVID-19, including the effect of new fiscal policies aimed at economic recovery. The law provides for support measures for start-ups and the establishment of the Start-up Council.

In the DCM no. 466/2021, "Business and investment development strategy and action plan 2021-2027", the field of intervention "SME development, entrepreneurship and innovation" recognizes the contribution of important that SMEs and new businesses can provide for more innovation and knowledge driven economy. He also acknowledges that the entrepreneurial and innovation ecosystem is still in its infancy and that "critical measures" allowing support organizations to become self-sustaining have not yet been reached. The purpose and objectives of the policy are to take into account that the current conditions are challenging for SMEs and start-up businesses. Among other things, this relates to access to finance and markets, the impact of the COVID-19 pandemic, and challenges in the context of green and digital transitions.

There is a need to improve existing SME grant schemes and to design new financial tools and instruments to improve access to finance. Moreover, there is a need to increase the dynamics of innovation and start-up businesses and to encourage specialization to achieve this "critical mass" by focusing on the most promising value chains. Against this background, for this field intervention provides an integrated and targeted approach that promotes smart specialization. Strengthening links between all actors and components of the ecosystem is considered a cross-cutting success factor. (source: ERP)

10. Which are the main forces that could drive to the scenario you described? Which would be the main actors involved? Which actions should be taken to realize the future scenario you described?

During 2020, the Ministry of Finance and Economy undertook a review process to update the PFM Action Plan 2020-2022. The purpose of the review was to consider the negative impact of COVID-19 earthquake and pandemic in achieving results. While changes are included in the strategy log frame⁹, the core remains the same with the general and specific objectives being retained. One of the most important changes has to do with the composition of expenditures, as it is one of the most influential aspects of public finances, given that the re-prioritization and reallocation of budget expenditures have affected the composition. The revision of the PFM Action Plan for 2020-2022 aims to support and identify these changes in order to approximate and push for the latest policy measures in the country that support inclusive economic growth. The strategy log, the change of indicators, the target objectives and their timelines were discussed by the PFM Steering Committee in January 2021 and after that the revised Action Plan for the period 2020-2022 was approved. The COVID-19 pandemic imposed significant challenges in the development and implementation of VET policies, as well as in the provision of vocational education and training programs, from the very beginning of the pandemic. Webinars were also organized to train instructors for aspects of online learning and student assessment within COVID19.

However, the continuous professional development of teachers and instructors, as well as the digitalization of the VET system in general require a stronger impetus. Meanwhile, with the support of GIZ, this program is being improved, fully integrating the digital competencies that all VET teachers should possess. The 24-day training program is being integrated into the legal framework as a mandatory initial training for all new teachers recruited and selected in public VET providers, under the CEMA, EU.

11. What are the main obstacles and risks preventing the realisation of the scenario described?

The tax and customs revenue forecast for 2022 has taken into account all the important factors affecting the budget, especially the economic situation created by the pandemic of COVID-19, including the effect of new fiscal policies aimed at economic recovery. In 2020, most importantly due to the COVID-19 pandemic shock, which forced the economy into a strong recession at around -4.0 percent, but also reflecting to some extent the significant slowdown in current growth that had already occurred in 2019, the output gap reached the most negative point in decades with about -5.6 percent of potential GDP. Although current growth grew rapidly in 2021 and will continue even stronger in the medium term, leading to for production to gradually converge towards its potential, again due to the drastic loss of production in 2020, the negative output gap is projected to continue until 2022 and then converge towards potential in 2023 and 2024. (source: ERP)

12. If you have additional comments, please write them here.

For railways and inter-modality, during the period January-September 2021, the debt portfolio was managed in accordance with the objectives of the Medium Term Debt Management Strategy (MTBS), to ensure the maintenance of consistent reports between cost and risks. Despite the high needs that characterized this year, following 2020, which was hit by the COVID-19 pandemic, and 2019, when Albania was hit by a strong earthquake, borrowing during this period has managed to fully meet budget needs.

Needs arising from existing debt obligations. During January-September 2021, loan needs continued to be high compared to normal periods, as a result of the COVID-19 pandemic situation, which continues to be present, as well as the need to stimulate economic recovery after the downturn in 2020. Despite increased financing needs, borrowing has fully met budgetary needs, as well as all needs arising from existing debt obligations, as in the economic reform program of the horizontal programs and EU assistance

Reducing refinancing risk and interest rate risk in the domestic market is among the primary objectives in debt portfolio management. In this regard, despite the situation created since the outbreak of the COVID-19 pandemic, which caused an increase in borrowing needs, the risk ratios in the domestic debt portfolio have been at stable levels. External debt poses less risk than domestic debt, mainly as it is composed of long-term instruments and a significant part of it is in concessional terms.

At the end of September 2021, the guaranteed debt portfolio is estimated at ALL 47.5 billion (2.8% of GDP) or 3.7% of the central government debt portfolio. Guarantees in the domestic market represent

29.9% of the total guaranteed debt stock or ALL 14.2 billion, while guarantees issued in favour of foreign creditors represent 70.1% of the guaranteed debt stock or ALL 33.3 billion. During 2020, the Government of the Republic of Albania issued two state guarantees, in the framework of situation management created by the COVID-19 pandemic (source: ERP)

In addition to business guarantees, in the context of the situation created by COVID-19, the domestic guarantee portfolio consists of short-term credit lines with commercial interest rates, which have been granted to the energy sector (corporations) by local commercial banks. Unlike domestic guarantees, foreign guarantees are loans long-term granted mainly at concessional interest rates. Other issues:

- reduction of ALL 40.45 million for the contract "Construction and operation of the Yacht Port Orikum"; Ionian region,
- reduction of 510 million ALL for the contract of "Basic control of the population (check-up)"; for staff;
- Additional 250 million ALL, from the funds of the Municipality of Tirana, for the contract "For the construction of the landfill, incinerator and rehabilitation of existing landfills in Tirana and the production of electricity".

* The contract of "basic population control (check-up)" was temporarily terminated (until August 2021), due to the COVID-19 pandemic and resumed implementation in September 2021 and it is ongoing.

Compared to the actual payments of 2020 which reached the value of about ALL 9.63 billion, the payments planned for 2021, according to the amended plan, are 25.7% higher or about ALL 2.48 billion more. This considering the fact that, for 2021, funds are planned for contracts which during 2020 had significant reductions, due to the situation of the COVID-19 pandemic, in order to alleviate the budget burden of the difficult year 2020.

Actual payments for the 11-month period 2021, for concession / PPP contracts with budget support result in the amount of about ALL 9.24 billion or 76.3% of the planned payments, according to the revised annual plan for 2021. (source: ERP)

Referring to the 11-month period 2021, the highest level of payments was realized in September 2021, with about 1.7 billion ALL, where we single out the payment of 1.02 billion ALL for the contract "For the improvement, construction, operation and maintenance of Arbri Road" Tirana metropolitan region- RMN, coming from Port of Durres, and Romano port area, and Spitalle. Railway network, in the core transport corridor, to neighbouring countries, Rep. North Macedonia and Albania to Montenegro flagship 1 dhe 3 of the European Union Economic and Investment plan (EIP), and coastal connectivity with the port of Durres.