



REPUBLIKA E SHQIPËRISË

MINISTRY OF INFRASTRUCTURE AND ENERGY

SECTORIAL STRATEGY OF TRANSPORT & ACTION PLAN

2016 – 2020

2018 MONITORING REPORT

June 2019

Tirana, Albania

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ABBREVIATIONS

AADT	Annual Average Daily Traffic
ACAA	Albanian Civil Aviation Authority
ADF	Albanian Development Fund
AGFIS	Albanian Government Financial Information System
AL	Republic of Albania
ALBCONTROL	Air Navigation Services of Albania
ANALTIR	Albanian International Road Transport Association and Training Institute
ANS	Air Navigation Services
ANTP	Albanian National Transport Plan
ARA	Albanian Road Authority
ARTS	Albanian Road Tolling Strategy
ATM	Air Traffic Management
BCA	Border Crossing Agreement
BCP	Border Crossing Point
CEF	Connecting Europe Facility
CEFTA	Central European Free Trade Agreement
CCS	Control-Command and Signalling Systems
CRM	Country Reform Measures
DLI	Disbursement Linked Indicator
EASA	European Aviation Safety Agency
EBRD	European Bank for Reconstruction and Development
ECAA	European Common Aviation Agreement
EEAS	European External Action Services
EIB	European Investment Bank
EMSA	European Maritime Safety Agency
ERTMS	European Rail Traffic Management System
EUD	European Union – Delegation to Albania
Eurocontrol	European Organization for Air Navigation Security
GDRTS	General Directorate of Road Transport Services
GMD	General Maritime Directorate
HSH	Albanian Railways

IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IAPH	International Association of Ports and Harbours
ICAO	International Civil Aviation Organization
IFI	International Financial Institutions
ILO	International Labour Organization
IMO	International Maritime Organization
IoT	Albanian Institute of Transport
INSTAT	Albanian Institute of Statistics
IPA	Instrument for (EU) Pre-Accession Assistance
IRBD	International Bank for Reconstruction and Development
IRI	International Roughness Index
ISPS	International Ship and Port Security (Code)
ITF	International Transport Forum
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JSPA	Joint Service Provision Area
KPIs	Key Performance Indicators
LPI	Logistics Performance Index
LRIT	Long Range Identification and Tracking System
LSCI	Liner Shipping Connectivity Index
MARPOL	Maritime Pollution (Int. Convention for the Prevention of Pollution from Ships)
MSC	Maritime Safety Committee (of IMO)
MTBP	Medium-Term Budget Program
MIE	Ministry of Infrastructure and Energy
MoU	Memorandum of Understanding
NCTS	New Computerized Transit System
NSDI-II	National Strategy for Development and Integration 2015-2020
NEEAP	National Energy Efficiency Action Plan
OKIIA	National Investigation Body of Air Accident/Incidents in Civil Aviation
PBC	Performance-Based Contracts
PFM	Public Financial Management Strategy
PKIE	National Plan for European Integration
PSSA	Particularly Sensitive Sea Area

REBIS	Updating the Regional Balkan Infrastructure Study
RCC	Regional Cooperation Council
RFC	Rail Freight Corridor
RNE	Railway Network Europe
RSA	Railway Safety Authority
SAR-A	Air Search and Rescue
SAR-M	Maritime Search and Rescue
SARPs	Standards and Recommended Practices of ICAO annexes
SBS	Sector Budget Support
SEA	Strategic Environmental Assessment
SES	Single European Sky
SEETO	South-East Europe Transport Observatory
SSPP	Single Sector Project Pipeline
STCW	Standards for Training Certification and Watch Keeping
TA	Technical Assistance
TEN-T	Trans-European Transport Network
TEU	Twenty-Foot Equivalent Unit
ToR	Terms of Reference
TSTS	Maritime and Industrial Training Centre
UNCTAD	United Nations Conference on Trade and Development
UNECE	United Nations Economic Commission for Europe
UNFCCC	United Nations Framework Convention on Climate Change
USCG	United States Coast Guard
USOAP	Universal Safety Oversight Audit Program of ICAO
VTMIS	Vessel Traffic Management and Information System
WB	World Bank
WEF	World Economic Forum
WTO	World Trade Organization

EXECUTIVE SUMMARY

The Government of Albania adopted the Sectorial Strategy of Transport (SST) and Action Plan 2016 - 2020 through the Decision of the Council of Ministers, No. 811, dated 16th of November 2016, “For the approval of the Transport Strategy and Action Plan 2016-2020”.

The main goal of the Strategy is to have an efficient transport system, integrated in the region and in the EU network, which promotes economic development and upgrades the citizens’ quality of life.

The overall objective of the National Transport Strategy and Action Plan 2016-2020 is to (i) further develop Albania’s national transport system, and in addition (ii) to significantly improve its sustainability, interconnectivity, interoperability and integration with the international and European wider transport system and region.

The SST is being implemented under the leadership of the Ministry of Infrastructure and Energy, in close cooperation with other line ministries and institutions and with the support and technical assistance provided by many international development partners.

In 2016, the European Union (EU) committed support to the strategy by selecting it to receive EUR 21 million budget support and EUR 3 million complimentary support through a Sector Reform Contract (SRC). The first monitoring report of SST highlighted the successful implementation of transport strategy and fulfilled the obligations under SRC to receive this budget support. The progress made in transport sector reforms were acknowledged by the EU and the fixed tranche of EUR 6 million was granted and payment done to the State Treasury by the end of 2018.

The IPMG role (as mentioned in Priority Action TRANSVERSAL 1) is played by the Connectivity Sectorial Steering Committee (KDS) established by the order of the PM, which also plays the role of the Sectorial Committee on Monitoring IPA for Connectivity. This SC is supported by the Thematic Groups on Transport, and its Technical Secretariat established by Minister Order. Since its establishment, the Thematic group on transport and its secretariat held several meetings during which the preparation of monitoring report of the strategy was discussed.

This is the 2nd Monitoring Report of the Strategy. Its aim is to measure the progress achieved so far in the implementation of the action plan of the strategy, as well as to identify the challenges and the issues that need to be reviewed in the action plan. This monitoring report covers the progress achieved during 2018. The methodology used is based on information gathered from different institutions which are involved in the implementation of this Strategy.

The strategy identified **43 Policies** (*Priority Actions*) for the 5-year period which are deeply interlinked, and strike a balance between soft measures and investments. Each priority action is detailed in specific tasks required for its attainment.

For the Priority Actions planned in 2016 – 2017 in road transport, 12 out of 15 tasks are completed and 2 are in progress which are related with the BCP's issues.

For Rail Priority actions planned in 2016 – 2017, 1 not started related with Rail Network Europe (RNE) membership, 3 in progress out of 8 tasks which have to do with the establishment of the new structure under the Railway Code.

20 tasks in total were planned for 2016 – 2017 for Priority Actions Maritime, 11 have been completed, 8 in progress and 1 not started yet which are related to the setup of VTMS center.

For Priority Actions Air planned in 2016 – 2017, 1 in progress and 5 have been completed.

The following table gives a status on the implementation of the tasks planned for 2018.

SECTOR	PRIORITY ACTIONS	TASKS 2016 – 2020	2018	2018 – 2020	STATUS 2018	STATUS 2018 -2020
<i>Road</i>	10	40	6	12	4 completed 2 not started	1 completed 11 in progress
<i>Rail</i>	7	18	2	6	2 not started	6 in progress
<i>Intermodal</i>	4	15	3	3	1 not started 2 in progress	3 in progress
<i>Maritime</i>	13	47	11	4	2 not started 6 in progress 3 completed	4 in progress
<i>Air</i>	7	17	2	6	1 in progress 1 completed	6 in progress
<i>Transversal</i>	2	7	0	2	0	2 in progress
TOTAL	43	144	24	33	8 completed 9 in progress 7 not started	32 in progress 1 completed

Detailed information on the status of these tasks is provided under item 1 transport progress 2018 for each mode of transport. Resource implications is provided under item 2 of the monitoring report which summarizes the distribution of the resources across the policies planned for 2018. Item 3 comprises a detailed analysis of the monitoring indicators including eight SRC indicators for the transport sector as Annex 1. Following that under item 4 is the way forward to the implementation of the SST in coming years. The Action Plan of the Strategy giving status for the attainment of each task is included as item 5 of the Monitoring Report.

1. TRANSPORT PROGRESS 2018

The development and modernization of Albania's transport infrastructure has been and remains one of the top priorities of the GoA. Having in mind the key priorities set out in the Strategy, MIE has focused its work on the acceleration and the integration of Albania's transport system and the establishment of an integrated market comprised of transport infrastructure by land (road and rail), by sea and by inland waterways and in air transport.

Albania has already identified and approved the national and regional short and medium-term goals and sub-measures on transport sector. Investments in the core transport network and corridors are being prioritized through the single sector project pipeline SSPP/SPP.

Albania is focused on the development of the WB6 transport networks aiming to improve connectivity throughout the region. Albania is a committed supporter of the 'Western Balkans 6 process' and is fully engaged to achieve its goals, particularly the Connectivity agenda.

The law no. 8/2018, dated 26.02.2018 "On the ratification of the **Treaty Establishing the Transport Community**", was approved by the Albanian Parliament, which has entered into force on 1 May 2019. This Treaty, which is one of the most important documents for all sectors of transport, will be the guide for the next years. The implementation of the Transport Community Treaty will improve the transport sector not only in Albania, but in all Western Balkan countries and the extension of its link with the EU transport network. The Treaty envisages the further approximation of national legislation with the EU acquis in all areas of transport. Albania participated actively in all the meetings of the TCT Regional Steering Committees (RSC), held in 2018 and 2019. As it was agreed on the 3rd RSC meeting, held on 14 November 2018 in Belgrade, Republic of Serbia, Albania will have the **RSC Presidency for one year**.

The preparation of the Second Review of the **Albanian National Transport Plan (ANTP3)**, funded by the EU started in January 2018 with duration of 12 months. The document ANTP3 was completed and was presented to the Ministry of Infrastructure and Energy and all stakeholders on 12 December 2018. The Strategic Environment Assessment (SEA) of the ANTP3 was completed as well, in accordance with the Law No 91/2013 of 28.02.2013 "On the strategic environmental assessment". Currently, the Ministry of Tourism and Environment issued the Environmental Statement. After that, the Second Review of the Albanian National Transport Plan will be approved by Council of Ministers of Albania.

Road Safety strategy reforms are being implemented. Consequently, fatalities caused by road accidents have had a pronounced downward trend in recent years. Number of fatalities in 2018 decreased compared to 2017.

The IPA 2013 Project “On improvement of standards of road safety”, a TA project on vehicle inspections and identification of black spots was completed. The drafting of the legal gap analyses is finalized. The preliminary reports have given recommendations for the approximation of the EU legislation related to the technical inspection of road vehicles and the roadside control of professional vehicles based on the legal gap analyses.

A dedicated Task Force was set up tasked to enforce the legislation on professional road transport according to Decision of Council of Ministers No. 465 of 26.07.2018 “On the establishment of the Task Force for the improvement of level of checking of motor vehicles and their trailers”. The staff of the Task Force was trained during the period December 2018 – January 2019 in cooperation with the General Directorate of Road Transport Services.

Investments in roads sector during this reporting period are mainly concentrated on the Albanian Core Network. Among the most priority projects of the Government of Albania is the **Adriatic – Ionian Corridor** for which the work for the preparation of the Feasibility Study continues with the EU team of Consultants and the Montenegrin counter partners is foreseen to be completed in the second half of 2019.

Tirana – Elbasan road segment planned in the strategy to be completed in 2016, after delays in its construction, it was completed in June 2019.

The works for the construction of the Arber Road started on 17.06.2018 (company "Gjoka Konstruksion). Through this road segment, Klosi will connect to Tirana for 30 minutes, Bulqiza for 40 minutes, Burrel for 60 minutes and Peshkopia that is a bit further, will again be much closer, 80 minutes. This project as one of the country's largest infrastructure works, undertaken by an Albanian investor in the construction of the Arber Road within this deadline of 2021.

In 2018, the FS for Durres Rogozhine – Elbasan – Pogradec – Lin railway line and the construction of the new railway link to Macedonian border was completed.

The “Feasibility Study of an airport in the south of the country” was finalized in March 2018, yielding Vlora as the most favorable location. In addition, during 2018, the procedure for granting into concession the Kukes Airport started.

1.1 Road Transport

The main challenges in the road sector for the 2016-2020 planning period are:

1. Harmonize the national legislation with the EU acquis for road transport of goods and passengers;
2. Complete the construction of the national road network, including strategic arteries;
3. Complete the feasibility study for the Adriatic-Ionian Highway North-South,
4. Reform the intercity passenger road transport network;
5. Accelerate the amelioration of Albania's road safety performance (maintenance of road transport infrastructures according to EU technical standards, regular implementation of Road Safety Audits & Inspections, elimination of Black Spots, deployment of ITS systems).

6 activities were planned to be fulfilled in 2018 and 12 are ongoing some of which have stated in the previous years.

2 out the 6 activities planned for 2018 did not started whereas the 12 ongoing activities are progressing well.

Concerning the *Priority Action Road 1*, the MIE is working on the implementation of the roadmap for transport legislation alignment with EU *acquis*. Some developments in the approximation of the legislations during 2018, are as follows:

- Guideline of Minister of Transport and Infrastructure no 328 of 20.01.2017 “On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings”. The Guideline approximates the Article 16(1) of Regulation (EC) no 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC. (OJ of the Republic of Albania no 17 of 06.02.2018).
- Guideline no 446 of 10.05.2018 “On categorization, conditions which should accomplish the bus terminal, authorization, and manner of documentation holding, tariffs and other obligations of the bus terminal”. (OJ of the Republic of Albania no 80 of 30.05.2018).

To achieve the results expected under *Priority Action Road 3*, concerning the completion of the ongoing construction projects and implementing the SSPP road projects in the core transport network and corridors, investments have been prioritized through the Single Sector Project Pipeline. For 2018, 30 transport infrastructure projects, mainly part of Core and Comprehensive Network were prioritized and included in the priority list.

All the investments in roads sector (Foreign Financing and Albanian Budget), during the period 2016-2018, are mainly concentrated on the Albanian Core Network as follows:

- The Feasibility Study for Adriatic – Ionian Highway/Expressway (Route 2b/Corridor VIII/Route 2c), 305 km long, financed by WBIF, is under preparation. It started in November 2017 and it is foreseen to be completed within May 2019. Currently, the Consultant is working on the Multi Criteria Analysis (MCA) of the alternative route options.

This highway/expressway in the Albanian territory includes the following projects:

- Construction of Lezha By-pass, 4 km, estimated cost is 24.6 million euro. The ToRs for the Feasibility Study for the construction of the Lezha By-pass in Albania and Environmental and Social Impact Assessment (ESIA), funded under WBIF, with a grant of 350,000 euro, are prepared. According to the decision of the WBIF SC, ToRs will be revised. Implementation of the grant has been put on hold pending revision of the ToRs;
- Construction of Tirana By-pass, 22 km, estimated cost is 109 million euro. Currently, the Preliminary Design is completed and the ToRs for the Detail Design are approved. Kick off meeting for the preparation of the Detailed Design was held on 5 February 2019;
- Upgrade of Thumana – Kashari, 20.4 km. Feasibility Study and Preliminary Design are completed, estimated cost is 169.3 million euro;
- Construction of Tepelena Bypass, 3.5 km, estimated cost is 38 million euro. Technical status: The works started in July 2018, financed by the Albanian state budget and the contract duration is 22 months. Until now, the contractor has performed 25% of works foreseen;
- Construction of Gjirokastra By-pass, 8.7 km, estimated cost is 14 million euro. Technical status: Feasibility Study, Detailed Design and Environment Impact Assessment are completed.
- The status of the other road infrastructure projects is as follows:
 - Fieri By-pass (Part of the North – South Corridor) is under construction. Project is realised at 58%. The new tendering of the remaining part of the project was completed and the contract has been awarded to a Combined Group of undertakings for a value of 37,944,221.56 euro. Currently the contractor has made the mobilisation and started the works;
 - Vlora By-pass is under construction. Only 6% of the project is completed. The new tendering of the remaining part of the project was completed and the contract was awarded to JV Gener2 & Mantovani, for a total value of 35,874,357.40 euro. The contractor has made the mobilisation and already started the works;
 - In the Tirana – Elbasani road (Segment 1), it is required the postponement of the completion deadline, extra financing and deferment of the loan. The physical realisation is 94%. Closing date of the project (which was 28 December 2018) was recently extended till 17 May 2019;

- In Qukësi – Qafë Plloça road segment, the works continue in the Lot 1 (physical realization of the project is 74.82%), Lot 2 (physical realization of the project 65.2%), and the Lot 3 (physical realization of the project 68%). The revised deadline for the completion of works in Lot 1 is June 2019 whereas for Lot 2 is September 2019.
- Vlora River Road (Detailed Design finished, under construction Lot 1). The Vlora River Project will be fully completed for a period of two years 24 M. Along with other infrastructure developments in Vlora, it will create a very good link from the point of view of mobility, infrastructure and will really bring an economic development for the whole area. The last segment of the road is the Peshkopi-Selenica-Superstrada 16.4 km long for which the Albanian Development Fund has worked on the selection of consultant and supervisor of works for the announcement of the tender for works.
- Arbri Road (under concession for construction and maintenance)
- Kardhiq – Delvina (Lot 1,2,3 finished, Lot 4,5,6 the contract of works is signed, Lot 7,8 remaining)
- Tirana Ring (South – West side to be completed in 2020, the other part to be completed)

Regarding *Priority Action Road 4* the World Bank Project on Results-Based Road Maintenance and Safety, 4 Contracts are ongoing. During 2018, ARA financed by the state budget, carried out routine and winter maintenance, including road rehabilitation works, for a total value of 13,800,000 euro (approximately for 2,400 km road).

Regarding the road maintenance ensuring no road section in poor condition by 2020, ARA is currently working on 5-year maintenance plan and for the creation of a Road Asset Management System (RAMS).

Regarding the Improvement of Road Safety, targeting the reduction of fatalities by 20% compared to reference year 2014 (by 2020), the course of Road Safety Auditors/ Road Safety Inspectors is finalized and 26 auditors/inspectors are certified. Regarding the Road Safety inspection, the mission of CONNECTA Project in Albania network (Vore – Durres, Shkodra – Koplik, Fier – Vlora and Fushe Kruje – Milot road sections) is carried out on 25 – 28 September 2017. Also, the Road Safety Audit of Gjirokastra bypass is carried out from CONNECTA consultant (together with the Albanian Experts), on the first week of December 2017.

The World Bank consultancy will also focus on strengthening the institutional management capacity of road safety and improving the Road Data Crash System, in line with the recommendations of the Connectivity Reform Measures. Under this project it will be procured and purchased several multifunctional radar equipment to meet the needs of the Traffic Police increasing its efficiency in fulfilling its law enforcement role in road safety.

A new Decision Council of Ministries no. 465, dated 26.7.2018 “For the establishment of the Task-Force for the improvement of level of motorcycle control of their trailer”, has been approved.

The Task-Force has the following functions:

- a) Roadside checks and control premises of undertakings, in accordance with the conditions set forth in this decision and the legal acts in force, for the lawfulness of the activity of:
 - i. repairs unit, transaction, storage of motorized road vehicles, trailers and their parts, out of use and abandoned, as well as related activities;
 - ii. workshops (tachograph calibration centres) for speed and time recorder equipment certification (tachographs);
 - iii. regular passenger terminal lines, as well as in taxi stations;
 - iv. places (offices) of road and passenger transport companies;
 - v. places of cargo storage, loading and unloading goods;
 - vi. other activities in the field of road transport, under the responsibility of the Ministry of Infrastructure and Energy;
- b) Cooperation with the Traffic Police structures to pursue as a priority the reports filed for violations in the activity of different operators or individuals;
- c) The Ministry of Infrastructure and Energy, the Ministry of Interior, the General Directorate of State Police and the General Directorate of Road Transport Services are responsible for implementing this decision.

Modern investment in the Tirana Regional Road Transport Service Directorate reduces service time in 20 minutes with the aim of providing a better service and facilitating it to citizens through communication and technology.

The Regional Road Transport Service Directorate of Tirana, which accounts for about 40% of the service of national citizens, has successfully completed the reconstruction of the vehicle registration hall. The cost of this investment is around 12 million lek, fully covered by the GRTS budget.

This reconstruction has increased the timely and quality service to citizens by realizing: the expansion of the space of the vehicle registration hall; reconstruction of the environment in lighting, air conditioning and contemporary logistics; increase of the counters that offer service to the citizen by 50%; creation for the first time of the reception hall with modern conditions for the citizens; creating information windows to clarify and inform citizens; arranging external facilities by creating parking opportunities for vehicles subject to physical control or the commission of constructive changes, avoiding chaos in the queues of expectations to obtain services.

The GRTS emphasizes that it is not only invested in Tirana, but also in Vlora, is investing in Elbasan and Fier. Through this investment we have a significant improvement over time, reducing service time in around 20 minutes and doubling the number of daily services to citizens.

Regarding the ITS deployment, the Steering Committee of the WB Project “Maintenance and Road Safety Focused on Results” is preparing a request to secure funding for the preparation of the Pilot Project Study for the Establishment of the Road Traffic Monitoring Center at approximately 200 km of national road within June 2019, with the possibility to be extended at another stage to about 1,500 km of the national network.

IPA 2013 with funds of around 1 million EUR funded the project “*TA for the improvement of road safety*” under, which started in April 2017 with the contract duration of two years. The detailed design for 10 pilot black spots intervention projects have been prepared by the consultant. The funds for the implementation of the elimination of these blackspots, approximately 320,000 euro, are planned by the Albanian Road Authority (ARA) in its budget as part of GoA co - financing. Furthermore, the contract "Supply and installation of equipment for roadside technical checks spots", was signed on November 2017 and the equipment was delivered to the General Directorate of the Road Transport Services in August 2018, and is under the warranty period.

Whereas for *Priority Action Road 5 and 6* under Connectivity Reform Measures Plan, the measure: “Following the signed agreement on the road border crossings, prepare and agree the joint action plan with Montenegrin counterparts taking into account the recommendations of ConnecTA” is being implemented.

The Inter-Institutional Working Group is established. Representatives of the Inter-Institutional Working Group between the Republic of Albania and Montenegro, met in Podgorica, on the 15th of March 2019, with the aim to discuss on the development of the Joint Action Plan for the border crossing points between the Republic of Albania and Montenegro, in accordance with the Connectivity Reform Measures Plan, developed within the framework of the Berlin Process.

During the meeting, it was discussed on possibility for establishment of a joint BCP Božaj/Hani Hotit, the functioning of joint BCP Sukobin/Muriqani, as well as the functioning of as joint cross-border railway station in Tuzi.

Both Sides have agreed to establish an Inter-State Working Group with a view to developing a one-stop-shop/single window concept and related practical issues. Both Sides have agreed to examine all current bilateral Agreements for this Border Point as well as of the draft agreement proposed by CONNECTA assistance. The two Sides will continue working with agreements/protocols between relevant institutions or the drafting of new agreements.

In addition, the project of the improvement of BCP Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) is completed, including parking space.

As for *Priority Action Road 10*, the Ministry of Infrastructure and Energy is cooperating with academic institutions (Faculty of Civil Engineering, Faculty of Architecture and Urban Planning and Faculty of Geology – Mining) to identify the relevant fields of Cooperation.

1.2 Rail Transport

The main challenges in the rail sector for the 2016-2020 planning period are:

1. Reform the rail system to set up an open market for public and private investors whether in terms of market regulation, infrastructure management or rail operations;
2. Strengthen human capacities and resources at all levels, in particular to effectively build up the legal and institutional structure that are necessary to ensure a smooth operation of an open market;
3. Create favorable legal and institutional conditions for attracting foreign investment; and
4. Create a level playing field with other modes of transport.

Concerning *Priority Action Rail 1* Adoption and effective implementation of the new railway code in line with the respective EU Directives, especially EU Directive 2012/34/EU RECAST Priority Action Rail 2 Separation of HSH into infrastructure manager, freight and passenger operator, Priority Action Rail 3 Setting up the railway safety bodies (safety, licensing and accident investigation) and market regulatory bodies (incorporation of the Railway Regulatory Body within the Competition Authority) and training of staff, planned in the strategy for 2017 were not fully completed.

The Railway Code of the Republic of Albania, was adopted with law no 142/2016 of 22.12.2016 The preparation of the implementing legislation has started and it is scheduled to be adopted within 2019. To this purpose, the Ministry of Infrastructure and Energy had requested technical assistance from the EU, in order to facilitate the process of transposition according to the NPIE 2018 – 2020 and its short measures in its update of the Plan 2019 - 2021.

Tasks foreseen in *Priority Action Rail 4* are postponed due to the delay in the adoption of the sublegal acts deriving from the Railway Code. The implementation of this by-laws is foreseen within the first 6-months of 2020.

Concerning the *Priority Action Rail 6*, GoA has already identified the railway development projects and included these in the Single Sector Project Pipeline (SSPP) for transport sector. The projects for the improvement of the railway infrastructure include:

- Rehabilitation of railway Durrësi – Tirana and construction of the new railway branch to Mother Teresa (Rinasi) International Airport (total cost is 90.45 million euro). Tendering for the construction works started on 25 April 2018. The award of contract and start of works are foreseen by mid-2019. The project is foreseen to be completed in 2021. Albanian authorities have completed all the legal and technical obligations as per Albanian law regarding the commencement of works. Therefore, the rehabilitation works can start immediately without delay, after the completion of the procurement procedures;
- Rehabilitation of the railway line Vora – Hani i Hotit. The preparation of the detailed design has started and is financed by WBIF through a 4.5 million euro grant. Kick off meeting was held in Tirana on 20.12.2018, where activities and timeframe were discussed. Inception Report was submitted in February 2019;
- Construction for a new railway Pogradeci – Korça border to Greece: The pre-feasibility study for the rail link Albania – Greece by Kapshtica is a joint application between the Greek Railways and the Albanian Ministry of Infrastructure and Energy, under the INTERREG Program regional cooperation Albania – Greece, estimated to cost 900,000 euro. The kick off meeting was held on 19 November 2018, in Kostur, Greece. The meeting was attended by representatives of the both Ministries responsible for Transport and Infrastructure, representatives of Greek Railways ERGOSE, Prefecture of Kastoria (Prefecture), etc. The pre-FS is under preparation;
- Rehabilitation of Durrësi – Pogradeci – Lin railway and the construction of a new railway link Lin – border to North Macedonia (part of rail Corridor VIII). The feasibility study for this project was finished in January 2018 and the preliminary design of the Durrësi – Rrogozhina railway line, 34 km, (part of this project) is completed.

Concerning *Priority Action Rail 7*, this is a regional measure included in the Connectivity Reform Measures Management Plan, the ConnecTA has drafted the Rail Maintenance Plan (to cover the period 2019 – 2023) for the Railway Comprehensive / Core Networks, to be taken into consideration during the rail maintenance budget planning.

1.3 Maritime Transport

In the maritime sector the main strategic objectives are:

1. Improvement of technical capacities of maritime administration and the institutions involved;
2. The development of maritime legislation to achieve EU standards;
3. Development of port infrastructure;

Concerning *Priority Action Maritime 1 and 2*, MIE is working on the adoption of IMO and EU rules and regulation. Examples of regulated activities in the maritime sector include, but are not limited to, flag and port state control, maritime safety and security, environmental protection, maritime training and labour, and port health and safety. Several regulatory standards have been developed to ensure the safety, security, and environmental sustainability of maritime and port operations. Many of these regulations are set by international organizations such as the IMO, the ILO and the EU. The regulations adopted during the reporting period we are working on the approximation of the Directive 2009/21/EC of 23 April 2009 on compliance with flag state requirements. We are following the procedures for the ratification Annex VI of MARPOL Convention.

For the *Priority Action Maritime 3*:

- The TA (IPA 2012 – EuropeAid/134513/C/SER/AL), produced a Gap Analysis report for the number of employees necessary in maritime administration in order to well perform the obligation on the implementation of legislation in the field of Maritime Transport. Following the first phase of these recommendations the total number of the maritime administration was increased with 20 employees more enforcing the sensitive sectors like Port State Control, Flag State Control, Maritime Safety and Security, protection of marine environment etc.
- On the other side, with the beneficial assistance of EMSA the actual employees were trained in their respective duties. On 16th – 17th of November 2016 in Albania was completed the “In-country Training for Albania on Port Reception Facilities”, and on 7th – 9th November 2017 in Albania was completed the “In-country training, on Flag State Implementation and Port in 22-26 October 2018 with Assistance of EMSA is organized in Albania a “Tutoring Project on Port State Control”. In 14 – 15 November 2019, EMSA organized another training in Lisbon for the “III CODE”. All these trainings are assisting the staff of maritime administration to increase their technical and professional capacity.
- In cooperation with UNDP the TA from Kingdom of Norway for the project “Enhancing the Development of Albanian Maritime Sector through Technical Assistance and Increased Partnership” has started.

The establishment of the VTMS as *Priority Action Maritime 5*, is a top priority for the Ministry of Infrastructure and Energy and is included in SEETO MAP and in the SSPP list for the Transport Sector. MIE send the official request to World Bank for the possibility of the financing of this project. This request was approved by WB and the implementation of the project for the establishment of VTMS in Albania will start soon and will end within 2020.

Task foreseen in *Priority Action Maritime 8* are progressing well. The detailed design for the extension of quay for cruises has been approved and we are looking for the financial resources.

Concerning *Priority Action Maritime 9*, up to now Rehabilitation of Port of Vlora with the financing from Italian Cooperation has started, and has been completed almost 90% of constructional works, currently the construction work is paused from Italian Cooperation side because of some disputes with the construction company.

The expanding of Passenger Terminal in Port of Vlora has already started and finished.

Reconstruction of Passenger Terminal (berths 7 & 8) and Processing square in Durres Port Authority – This project is already finished.

Dredging of Durres Port basin feasibility study is finished. With own funds DPA is planning to finish the implementation of this project within 2019.

Regarding the priority infrastructure projects, along with the projects mentioned above several other improvements were achieved in the Albanian Road Network. In addition, the rehabilitation and expansion of port infrastructure and superstructure (the ports of Durrësi and Vlora) is being carried out in order to increase capacity and standards of operation, service effectiveness and tourism development.

The first multimodal terminal in Albania at the port of Durrësi is operational. Our priority for the coming years is to increase the standards in the Port of Vlora and probably even Port of Saranda so that they can meet the requirements for their inclusion in the Core TEN-T Network. Regarding the railway infrastructure, the rehabilitation of the sector is intended, initially through some internal measures, aiming to increase the transport volumes, mainly from the Port of Durrësi railway connection.

One of the priorities of the Government in the field of development of port infrastructure is the construction with PPP of the new ports (touristic and commercial). During the reporting period the status of concession is as follows:

- Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje – The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2020.
- Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano - The concession project is finished and the contract was signed. The operator

finished with all the government licences and permissions, the construction works of the first phase have finished and this port is approved to be open for international shipping.

- Giving in Concession with BOT contract of the touristic port in Durres - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start after the permissions.
- Giving in Concession with BOT contract of the touristic port in Shengjin - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start after the collection of all permissions.

Task foreseen for 2018 under *Priority Action Maritime 10* is in progress. In cooperation with the Ministry of Tourism and Environment, the draft National Strategy on the Sustainable development of Tourism 2019 – 2023 is prepared including the nautical tourism. The draft is expected to be approved by the CoM within June 2019.

Concerning *Priority Action Maritime 11* the TA assistance with UNDP from Kingdom of Norway, was approved in 2018. This TA will include the development of the strategy and action plan for maritime labour markets.

Priority Actions Maritime 12 and 13 are in progress. TA assistance with UNDP from Kingdom of Norway. was approved in 2018. This TA will include the full review and assessment of MET sector in Albania and the development of the draft strategy for maritime labour market.

1.4 Air Transport

The main challenges in the aviation sector for the 2016-2020 planning period are:

1. The development and construction of new airport infrastructure;
2. The creation of suitable conditions for a more competitive market with liberalized air services which will bring the possibility to reduce travel costs for passengers;
3. The implementation and unification of international standards for air safety.

Concerning *Priority Action Air 1*, for preparation of a National Airport Master Plan study for Albania for next 20 years, the ToRs are being prepared for the selection of the consultant. ACAA has planned the funds for 2019.

Tasks planned in 2017, such as Kukësi Airport concession / PPP granting procedure and the “Feasibility Study of an airport in the south of the country” yielding Vlora as the most favorable location, were completed.

Priority Action Air 3 transpose and implement EC regulations and directives in respect of market access, insurance requirements for carriers, and competition rules to enable mix of scheduled and low cost flights, and possible investments for air operators by Albanians and others, is progressing on track and the following were undertaken:

- Albania has prepared the draft Law “The Air Code of the Republic of Albania”, according to recommendations of the experts of the European Commission, in the framework of the Multilateral Agreement, in particular its updated Annex I.
- Albanian air transport legislation is largely aligned with the EU *acquis*. Albania has met the conditions for completing the first phase of the Multilateral Agreement on the Establishment of the European Common Aviation Area (ECAA), thus including in the national legislation, the EU legal framework set out in Annex I of the ECAA. This process is ongoing due to the dynamics of changes in the relevant EU legislation. Albania is being prepared for the Final Evaluation Visit in order to verify the fulfilment of ECAA Phase 1 requirements. The visit is expected to take place in July 2019.
- The legal acts approved during 2018 are reported in the Action Plan.

For *the Priority Action Air 5*, good progress has been made in implementing the rules through competent staff (who have been undergoing the appropriate trainings) to handle documented procedures and guidance materials. In this process, Audits have produced Corrective Action Plans and are followed until closure. It is foreseen that in case of noncompliance with Regulations and Law dispositions and appropriate actions are undertaken. Good progress has been made referring to USOAP Program, Albania has an ICAO National Coordinator and during this time has been making progress updating through the online platform even though the current percentage of Effective Implementation is 57.73% but we are confident the percentage will change in the next evaluation. Good progress has been made as referenced before in each category updates about Corrective Action Plans and Electronic Filing of Differences related to Annexes have been updated.

Concerning *Priority Action Air 6*, strengthening the administrative capacity and performance of the Civil Aviation Authority ensures an increase of oversight in accordance with international standards. ACAA’s technical staff is trained continuously and progressively, while expertise needs are complemented by Recruitment system for public administration, where CAA defines specific qualification criteria, according to Community standards for oversight functions and subcontracting of aviation experts from the Community. Specifically, CAA has a Memorandum of Understanding with ENAC-Italy, and in this framework specific expertise is provided on a case-by-case basis as needed.

For *Priority Action Air 7*, at the end of 2018 the GoA, as coordinated with TIA in the Project Implementation Unit meetings held on 18 December 2017 and 19 February, 9 May and 8 October 2018, began the process of reviewing the economic position of the Concession under the

contractual scheme set out in Clause 19.4 of the Concession Agreement. In accordance with Clause 19.4(c) of the Concession Agreement an independent review of the economic position of the Concession was consequently prepared by BDO Consulting in January 2019 (the Independent Review). The Independent Review has concluded that an economic imbalance has arisen between the financial model regarding the operation of Tirana International Airport presented by TIA as a part of the tender process for the Concession and the actual results which TIA achieved between 2005 and 2017.

1.5 Intermodal Transport

For the development in intermodal transport please refer to the item 5 – Action Plan, of the monitoring report.

2. RESOURCE IMPLICATIONS

The cost for the infrastructure investment for the implementation of the Action Plan proposed 2016-2020, foreseen by budget funds is 793.34 million EUR.

The total cost for the implementation of the Action Plan Distributed across transport modes (EUR million), is provided in the Table below.

Transport mode	Without ongoing projects Investment	With ongoing projects Investment
Transport sector as a whole	-	-
Roads	394.07	750.35
Railways	123.18	123.18
Maritime-Ports	62.5	,74.33
Civil Aviation-Airports	9.90	9.90
Intermodal-Combined Transport	43.30	43.30
Total investment	632.95	1001.06

The following table summarizes the present broad distribution of resources across the Policies (Priority Actions) for 2018.

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	Real / Fact 2018	2019	2020 - indicative	International donors
	ROAD									
	PAYMENT OF CREATED DEBTS OF ARA 2013-Q2 2018		8.17	8.17						
	IMPLEMENTATION (ONGOING PROJECTS)									
	Construction of Tirana-Elbasan road	261.37	85.27	13.97	52.23	11.08		7.5	0.5	BIZH Abu Dhabi: USD
ROAD 3	Construction of Plepa-Kavaje-Rrogozhina by-pass	33.0	501 ml	242.2ml	191.9ml	66.9ml	100%			ALL
	Construction of Tirana Ring (Southeast Section)	26.	6,762.45ml	2,164.3 ml	1,973ml	2,625.15ml	98.1 %			ALL
	Reconstruction of Elbasan-Banje segment	6.6	2637.07ml	988.7ml	1,396.4ml	251.97ml	100%			ALL
	Construction of Fieri by-pass	21.17	40.4	0	0	4.04		32.4	3.96	61.57 ml Euro
	Construction of Qukes-Qaf Plloce road Lot 1&2	8.08	111.8 ml	9.4 ml	28.2 m.l	16.9 ml	48.4 %	50.5 ml	6.85 ml	IDB: 125.00 USD
	QQP Lot 3	0.813	49.82	2.018	11.41	6.31		27.5	2.58	Saudi F.

	Reconstruction of Qafe Thane-Lin-Pogradec segment	16.00	1,823.32ml	153.3 ml	491 ml	1,179.02 ml	100%			ALL
	Construction of Vlora by-pass	5.93	33.60	0.00	0.00	3.6		14.00	16.00	BEI + EBRD + EU Del.: 39.53
	Reconstruction & Repairing/Paving (total others)	54.60	2,172.1 ml	1.00	6.30	2,164.80 ml	100%	2.90		ALL
	Construction of Tirana Ring (Northwest Section)	-	637.12 ml		-	637.12 ml	100%			ALL
	Reconstruction of the road Korça-Erseka-Leskovic	8.40	1,904.47 ml	722.9 ml	730.3 ml	451.27 ml	100%			ALL
	Construction of Shkodra by-pass	5.00	345.01 ml	0	187.6 ml	157.41 ml	100%			ALL
	Sub-total (EURO)	471.93	412 ml	85.14	92.94	85.54 ml		48.42	11.50	

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	Real / Fact 2018	2019	2020 indicative	Main criteria of prioritisation	International donors
	ROAD										
	IMPLEMENTATION (NEW PROJECTS)										
ROAD 3	Construction of Fushe Kruja-Thumana (doubling) segment		90.00		10.00	20.00		30.00	30.00	SSPP Score: 98; ARA: Critical Funds contracted SSPP Score: 94; Funds contracted	ADF: 70.20
	Construction of Skrapar-Permet road		28.00		2.00	7.00		19.00			
	Reconstruction of Vlora River Road		70.20	10.00	15.00	15.00		15.00	15.20		
	Sub-total	0.00	188.20	10.00	27.00	42.00		64.00	45.20		
	PREPARATION (NEW PROJECTS)										
ROAD 3	Feasibility study of the Adriatic-Ionian Highway		2.50	0.70	0.60	0.60		0.60		Funds contracted SSPP Score: 92; PPP pending; On	WBIF: 2.5
	Detailed design for the construction of Arbri Road section		18.00			6.00		6.00	6.00		
	Sub-total	0.00	20.50	0.70	0.60	6.60		6.60	6.00		

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	Real / Fact 2018	2019	2020 indicative	Main criteria of prioritisation	International donors
	ROAD										
	ROAD MAINTENANCE & BLACK SPOT ELIMINATION PLAN										
ROAD 4	Implement the RRMSP (Maintenance Works & Monitoring) in Primary and Primary-Secondary roads		128.47	33.24	24.64	32.36	0.00	24.64	13.59	As described in Report No. 91351-AL from the World Bank	WB: 56.39
	Implement additional maintenance programme to Secondary and ADF roads, plus 114 km of Primary roads		55.00	5.29	8.81	12.33	6.00	15.86	19.38	Applying a gradual increase according to the overall target for road maintenance in 2020	
	Albania Road Transport Sector Reform Contract – Sector Budget Support		21.00		5.25	5.25	0.40	5.25	5.25	As described in Annexes 1 and 2 of IPA	IPA: 24.00
	Albania Road Transport Sector Reform Contract – Complementary Support		3.00			2.60		0.40		2016 Albania Road Transport Sector Reform Contract	
	Sub-total	0.00	207.47	38.87	38.21	51.21	6.40	43.98	35.21		
	Total Investment in Road Infrastructure	471.93	744.60	142.87	158.75	182.07	6.40	163.00	97.91		

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	Real / Fact 2018	2019	2020 indicative	Main criteria of prioritisation	International donors
	RAIL + INTERMODAL-COMBINED TRANSPORT										
	IMPLEMENTATION (NEW / REHABILITATION PROJECTS)										
RAIL 6	Rehabilitation of railway Durres-Tirana and construction of Rinas branch		90.45		20.00	20.00	0.25	35.85	14.37	SSPP Score: 98; Commercial priority; Funds contracted	EBRD: 37.185 WBIF: 37.185
INTERMODAL 2	Construction of a logistics centre in Elbasan		20.50		0.50	10.00		10.00		Estimated commercial potential in Elbasan and Milot	
	Construction of a logistics centre in Milot		20.50			0.50		10.00	10.00		

INTERMO DAL 3	Construction of missing link from western terminal in Durrës to the national railway network		1.50		1.50					MTI-HSH and Durrës Port Authority estimation	
	Sub-total	0.00	132.95	0.00	22.00	30.50	0.25	55.83	24.37		
	PREPARATION (NEW / REHABILITATION PROJECTS)										
RAIL 6	Detailed design for rehabilitation of railway Vora- Hani Hotit		4.50		3.50	1.18	4.50			SSPP Score: 98; Funds available	WBIF: 0.80
	Rehabilitation of railway Durrës-Pogradec-Lin and construction of new railway link to Macedonian border: - Feasibility study - Detailed design		0.72 5.20	0.10	0.62 4.00	1.20	0.00			SSPP Score: 98; Part of key Flagship Axis Corridor VIII; Feasibility study: funds contracted; Feasibility study: funds identified	WBIF: 0.72
	Feasibility study for construction of railway Pogradec-Korça-border to Greece		0.65		0.65		0.35			SSPP Score: 98; Funds identified	EBRD: 1.10
	Sub-total	0.00	10.87	0.10	8.77	2.38	4.85	0.00	0.00		
	PREVENTIVE MAINTENANCE										

RAIL 7	Core rail network (Tirana-Durres & Vora-Hani Hotit)		9.10	1.23	1.53	1.82		2.11	2.41	Annual split in order to meet 2020 target (Table 40, section 5.3)	
	Comprehensive rail network (Durres-Pogradec & Rrogozhina-Fier)		13.77	1.87	2.31	2.75		3.20	3.64		
	Sub-total		22.87	3.10	3.84	4.57	0.00	5.31	6.05		
	Total Investment in Rail + Intermodal-Combined Transport Infrastructure		150.99	3.20	34.61	37.45	5.10	45.31	30.42		

Priority Action No.	Transport mode	Investments to 2015	Total Investment t 2016-2020	2016	2017	2018	Real / Fact 2018	2019	2020 indicative	Main criteria of prioritisation	International donors
	MARITIME TRANSPORT										
	IMPLEMENTATION (NEW PROJECTS)										
	Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje		32.50	10.00	10.00	12.50	1.00				BOT
	Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano		9.20		3.00	4.00	12.00	2.20			BOT

	Concession contract BOT of the tourist in Durres port		10.00		4.00	4.00	0.00	2.00			BOT
MARITIME 9	Concession contract BOT of the tourist in Shengjin port		5.30			3.00	0.00	2.30			BOT
	Sub-total	0.00	57.00	10.00	17.00	23.50	13.00	6.50	0.00		
	PREPARATION (NEW PROJECTS)										
MARITIME 9	Dredging of Durres Port basin		4.00		4.00		8.60				
	Passenger Terminal in Port of Vlora		1.50		1.00	0.50	2.00				
	Sub-total	0.00	5.50	0.00	5.00	0.50	10.60	0.00	0.00		
	Total Investment in Maritime Transport Infrastructure	00.00	62.50	10.00	22.00	24.00	23.60	6.50	0.00		
	GRAND TOTAL INVESTMENT IN TRANSPORT INFRASTRUCTURE	491.53	958.09	156.07	215.36	243.52		214.81	128.33		

3. MONITORING INDICATORS

As stated in Priority Action TRANSVERSAL 1, the Thematic Group for the Transport as part of the Integrated Policy Management Group (IPMG) for the competition and innovation has been set up, by: - Ministerial Order no 77, of 19.02.2019 “For setting up the technical secretariat of the communication sectorial steering committee and technical secretariats of thematic groups of transport, energy, telecommunication and broadband, following the order of prime minister no 157, of 22.10.2018”; - Ministerial Order no 78, of 19.02.2019 “For the composition of thematic groups of transport, energy, telecommunication and broadband, following the order of prime minister no 157, of 22.10.2018”; upon adoption of the strategy and will manage on systematic basis the development, implementation and monitoring of transport sector reforms in Albania.

The Transport Thematic Group has held several meetings to prepare this monitoring report.

Indicators to evaluate the achievement of the overall objective (Impact) of the National Transport Sector Strategy are provided in the table below.

In addition, status on the implementation of SRC list of indicators is provided in Annex 1.

	Indicator	Type of indicator	Baseline - 2014	Target – 2017		Real	Target – 2020		Stakeholders involved
				Target number	%	To 2018	Target number	%	
ROAD	Budget allocated to road maintenance -in total- (<i>EUR</i>)	Input	8,847,684	32,955,287	272.47	12,621,442 Euro for maintenance from National Budget RRMSP 3,121,657 Euro (Investment excl. VAT)- World Bank) 3,046,201 Euro National budget (VAT and local costs).	29,959,798	238.62	MIE (exMoTI) - ARA, MoF
	Budget allocated to road maintenance -per km- (<i>EUR/km</i>)		2,914	10,416	257.44	17,627 Euro/km/year RRMSPS for 1330 km 15,526 Euro/km/year from National Budget for 2699 km	9,469	224.95	

	Number of km of the road network as a whole (<i>km</i>)	Output	13,848	16,964	22.50	3975 are in administration of ARA	20,079	45.00	
	Length (km) of roads (National roads network) yearly surveyed, including inventory and status of the relevant components		0	1,500	100%	works has been started, every maintenance contractor surveys the road so approx. 3975 km is yearly surveyed from ARA	3,850	100%	MoTI-GDRTS
	Number of registered road vehicles		490,899	480,485	-2.10	584,419	470,786	-4.10	
	Number of fatalities	Outcome	264	203	-23.20	206	185	-29.92	MoTI-ARA-GDRTS, Traffic Police, MoF, Ministry of Health
	Number of injured		2,353	1,994	-15.30	2238	1,587	-32.60	
	Number of ‘black spots’		240	208	-13.30	208 (191 on National Road Network)	40	-80.00	MoTI-ARA, MoF
	Average Roughness index (IRI) for road network as a whole		5.5	5.1	-7.27	This process has been delayed	4.5	-18.18	MoTI-ARA, MoF

	Share of tenders for design or works awarded		0%	50%	100.00	100% 95÷100%	100%	100.00	MoTI-ARA
	Share of contracts where supervision progress report confirms adherence to technical specifications and contains laboratory and topography tests		0%	50%	100.00	100%	100%	100.00	MoTI-ARA
	Share of recommendations of annual external audit reports accomplished during the following year	Outcome	0%	60%	100.00	76% =13/17 recommendations accomplished from State Supreme Audit	100%	100.00	MoTI-ARA
ROAD	Share of tenders launched by ARA with standardized criteria about service, supply and works to enhance simplification and competition	Outcome	0%	50%	100.00	50%	80%	100.00	MoTI-ARA
ROAD	Goods road transport volume (thousand tons/year)	Outcome	17,655	21,203	20.10	21,000	28,450	61.10	MoTI-GDRTS, Customs Authorities Ministry of Industry

ROAD	Passenger road transport volume (passengers/day)-	Outcome	248,918	352,043	41.43	307,426 (ANTP3)	423,836	70.27	MoTI-ARA-GDRTS, Customs Authorities, Ministry of Tourism
ROAD	CO2 emissions - Road transport (million tons CO2)	Outcome		0.88	-8.40		0.8	-16.70	MoTI-ARA-GDRTS, Traffic Police, Ministry of Environment,

Railway	Budget allocated to routine maintenance -in total- (EUR)	Input	2,360,000	3,100,000	31.27	406,505	6,050,000	156.36	MoIE-HSH, MoFE
RAIL	Budget allocated to routine maintenance -per km- (EUR/km)	Input	1,950	8,896	356.21	2,369 EUR/km in 380 km operating kilometer of railway network both core and comprehensive 1,070 EUR/km in 2018	14,031	619.52	MoIE-HSH

RAIL	Goods rail transport volume (thousand ton-km)	Outcome	39.8	70.5	77.10	18,568.161 ton-km 2,000,000 7743.2 ton-km in 9/2018 198.900 ton-km in 12/2018	500	MoIE-HSH MIE - railway undertakings, Customs Authorities, Ministry of Industry ALBRAINL- private company. BETONPL US- private company - ALBMETA L- private company
RAIL	Passenger rail transport volume (million passenger-km)		7.7	16.6	115.60	2,200.000 pass-km 32.2 1.19 P-km in 9/2018 2.721023 P-km in 12/2018	318.00	MoIE-HSH
INTERMODAL	Number of logistics centers	Output	0	0	0	1 Logistic Center under construction by Private Sector; Pre-FS study for 2 other logistic centers.	0	MoIE-HSH

	Number of ITS projects under implementation		0	0	0.00	Ongoing studies for deployment of ERTMS in five rail projects in preparation:	2		MoIE-HSH
	Increase of share of railway in freight transport (<i>share of transport performances of railway in %</i>)	Outcome	1.79%	2.23%	25.00	1	2%	50.00	MoIE-HSH
MARITIME	Number of ships/ferries/yachts/boats	outcome	4,538	5,864	29.20	5,622	6,894	51.90	MoTI, GMD, Port Authorities, Customs Police, Ministry of Tourism
MARITIME	Number of ships/ferries/yachts/boats leaving Albanian ports	outcome	4,439	5,642	27.10	5,630	6,472	45.80	
MARITIME	Passenger ferry transport (number of passengers)	outcome	1,094,786	1,458,654	33.20	1,336,282	1,878,116	71.50	
MARITIME	Passenger ferry transport (ton)	outcome	806,013	1,218,614	51.20	2,057,627	1,548,139	92.10	

MARI TIME	Containers traffic – Port of Durrës (TEU)	outcome	99,350	118,548	19.32	106.400	142,688	43.60	
Air Transport	International Passenger traffic (thousand passengers)	outcome	1,810	2,630	31.17	2,947	3,222	78.01	MoTI, ACAA, TIA, Ministry of Tourism
Air Transport	International air cargo (ton)	outcome	1,844	2,236	21.25	2,217	2,227	20.77	MoTI, ACAA, TIA, Ministry of Industry

4. THE WAY FORWARD

The Ministry of Infrastructure and Energy is going to work hard to accelerate the integration of the transport system, and to establish an integrated market, consisting of infrastructure and transport by land, sea and inland waterways, in order to efficiently support the transport development. Considering that, the transport infrastructure is fundamental to the economic and social development of the country, as a direct contributor to the economic growth and employment, the public-private partnership model has proven to be an effective collaborator, aiding the governance of a country.

Albania will continue to be a very important actor in the framework of Regional Cooperation and Berlin Process. Investments in the core transport network and corridors will continue to be prioritized through the Single Sector Project Pipeline SSPP/SPP. It is worth mentioning that for the 2018, 30 infrastructure projects were prioritized. The Regulation (EU) No 1315/2013 on Union guidelines for the development of the Trans-European Transport Network is foreseen to be adopted within 2019 according to the National Plan for European Integration 2019 – 2021.

The main challenges:

- In the rail sector for the 2019 – 2020 planning period is the implementation of the Rail Reform Strategy which will be supported by adopting the legal acts prepared by the TA of EUD Tirana
- In the air transport sector for 2019 it is expected the fulfilment of the first phase of the ECAA Agreement and the completion of the Airport Master Plan.
- The implementation of VTMISS project in the maritime transport sector (WB)
- The implementation of the Traffic Management Centre for the primary road network of Albania (WB)
- Preparation of a Master Plan for the development of the Albanian Sea Ports.

5. ACTION PLAN 2016 – 2020

Strategic Priority 1	Create the adequate coordination and governance conditions for an efficient implementation of the National Strategy and Action Plan 2016 – 2020	Implementation status
Goal 1.1	Expected Result	
Ensure the implementation and monitoring of the National Transport Strategy and Action Plan 2016 – 2020	The accomplishment of the goals of the National Transport Strategy 2016 – 2020 by an efficient execution of its Action Plan The correct securitization of Sector Budget Support from IPA	
Priority Action TRANSVERSAL 1	Specific tasks	
Creation and operation of an Integrated Policy Management Group (IPMG) for transport sector	<p>Institutional & organizational</p> <ul style="list-style-type: none"> – 2016: Establishment of an Integrated Policy Management Group (IPMG), depending on MIE, which shall serve to develop, coordinate and monitor the implementation of the National Strategy and Action Plan 2016-2020, prepare the annual report and organize consultation with non-state actors, and which will gradually replace the Sector Working Group. 	<p>Completed</p> <p>The strategy was approved by Decision of CoM no 811 dated 16.11.2016.</p> <p>After the approval of Strategy, the Ministry of Transport and Infrastructure started the implementation of the strategy document in cooperation with all stakeholders.</p> <p>The inter-institutional working group for monitoring the implementation of the Strategy was set up with the Minister's Order No. 157 of 30.10.2017 "On the establishment and functioning of the working Group for the monitoring of the implementation of the Transport Sector Strategy, its Action Plan 2016 – 2020, for monitoring transport Strategy, its Action Plan 2016-2020 and indicators of the Sector Reform Contract IPA 2016".</p> <p>The said group monitored and prepared the first monitoring report of NTS which was presented and approved in June 2018.</p> <p>Regarding to IPA's Sector Budget Support from IPA approved under the Albania Road Transport Sector Reform Contract (IPA 2016, Annex to Action Document), Key performance indicators, a working group in ARA is established with experts for each KPI. ARA has nominated a coordinator for close collaboration with MIE during the year. It was required to report quarterly for the progress with KPIs from ARA to MIE.</p>

	<p>– 2016: Set up a full-time Technical Secretariat to serve IPMG by providing the managerial, communication, coordination and administrative support as well as, access to technical assistance to the IPMG and any thematic work groups.</p>	<p>Completed</p> <p>The role of the Technical Secretariat of Steering Committee IPMG on Connectivity for Integrated Planning System is assigned to the General Directorate of Policies and Strategies for Infrastructure and Territorial Development of the Albanian MIE.</p> <p>The IPA unit that was defined as technical secretariat of inter-institutional working group is now assigned a member of the STC covering all the aspects for transport, and infrastructure also the energy and industry and other directorate members are the deregulation, monitoring and licensing, harmonization and standardization of regulatory framework, energy efficiency and digitalization etc.</p> <p>a. Fully support technical support for the development of meetings and processes related to the functioning of IPMG;</p> <p>b. coordinates the work between institutions represented in IPMG, development partners, social partners, and other interested stakeholders;</p> <p>c. coordinate work between IPMG and inter-institutional groups on chapters related to European integration related to Transport, Energy, Telecommunication and Broadband by reconciling relevant participation, calendars and agendas;</p> <p>d. ensures the preparation and distribution of the package of materials and the relevant agenda for the collection of IPMG, at least 4 days prior to the development of the meeting;</p>
	<p>– 2017 -2020: The IPMG develop, by IPMG, transport sector support programs that contain the elements of the National Strategy and Action Plan 2016-2020 national program supported by EU and other development partners with financing instruments such as Technical Assistance, loans, grants, budget support etc.</p>	<p>In progress</p> <p>Following the PM's order no 157, dated 22.10.2018, on taking measures for the implementation of the sectorial/intersectorial broad approach as well as the establishment and the functioning of the integrated sectorial/intersectorial mechanism, the two orders below were issued:</p> <p>-Minister Order no. 77 dated 19.02.2019 on the establishment of Technical Secretariat of the Connectivity Sectorial Steering Committee and of the Technical Secretariats of the Thematic Groups on Transport, Energy and Telecommunication and Broadband;</p> <p>-Minister Order no 78, dated 19.02.2019, on the composition of the Thematic Groups on Transport, Energy and Telecommunication and Broadband.</p> <p>In the IPMG role is played by the Connectivity Sectorial Steering Committee (KDS) established by the said order of the PM, which</p>

		<p>also plays the role of the Sectorial Committee on Monitoring IPA for Connectivity.</p> <p>The Thematic Group of Transport plays the role the Sectorial Committee on Monitoring IPA for Transport. Since its establishment, the Thematic group on transport and its secretariat held several meetings.</p> <p>The group monitored the transport sector strategy, its action plan and the KIP indicators summing up the semiannual reports containing the elements of NTS investment programs and specific tasks from action plans. The report developed on monitoring and accountability is prepared from the Directorates responsible for the transport mode in cooperation with its subordinate bodies.</p> <p><i>The Budget Support and Financial Management Directorate</i> is also closely involved in IPMG.</p> <p>The main objectives of the system/One Single System (IPSYS Integrated Planning System Information System, AFMIS Albanian Financial Management Information System, and EAMIS External Assistance Management Information System) consist in oriented management from Performance and Results through KPIs; Increase of quality of Good governance, Accountability and Transparency; and creation of a flexible and multi-dimensional reporting system.</p> <p>In the IPMG role in the PFM Management of public finances, and deployment of monetary and integrated public service for the transport modes in ITS framework of digital infrastructure endured the strengthening of the e-service system and modernization of the public administration critical infrastructure. Through the integrated services and state of art which in compliance with the principles of good governance have also noted progress via the development of three management information systems: IPSIS, AFMIS and EAMIS.</p> <p>With the aim at the integrated planning/monitoring of strategic transport policies the financial of foreign assistance management done through an improved digital network and critical infrastructure network rose up and integrated online system for the good governance.</p>
	<p>– 2017 – 2020: In particular, the IPMG to secure the annual payments from IPA’s Sector Budget Support from IPA approved under the Albania</p>	<p>In progress</p> <p>Regarding to IPA’s Sector Budget Support from IPA approved under the Albania Road Transport Sector Reform Contract (IPA</p>

	Road Transport Sector Reform Contract (IPA 2016, Annex to Action Document) by ensuring activities of Priority Action TRANSVERSAL 2 and a regular monitoring of budget support eligibility criteria.	2016, Annex to Action Document), Key performance indicators was to establish a working group in ARA with experts for each KPI. ARA has nominated a coordinator for close collaboration with MIE during the year. It was required to report quarterly for the progress with KPIs from ARA to MIE.
Strategic Priority 1	Create the adequate coordination and governance conditions for an efficient implementation of the National Strategy and Action Plan 2016 – 2020	
Goal 1.2	Expected Result	
Implement transport strategy reforms and align Transport sector with PFM Reform and other practices	Ameliorate procurement process, contract management, monitoring of works, clearance of arrears and medium-term budget planning Extend the use of Government Financial Information System (AGFIS)	
Priority Action TRANSVERSAL 2	Specific tasks	
Implement the transport strategy reforms and adopt PFM and contract management practices in the transport sector	Institutional & organizational – 2016: Promote the following activities: i) political and policy dialogue with the GoA in the area of transport policy and particularly in road; ii) continued effort to reinforce GoA's institutional capacities to implement the transport strategy reforms; iii) continued effort to reinforce GoA's capacities in the area of PFM; and iv) continued donor coordination in view of further aligning development cooperation and relieving the GoA from multiple reporting duties;	Completed
	– 2016: International technical assistance to align Ministry responsible for Infrastructure and Energy (MIE)'s PFM (Public Financial Management) practice with the Albanian Public Financial Management Strategy 2014-2020 and with international best-practice in terms of: i) project and procurement management and audit; ii) contracts management; iii) ITC management; iv) safeguards management; and v) financial management, in line with recommendations from international organizations such as WB and IMF. The technical assistance will also include technical and analytical support for medium-term budget planning.	Completed

	<ul style="list-style-type: none"> – 2016: Promote and extend the use of state-of-the-art AGFIS in all the Budgetary Institutions depending on the Ministry responsible for Infrastructure and Energy (MIE). 	Completed
ROAD TRANSPORT		
Strategic Priority 1	Create the adequate legal and governance conditions for an efficient transport system	
Goal 1.1	Expected Result	
Finalise the alignment of the Albanian transport legislation to the EU <i>acquis</i>	A national transport legislation body sustaining the achievement of a highly developed transport sector	
Priority Action ROAD 1	Specific tasks	
Implement the roadmap for transport legislation alignment defined by the EU-funded Technical Assistance EuropeAid/134513/C/SER/AL, based on PKIE 2016-2020	Operational, regulatory & licensing <ul style="list-style-type: none"> – 2016 – 2017: Proceed with further approximation of the Albanian legislation to the <i>acquis communautaire</i>, according to the short and medium-term actions described in the EU-funded Technical Assistance report called “Draft road map for alignment of legislation” (EuropeAid/134513/C/SER/AL). 	Completed
	<ul style="list-style-type: none"> – 2018 – 2020: Proceed with further approximation of the Albanian legislation to the <i>acquis communautaire</i>, according to the long-term actions described in the EU-funded Technical Assistance report called “Draft road map for alignment of legislation” (EuropeAid/134513/C/SER/AL). <p><i>Note: It is highly recommended to prioritise the approximation of every piece of legislation connected to road safety and road security.</i></p>	In progress on track Guideline of Minister no. 446, date 10.5.2018 (OG no. 80, 30.5.2018), “On categorization, conditions which should accomplish the bus terminal, authorization, and manner of documentation holding, tariffs and other obligations of the bus terminal”, which is partially aligned to the Regulation (EU) no 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004. Based on Table of concordance, the respective articles of this guideline are in full compliance with the articles 11, 12, 13, 14, 15, 16, 17, 20, 21, 24 and 25, as well as Annex I and Annex II of the Regulation (EU) no 181/2011 DCoM no. 53, date 6.2.2019 “On some addenda and amendments to Decision of Council of Ministers no. 325 of 19.3.2008 ‘On the approval of rules of acceptance in the activity of the operator of road transportation of goods and passengers as well as the

		recognition of official documents issued to these operators”, as amended, aiming to approximate the Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC. (Article 7(1) – regarding financial obligations of the undertakings, capital and reserves totaling at least EUR 9 000 when only one vehicle is used and EUR 5 000 for each additional vehicle used).(OJ of the Republic of Albania no 15/2019).
KPIs	Stakeholders involved	
– Legislation published	MoTI	
Calendar	Inter-dependence with other Priority Actions	
2016-2020	N/A	
Budget (estimation)	Sources of financing	
EUR 0.3 million	National budget (technical assistance contract)	
Strategic Priority 1	Create the adequate legal and governance conditions for an efficient transport system	
Goal 1.2	Expected Result	
Ameliorate the existing governance structure	The operation of efficient public structures supporting the deployment of the transport strategy defined by the Government of Albania.	
Priority Action ROAD 2	Specific tasks	
Adopt PFM and contract management practices at ARA and increase number of staff assigned to the MoTI and its subordinated structures in charge of road transport, and in addition undertake new training and capacity-building programmes	Institutional & organisational – 2016 – 2020: Follow recommendations from the arrears clearance audit for ARA, the main ones being: i) <u>Procurement process</u> : ensure that, in all instances, the minutes for procurement procedures (evaluation minutes) are signed by all members of the procurement committee, and, that all members of the evaluation committee sign a declaration of independence and impartiality;	Completed Each member of the procurement committee signs in every procurement procedure.
	ii) <u>Contract management and use of contingencies</u> : amendments to a contract must be signed before the expiration date of the initial contract and by all relevant parties; all invoices should be signed by the contracting authority; the designer should be included and retain responsibility until the	Completed ARA does this procedure every time the contingency is needed and the request for use of contingency is detailed by the contractor of works, approved by the supervisor and then taken for approval to ARA. If the problem is related to the design

	completion of the execution of the project; the reporting on the reserve fund should be separated from the reporting on the use of the rest of the budget of the works contract; and, the contracting authority to ensure that all pages of a works contract are signed by all parties;	project the designer is part of the process abovementioned.
	iii) <u>Monitoring and work contracts:</u> The supervisor should provide to ARA interim work progress reports, together with quality reports of materials used; and, all interim work progress reports should also be signed by the topographer and the supervisor;	<p>Completed</p> <p>The Supervisor of works fulfills a monthly report for the project which also contains the quality reports of the materials used. This report is attached to the project folder. Also the interim reports and certificates of works are signed by the supervisor and topographer when needed. ARA does this for every project.</p>
	iv) <u>Allocations of engineers to project:</u> ARA should implement a clear delegation of projects to each of its engineers;	<p>Completed</p> <p>ARA has in its structure the Directory of Construction and Maintenance. In the sectors of Contract Management each engineer has a clear delegation of projects from start up to full works completion.</p>
	v) <u>Final Handover Protocol for completed contracts:</u> The Handover Committee is to make sure that, in all instances, the final measurements, such as, the layer thickness and carrying capacity for the completed project are always documented and to make sure the necessary comparisons and quality evaluations as required by the contract are made;	<p>Completed</p> <p>In every final handover protocol is described the object and the technical description together with all the results from laboratory and in situ tests about layer thickness and other parameters. Together with the final handover protocol is attached the quality assurance certificate. ARA does this in every project.</p>
	vi) <u>Government Financial Information System (FIS):</u> to be used by all Budgetary Institutions to capture their invoices and solve potential unknown and unreliable arrears record; to be integrated with the Public Procurement Agency System to provide a strong control over contractual commitments made by Budgetary Institutions;	<p>Completed</p> <p>ARA does this in every project.</p>

	<ul style="list-style-type: none"> – 2017: Increase the budget line allocated to the staff assigned to the MoTI and its subordinated structures in charge of road transport, with a special focus on the General Directorate of Road Transport Services (GDRTS) and the Albanian Road Authority (ARA). 	<p>Completed</p> <p>The budget for 2017 is increased compared with previous year for General Directorate of Road Transport Services (GDRTS) and the Albanian Road Authority (ARA).</p>
	<ul style="list-style-type: none"> – 2017: Undertake the following 2-day capacity-building programmes: “Effective Asset Management & Performance-Based Maintenance Contracts”, “Road Infrastructure Safety Management: Training for Road Safety Auditors and Inspectors”, and “Access to the road transport operator profession in the framework of the EU” 	<p>Completed</p> <p>The Institute of Transport had organized training course for auditors and inspectors of road safety during July 2017. And 26 auditors have been certified.</p>
	<ul style="list-style-type: none"> – 2018: Undertake the following 2-day capacity-building programmes: “Safety issues in road transport in the framework of the EU”, “Social issues in road transport in the framework of the EU”, “Pavement Construction and Maintenance”. 	<p>Completed</p> <p>The institute of transport has organized training courses for auditors and inspector of road safety in July 2017. 26 auditors have been certified.</p>
	<ul style="list-style-type: none"> – 2018: Undertake the following 2-day capacity-building programmes: “Vehicle issues in road transport in the framework of the EU”, “Driving licences and safety issues in road transport in the framework of the EU”, and “Access to the road transport market in the framework of EU”. 	<p>Not started yet</p>
	<ul style="list-style-type: none"> – 2019: Undertake the following 2-day capacity-building programmes: “Road infrastructure charging and taxation issues in road transport in the framework of the EU”, “Sustainable Roads”, and “Intelligent Transport Systems for Road Transport”. 	
	<ul style="list-style-type: none"> – 2020: Undertake a 2-day capacity-building programme on “Public-Private Partnerships”. 	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Budget line for MoTI staff increased in 2017 and onwards – Best-practice training programmes delivered 	<p>MoTI – ARA and GDRTS Prime Minister’s Office & MoF International organisations (i.e. IRF, IRU, STA...) and/or consultants</p>	
Calendar	Inter-dependence with other Priority Actions	

2016-2020	<u>All</u> road-related Priority Actions (ROAD 1-10)	
Budget (estimation)	Sources of financing	
EUR 1.2 million	National budget. Additional staff hiring: EUR 1 million (EUR 0.2 million per year); Training programmes: EUR 0.2 million in total	
Strategic Priority 2	Complete and modernise Albania's primary and secondary road network	
Goal 2.1	Expected Result	
Complete the "missing links" and upgrade the standards of the existing road infrastructures	A comprehensive road network in alignment with SEETO commitments and securing the connectivity of the primary and secondary network	
Priority Action ROAD 3	Specific tasks	
Complete ongoing construction projects and implement a structured pipeline of road projects over the period 2016-2020, in line with the SSPP for transport	Planning & investment – 2016: Payment of the created debts of ARA from 2013 until Q1 2016, according to the information provided by MoTI-ARA, dealing with Road Constructions and Repairing/Paving, Supervising, Studies and Designs, Court Decisions, VAT and Local Costs.	Completed. The debt owed to the companies and people until 2013 is fully paid until the end of 2015.
	– 2016 – 2020: Complete the ongoing construction projects according to the information provided by MoTI-ARA, namely: 1. 2016: Construction of Tirana-Elbasan road	Completed in June 2019
	2. 2016–2017: Construction of Plepa-Kavaje-Rrogozhina by-pass	Completed
	3. 2016 – 2018: Construction of Tirana Ring (South-west Section)	In progress – delayed The Lot-s "Pallati me shigjeta to Shqiponja roudabound" Lot 2,3 (part of the Tirana Ring road) contracts are signed in November 2018. The works will start after the expropriation process. Lot 1 is going under re- procurement. The civil works are expected to be finished within 24 months from contract signing (November 2020).

	4. 2016 – 2018: Reconstruction of Elbasan-Banje segment	<p>In progress – delayed</p> <p>Lot 1 and 2 of the works are finished. Lot 3 is about 85 % of construction works done and the construction works are ongoing. Disbursed until now for this segment are approx. 6,879,902 Euro. Lot 3 is 8,85 km and has various engineering works (bridges, retaining walls etc.) under construction.</p>
	5. 2016 – 2019: Construction of Fieri by-pass	<p>In progress – on track</p> <p>Due to non-performance by the Contractor, ARA has terminated the Contract with Serenissima Costruzioni and this section is under new procurement. The new contract is signed in November 2018. Actual works progress is approx. 60%. For the new contract the progress is 16%. In June 2019 is expected to be partly open to traffic.</p>
	6. 2016 – 2019: Construction of Qukes-Qaf Plloce road	<p>In progress – on track</p> <p>Lot 1 and 2 ongoing (approx 75% completed).– for Lot 1 and 65% for Lot 2 To be completed on September 2019. Lot 3-ongoing (65 % of civil works completed until now), to be completed in December 2019.Both contracts have had problems with the detailed design project and many variation orders and time extensions are approved in both contracts.</p>
	7. 2016 – 2019: Reconstruction of Qafe Thane-Lin-Pogradec segment	<p>In progress – on track</p> <p>Mostly completed (95%) – The new Contract is expected to finish with Q1 of 2019. For the works to finish 2,1 millions of euros are needed, which are planned to be funded from the National Budget.</p>
	8. 2016 – 2019: Construction of Vlora by-pass	<p>In progress – on track</p> <p>Contract with Serenissima Costruzioni and this section is under new procurement. The new contract is signed in November 2018. Actual works progress is approx 30 %. For the new contract the progress is 11%.</p>
	9. 2016 – 2019: Reconstruction & Repairing/Paving (total others)	<p>In progress – on track</p> <p>This works is ongoing. ARA has the allocated budget for each year for repairing when needed. There is an ongoing process of creating the Road Asset Management System that will give information about the most damaged road segments that need</p>

		immediate repairing.
	10. 2017 – 2018: Construction of Tirana Ring (Northeast Section K.Sauk-Bregu Lumit)	<p>In progress – delayed</p> <p>Lot 1 (4.14 km) of East Section (TEG roundabout to Roundabout of Shkoza) of Tirana Ring is finished in June 2018 with 21.4 million of euros in total. Lot 2 (2.2 km) and Lot 3 (3.3 km) are ongoing. Until now for Lot 3 are invested 8.11 million of Euros. For Lot 2, 4.37 million euros are invested until now.</p>
	11. 2017 – 2019: Reconstruction of the road Korça-Erseka-Ileskovik	<p>In progress – on track</p> <p>The construction works are ongoing. On 2016, for road section Korce - Erseke, is financed the value 946,600 Euro On 2017, is funded the value 8.46 million of EUR On 2018, is funded around 4.11 million EUR and the road for Lot 1 of Korce Erseke is finished.</p>
	12. 2018 – 2020: Construction of Shkodra by-pass	<p>In progress – on track</p> <p>The works for Lot 1 have started but are slow because of expropriation process. For Lot 1 civil works are 60 % (approx. 7.1/13.2 million of euros) For Lot 2 Detailed Design is in process and civil works are temporarily stopped (until now 26% of works are finished). Still negotiating with Shkodra Municipality for the proper solution of Lot 2.</p>
	– 2016 – 2020: Implement the SSPP for transport (road mode) and other projects included in the TEN-T Core Network:	<p>Completed for 2018</p> <p>The 2016 – 2017 NSPP was approved on 17 May 2017 by the National Investment Council (NIC)/Strategic Planning Committee. The 2016 – 2017 NSPP is composed of two project categories:</p> <p>Category I – Connectivity Balkan Projects Category II – Projects of National/ Regional Relevance. Under WBIF call for applications have been used projects from the NSPP priority list.</p>
	1. 2016 – 2020: Reconstruction of the Vlora River Road	<p>In progress – on track</p> <p>The project is implemented by the Albanian Development Fund. The project is in progress.</p>
	2. 2017 – 2019: Construction of Skrapar-Permet road	<p>In progress – on track</p> <p>Lot 1 (4.9 km) of Skrapar – Permet has a signed contract from</p>

	Ionian Highway	<p>The Inception Report was submitted on 30 January 2018 and approved by Albanian SC on 16 March 2018. The transport planning team finalized the transport demand model. The Traffic Analysis Report (interim report) was submitted to the lead IFI and beneficiaries on 10 August 2018. The assessment of AIC alternatives and selection of the preferred route started in May 2018 and is ongoing. Both teams (in Albania and Montenegro) are taking into consideration the feedback received by the beneficiaries (Albania and Montenegro) during the Joint Workshop organised on 11 July 2018, in Shkodra, Albania.</p>
	2. 2018 – 2020: Detailed design for the construction of the Arbri Road section	<p>Completed</p> <p>Detailed design of Arbri Road is prepared by concession company (Gjoka 87 Ltd.) and approved by Employer / Contract Authority MIE on May 2018.</p> <p>The construction works have started in July 2018. Until now 35% of civil works is completed. 25% were completed until December 2018. Civil works finish in April 2022, and after completion of civil works the concessionary company will maintain for 111 months the segment.</p>
	– 2016 – 2020: Prepare an annual report monitoring the increase in AADT (annual average daily traffic) in the road sections with a high potential for tolling identified by the Albanian Road Tolling Strategy (ARTS).	<p>In progress – on track</p> <p>The “Albanian Road Tolling Strategy (ARTS)” funded by EBRD is completed in 2016.</p>
KPIs	Stakeholders involved	
– Feasibility, Preliminary Design and Detailed Design Studies finalised – Works tenders published – Works finalised	MoTI – ARA MoF	
Calendar	Inter-dependence with other Priority Actions	
2016-2020	Priority Action ROAD 4	
Budget (estimation)	Sources of financing	
EUR 840.79 million	<input type="checkbox"/> Created debts of ARA in the period 2013-Q1 2016 (EUR 8.17 million): National Budget; <input type="checkbox"/> 12 ongoing road projects – Implementation (EUR 320.26 million): National budget (EUR 92.16	

	<p>million); International donors (EUR 228.1 million);</p> <ul style="list-style-type: none"> □ 9 prioritised road projects – Implementation (EUR 378.36 million): National budget (% to be determined), International donors (% to be determined). WBIF grant (EUR 1 million); ADF loan (EUR 70.2 million); □ 2 prioritised road projects – Feasibility, Preliminary Design and Detailed Design Studies (EUR 20.5 million): National budget (% to be determined), International donors (% to be determined). WBIF grant to Joint Application Albania-Montenegro (EUR 2.5 million for Albania) 	
Strategic Priority 2	Complete and modernise Albania's primary and secondary road network	
Goal 2.2	Expected Result	
Secure a good maintenance of the existing road infrastructures and a good governance structure across the whole life cycle of a road infrastructure project	Operation and maintenance of a national road network satisfying the mobility needs of Albania in a safe, sustainable and competitive manner	
Priority Action ROAD 4	Specific tasks	
Implement a Road Maintenance & Black Spot Elimination Plan and a detailed roadmap updating planning processes, standards in design and construction, operation and maintenance practices, and works supervision	<p>Planning & investment</p> <p>– 2016 – 2020: Implement a National Road Maintenance & Black Spot Elimination Plan aligned with the current National Road Safety Strategy and aiming at decreasing i) the number of fatalities by 30%, and ii) the number of black spots from 240 to 185 in 2020. The Plan will comprise two main pillars of action:</p> <p>i) The Results-Based Road Maintenance and Safety Project (RRMSP) funded by the WB's International Bank for Reconstruction and Development (IBRD). The Highway Development and Management Model (HDM-4) will be used to optimize the work programme of preservation works for the Project's budget scenario and network coverage.</p> <p>ii) An additional road maintenance programme to preserve the average network roughness of at least 25% of the national road network not covered by the RRMSP Programme at the same level as in 2014 for P and PS roads (4.5 IRI, m/km), co-financed by the IPA budget (high-priority investment as per the Vienna Western Balkans Summit). The objective is to gradually increase</p>	<p>In progress – on track</p> <p>Under the ongoing RRMSP Project, four PBC contracts are used, averaging 350 km each, covering about 1,338 km of the Primary (P) and Primary-Secondary (PS) national roads. The project with a total investment of EUR 128.5 million aim at maintaining the Albanian national road network under 5-year hybrid Performance-based Maintenance Contracts.</p> <p>iRAP Surveys carried out for the RRMSP Project</p> <p>The initial iRAP field inventory surveys and data compilation were carried out in the period from 25 September to 02 October 2017 across all RRMSP roads network comprises a total length of 1338.37 km, in accordance with the methodology of the International Road Assessment Programme (iRAP). The iRAP surveys were performed by the AMSS-CMV, which is an iRAP accredited service provider based in Serbia.</p> <p>The field surveys were conducted using a specially equipped survey vehicle. The survey equipment consisted of three high resolution cameras in the front and one at the back, with a resolution of 1280x960 pixels. Images were collected at 10m</p>

	<p>the current expenditure of EUR 3,000 per km to EUR 11,000 per year by 2020 (re-balance spending from capital investments toward maintenance and rehabilitation, in order to preserve past road investments).</p>	<p>intervals, each image georeferenced with the information: distance from start of road section, coordinates (longitude and latitude), date and time</p> <p>Commencing 6 October 2017 the survey data was coded, based on the iRAP Star Rating Coding Manual and using AMSS-CMV coding software.</p> <p>Road Asset Management System/ Following the consultations between ARA and World Bank technical staff, it was decided that the actual establishment of the RAMS at ARA with done in two phases and would be accompanied by Technical Advisory Services for ARA.</p> <p><i>Road Asset Management Technical Assistance.</i> The Project Management Team (PMT) in cooperation with the Bank have prepared terms of reference (ToR) and Specifications for the RAMS which received the Bank's no-objection. The RFP for this assignment was issued on May 14, 2018 to the shortlisted firms. The selection process was completed the Bank's "No-objection" for the Contract Award was received on October 09, 2018. Subsequently the contract was awarded and signed with the successful consultant to provide the above referred consultancy service.</p> <p>At present, the "Technical Assistance for Road Safety" project funded by IPA 2013, is progressing. One of the objectives of this project is to improve the situation of the black spots, which include: Preparation of the new black list, preparation of a methodology for their treatment, preparation of a priority list as well as the preparation of the detail design for elimination of 10 of them. The investment work for the 10 blackspots will be financed by the state budget as co-financing part of the IPA 2013 funds.</p> <p>A new crash data set has been provided by the IoT containing more information than the one received previously (type of collision, road geometry, weather, etc.). The crash data set has been analyzed through a GIS software to obtain a revised and reliable list of blackspots. For an in-depth crash investigation and the subsequent casual factor identification, it is however necessary to integrate the basic information provided by the dataset with more detailed information.</p> <p>It was agreed to adopt the following definition of blackspot: "a</p>
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		<p>site with at least 3 crashes occurred in 3 years” (where crash is “a collision with at least one serious injury and/or fatality” and site is a “road section 300 m long”). It was also decided that the new blackspot map would refer to the period 2014-2016.</p> <p>According this new definition of Black Spots, after reviewing, ARA is finalizing the list with 64 points, from which was prepared the priority list based in the accidents data.</p> <p>Currently, the Consultant is developing detailed design, including technical specifications, drawings and bill of quantities for elimination of 10 Blackspots, chosen from priority list, for an amount of works of 0.32M €. To improve them, ARA has planned the needed funds for period 2019-2020.</p> <p>41 from 64 black spots are in implementation phase (simple intersections) from the RRMSP project. In 2018 through ARA investments 16 black spots in whole national road network were eliminated.</p>
	<p>– 2016 – 2020: Implement a minimum of 2 new road-based ITS projects optimizing the use and safety conditions of the existing road network, in alignment with the Multimodal National ITS Strategy to be developed under Priority Action INTERMODAL 4.</p>	<p>In progress – on track</p> <p>The Traffic Management System is fully functional. For 2016 – 2020 period (implementation and maintenance of the system) 493,580 Euro are to be invested.</p> <p>The main road corridors that traffic is measured are:</p> <ul style="list-style-type: none"> - Tirane – Hani Hotit - Tirane – Tepelene - Levan – Vlore - Tirane – Librazhd - Rrogozhine – Elbasan - Vore – Fushe Kruje - Skuraj – Klos - Milot – Morine (Thirra tunnel) <p>The new project of Traffic Management System (2019) which includes supply of border crossing points with stationary traffic equipment and some more main road corridors. This procedure is still in tendering procedures.</p> <p>For the WEB – GIS project (implementation and maintenance)</p>

		<p>from 2016-2020, 348,000 Euro are to be invested. During 2018 work continued on the inventory of other road elements such as metal barriers, overpasses, underpasses, retaining walls, vertical signage etc. in cooperation with the Performance Contractor Supervisor and the maintenance contractors.</p> <p>So far in the WEB - GIS inventory until now are uploaded https://webgis.arrsh.gov.al:</p> <ul style="list-style-type: none"> - Approximately 4000 km of road axes, road width and road signs and barriers (approx. 12000) - 410 bridges; 12 viaducts; 3466 pipe culverts; 36 box culverts; 7 tunnels; 1385 retaining walls <p>The work is still ongoing for the completion of road inventory managed by ARA.</p>
	<ul style="list-style-type: none"> - 2016: Alignment of road operation and maintenance practices with the recommendations of the Results-Based Road Maintenance and Safety Project (RRMSP) funded by the WB's International Bank for Reconstruction and Development (IBRD). In particular, the alignment should include i) the adoption of Road Safety Audits & Inspections practices, including adoption of guidelines and curriculum and delivery of trainings, and ii) a detailed roadmap for black spot elimination. 	<p>Completed</p> <p>The course of RSA/RSI auditors/inspectors is finalized in July 2017 and 26 auditors/inspectors are certified. The list of certified inspectors and auditors has been sent to institutions dealing with road design and as we are informed, the audit process of new projects is being implemented.</p> <p>The Road Safety inspection mission of ConnecTA Project in Albania network (Tirane – Vore – Durres, Shkodra – Koplik, Fier – Vlora and Fushe Kruje – Milot road sections) is carried out on 25 – 28 September 2017.</p> <p>Inspection Reports were submitted from ConnecTA during April 2018. The inspected road segments are included in the list of the 5-year World Bank Maintenance Project.</p> <p>The Road Safety Audit Mission of Gjirokastra bypass is carried out from ConnecTA consultants, on December 2017. After that the Consultant prepared the Road Safety Audit Assessment Report and submitted (in mid-January 2018) to ARA. ARA has forward it to the project designer and currently we are still waiting their comments or his no-objection about their findings. The designer has not sent any comment or suggestion, so we will consider that all the findings have been accepted by the designer and they will be reflected in the project by ARA.</p> <p>Under the ongoing "Technical Assistance for Road Safety" project funded by IPA 2013, is included the Preparation of the</p>

		new black list, preparation of a methodology for their treatment, preparation of a priority list as well as the preparation of the detail design for elimination of 10 of them.
	– 2016: Review the functional classification of the road network and reclassify roads in line with their functional requirements and the jurisdiction responsible for their preservation.	Completed
	– 2016: Undertake a 3-day capacity-building programme on the “Road Construction and Maintenance Standards” Manuals recently adopted (August 2015) by the ARA, to secure their widespread outreach amongst MoTI and ARA staff.	Completed
	– 2017: Set up – and update regularly - a GIS-based road asset management system as a basis for a more efficient and professional management of national road assets.	Completed
	– 2017 – 2020: Promote and generalize the use of output and performance – based concessions (PPPs) for road operations and maintenance, not only for the national network (RRMSP programme) but also for the regional and local networks.	In progress – on track Under ongoing RRMSP WB Project
	– 2017 – 2020: Undertake a twinning with other Road Authorities of the EU countries (including Technical Assistance) and ensure the supply of equipment for ARA road works quality laboratory through indirect management with the Central Finance and Contracting Unit (CFCU) within the Ministry of Finance of Albania. (both actions financed by IPA II Programme)	In progress – on track The final draft of Twinning Fiche is prepared by ARA, MIE and representatives of EU Delegation. The Twinning procurement process is expected to be opened within 2019 after short list evaluation.
	– 2018: Study – via an international consultant - the possibility of earmarking a defined percentage of road user charges to the operations and maintenance of the road network (recommendation not aligned with the WB	In progress – delayed ARA has proposed some changes in the legislation, sent to MIE in March 2019 in order to manage more of direct road charges to invest in maintenance.

	recommendation).	
	<ul style="list-style-type: none"> – 2018: Undertake a new edition of the 3-day capacity-building programme on the “Road Construction and Maintenance Standards” Manuals recently adopted (August 2015) by the ARA, to secure their widespread outreach amongst MoTI and ARA staff. 	Not started yet.
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – National Road Maintenance & Black Spot Elimination Plan in place – New road-based ITS systems in operation – DLIs for IRBD loan achieved – Road asset management system operational – Concession contracts for operation and maintenance in place – Maintenance expenditure per km raised to EUR 11,000 per year – Functional classification of the road network updated – Training programmes delivered – Study on the earmarking of road user charges available – EU Road Authorities Twinning undertaken 	MoTI – ARA MoF	
Calendar	Inter-dependence with other Priority Actions	
2016-2020	Priority Action ROAD 3, Priority Action INTERMODAL 4	
Budget (estimation)	Sources of financing	
EUR 207.47 million	<ul style="list-style-type: none"> – Results-Based Road Maintenance and Safety Project (RRMSP)(EUR 128.47 million): National Budget (EUR 62.57 million); IBRD (EUR 65.90 million); – Additional maintenance programme for roads not covered by RRMSP (EUR 55 million): National Budget – Albania Road Transport Sector Reform Contract (EUR 24 million): IPA Budget <ul style="list-style-type: none"> ▪ EUR 21 million for Sector Budget Support will be transferred to GoA in fiscal years 2017, 2018, 2019 and 2020 when disbursements are expected in 	–

	<p>accordance with Annex 1 and 2 of the Albania Road Transport Sector Reform Contract.</p> <ul style="list-style-type: none"> ▪ EUR 3 million for Complementary Support Sector Budget already reserved and that will be available after procurement processes to be launched in 2017 as follows: <ul style="list-style-type: none"> • EUR 2 million for Technical Assistance service or twinning with other Road Authorities of the EU countries (process to be launched in Q2 2017); • EUR 0.6 million for Supply of equipment for ARA road works quality laboratory through indirect management with the Central Finance and Contracting Unit (CFCU) within the MoF (process to be launched in Q2 2017); • EUR 0.4 million for Technical Assistance service under direct management for monitoring, evaluation and visibility actions of the budgeted support implementation (process to be launched in Q3 2017). 	
Strategic Priority 3	Strengthen the regional cooperation via road connections	Consideration of the possibility for establishment of a joint BCP Božaj/Hani Hotit
Goal 2.1	Expected Result	
Reduce border crossing times and procedures	<p>Improvement of connectivity, safety and security on Border Crossing Points (BCPs)</p> <p>Increasing the average annual volume of goods with Kosovo, NM(ex NM),,,) Greece and Montenegro by 10% and that of passengers by about 15% by 2020</p>	Representatives of Montenegro and the Republic of Albania to consider the draft of ConnecTA bilateral agreement in order to assess whether this agreement would be a good basis for further cooperation of the two sides and the signing of a framework agreement;
Priority Action ROAD 5	Specific tasks	
Establish joint road BCPs following the principle of “single window” applied to the Muriqan – Sukobin BCP	<p>Operational, regulatory & licensing</p> <ul style="list-style-type: none"> – 2016: Open a dialogue with the Montenegro, Kosovo, NM and Greece authorities (bilaterally or in the framework of SEETO) to propose ‘joint’ road BCPs where police and custom control can be performed as a “single window” (one stopping) based on already established agreements and protocols on the Muriqan - Sukobin BCP between Albania and Montenegro. 	Completed

	<ul style="list-style-type: none"> – 2016: Open a dialogue with the Montenegro, Kosovo, NM and Greece authorities (bilaterally or in the framework of SEETO) to review the possibility of division of labor between geographically close road BCPs in order to reduce queuing and procedure times at the borders based on the Presevo-Tabnovce BCP between Serbia and NM. 	Completed
	<ul style="list-style-type: none"> – 2017: Draft an action plan for the implementation of the “single window” principle to Albanian road BCPs, including recommendations to enhance the implementation of the TIR agreement, overcoming custom brokers imposing a double guarantee to Albanian truck operators. 	In progress
	<ul style="list-style-type: none"> – 2018 – 2020: Implement the “single window” principle (border control is jointly performed by officials of both countries in one location, carrying out all procedures related to border control at the same time, including passport, customs, veterinary and phytosanitary control) to all existing and planned road BCP, at a progress rate of two BCPs per year: <i>Albania - Montenegro</i> Existing BCPs: (i) Muriqan (Shkodra, AL) - Sukobin (Ulcinj, MNE), (ii) Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) – The main BCP, (iii) Bashkim (Malesi Madhe, AL) - Gusninje (Plav, MNE). Previously-planned BCPs: (iv) Zogaj (Shkodra, AL) - Ckla (Bar, MNE), (v) Grabom (Malesi Madhe, AL) - Cijevna (Podgorica, MNE), (vi) Qafe Vranica (Tropoja, AL) - Plav (MNE). <i>Albania - Kosovo:</i> (i) Qafe Morine (Tropoja, AL) - Gjakova (Kosovo), (ii) Qafe Prush (Has, AL) - Gjakova (Kosovo), (iii) Morine (Kukes, AL) - Vernica (Prizren, Kosovo) – The main BCP, (iv) Orgjost (Kukes, AL) - Orgusha (pedestrian only, Kosovo), (v) Shishtavec (Kukes, AL) - Dragash (opened on 10 May 2013, Kosovo) <i>Albania – North Macedonia (NM)</i> 	In progress – on track The Inter-Institutional Working Group is established December 2018 (by the Order of the Minister of Infrastructure and Energy). Representatives of the Inter-Institutional Working Group between the Republic of Albania and Montenegro, met in Podgorica, on the 15th of March 2019, with the aim to discuss on the development of the Joint Action Plan for the border crossing points between the Republic of Albania and Montenegro, in accordance with the Connectivity Reform Measures Plan, developed within the framework of the Berlin Process. Both Sides have agreed to establish an Inter-state Working Group with a view to developing a one-stop-shop/single window concept at BCP Božaj/Hani Hotit. Both Sides have agreed to examine all current bilateral Agreements for this Border Point as well as of the draft agreement proposed by CONNECTA assistance. The two Sides will continue working with agreements/protocols between relevant institutions or the drafting of new agreements.

	<p>(i) Bllata (Dibra, AL) - Spas (Debar, NM), (ii) Qafe Thana (Pogradec, AL) - Kafasan (Struga, NM) – The main BCP,</p> <p>(iii) Tushemisht (Pogradec, AL) - Sveti Naum (Ohrid, NM), (iv) Gorica (Pustec, AL)- Stenje (Resen, NM).</p> <p><i>Albania – Greece</i></p> <p>(i) Kapstica (Devoll, Korça, AL) - Krystallopigi (Prespes, Greece) – Very relevant BCP,</p> <p>(ii) Tre Urat (Permet, AL) - Melissopetra (Konitsa, Greece), (iii) Sopic (Dropull, AL) - Drymades (Pogoni, pedestrian only, Greece),</p> <p>(iv) Kakvija (AL) - Ktismata (Pogoni, Greece) – The main BCP, (v) Rips (Finik, AL) - Sagiada (Filiates, Greece).</p>	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> Operational WG with Montenegro, Kosovo, NM and Greece “Single window” BCPs in place Truck operators not required to hold a double guarantee to implement the TIR agreement Border crossing times are reduced by 40% 	<p>MoTI – GDRTS</p> <p>MoF-General Directorate of Customs</p> <p>Ministry of Interior</p> <p>Ministries of Transport from Montenegro, Kosovo, NM and Greece</p>	
Calendar	Inter-dependence with other Priority Actions	
2016-2020	Priority Action ROAD 6	
Budget (estimation)	Sources of financing	
To be determined case by case (depending of the adaptation needs of each BCP)	National budget	
Strategic Priority 3	Strengthen the regional cooperation via road connections	
Goal 3.1	Expected Result	
Reduce border crossing times and procedures	<p>Improvement of connectivity, safety and security on Border Crossing Points (BCPs)</p> <p>Increasing the average annual volume of goods with Kosovo, NM, Greece and Montenegro by 10% and that of passengers by about 15% by 2020</p>	The dialogues are open with neighbor countries and the process is ongoing;
Priority Action ROAD 6	Specific tasks	

Build dedicated parking infrastructure in BCPs in order to speed up border crossing procedures for trucks and buses	Planning & investment – 2017: Open a dialogue with the Montenegro, Kosovo, NM and Greece authorities (bilaterally or in the framework of SEETO) to propose the ‘joint’ development of new parking space for trucks and buses to avoid blocking the highway in the main road BCPs.	In progress The dialogues are open with neighbor countries and the process is ongoing.
	– 2017: Draft a Feasibility Study and a Design Project for building new parking space in at least the main road BCPs: Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) Morine (Kukes, AL) - Vernica (Prizren, Kosovo) Qafe Thana (Pogradec, AL) – Kafasan (Struga, NM) Kakvija (AL) – Ktismata (Pogoni, Greece)	Completed
	– 2018-2020: Build the parking space infrastructure.	In progress – on track The project of the improvement of BCP Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) is completed, including parking space.
KPIs	Stakeholders involved	
– Parking space is available in the main road BCPs	MoTI – ARA MoF-General Directorate of Customs Ministries of Transport from Montenegro, Kosovo, NM and Greece	
Calendar	Inter-dependence with other Priority Actions	
2017-2020	Priority Action ROAD 5	
Budget (estimation)	Sources of financing	
EUR 2.5 million (100 EUR/m2 of required parking space)	National budget (% to be determined); International donors (% to be determined)	
Strategic Priority 3	Strengthen the regional cooperation via road connections	
Goal 3.2	Expected Result	
Avoid the discrimination exerted to Albanian road transport operators	Harmonised or, at least, non-discriminatory axle load taxes between all SEETO countries (including Albania) and the EU member states	

Priority Action ROAD 7	Specific tasks	
Prepare a Convention between the SEETO participants and the EU member states/the EU with respect to harmonised axle load taxation in order to avoid discrimination	Pricing, taxation & subsidies <ul style="list-style-type: none"> – 2017: Promote a Convention between the SEETO participants and the EU member states/the EU with respect to harmonised axle load taxation in order to avoid discrimination. 	Completed
KPIs	Stakeholders involved	
– Effective removal of discriminatory taxes to Albanian truck operators	MoTI – GDRTS SEETO Ministries of Transport SEETO Secretariat DG MOVE	
Calendar	Inter-dependence with other Priority Actions	
2017	N/A	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards	
Goal 4.1	Expected Result	
Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	
Priority Action ROAD 8	Specific tasks	
Promote the establishment of road hauliers' cooperatives and unions, and in addition taxation incentives for modernising the freight and passenger vehicle fleet	Pricing, taxation & subsidies <ul style="list-style-type: none"> – 2018: Develop a joint dialogue with ANALTIR in order to promote the establishment of road operators' cooperatives and unions creating economies of scale in the sector and overcoming the current sector atomisation. 	Completed
	<ul style="list-style-type: none"> – 2019: Launch taxation incentives for (i) the setting-up of road operators' cooperatives and unions, and for (ii) acquiring new-generation road transport vehicles (i.e. through the reduction/exemption of vehicle registration and/or vehicle circulation taxes). 	Cooperation with this sector is constant.
KPIs	Stakeholders involved	

<ul style="list-style-type: none"> - Taxation incentives available to road transport operators - A maximum of 60 road transport operators active in the Albanian market 	MoTI – GDRTS	
Calendar	Inter-dependence with other Priority Actions	
2018-2019	N/A	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards	
Goal 4.1	Expected Result	
Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	Regarding these services, continuing to work intensively
Priority Action ROAD 9	Specific tasks	
Increase the frequency of vehicle road checks, and in addition toughen the license issuing procedure for road transport operators	Operational, regulatory & licensing <ul style="list-style-type: none"> - 2016 – 2017: Increase the number of vehicle roadside checks by 25%, in order to secure the enforcement of vehicle legislation. 	Completed The new equipment was supplied in 2018 under IPA 2013 TA Project and is expected to increase the number of vehicles roadside checks.
	<ul style="list-style-type: none"> - 2016 – 2017: Reinforce the enforcement of the national legislation related to the license issuing for road transport operators, in line with Directive 2003/59/EC (Legislation on initial qualification and periodic training of drivers engaged in road transport) and Regulation 1071/2009 (Legislation on access to the profession of road transport operator). 	Completed
	<ul style="list-style-type: none"> - 2019: Increase the number of vehicle roadside checks by 50% in comparison to 2015 figures, in order to secure the enforcement of vehicle legislation. 	
KPIs	Stakeholders involved	

<ul style="list-style-type: none"> – 50% increase in vehicle roadsideroadsideroadside checks by 2020 – Private and professional vehicles in circulation in full alignment with legal requirements 	MoTI – GDRTS Traffic Police	
Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Action ROAD 7	
Budget (estimation)	Sources of financing	
EUR 0.5 million (EUR 0.1 million per year)	National budget	
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards	
Goal 4.1	Expected Result	
Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	
Priority Action ROAD 10	Specific tasks	
Create a Road Transport National Innovation Programme, in cooperation with academic institutions and private businesses	Institutional & organisational <ul style="list-style-type: none"> – 2018: Mapping of relevant scientific and technological priorities for enhancing Albania's innovation capacity in the field of road transport. A stakeholder dialogue involving the Ministry of Education and Sports, Universities and private business actors should accompany the action. 	Completed
	<ul style="list-style-type: none"> – 2019: Launch of a 2-year National Programme offering a mix of grants and loans to road innovation projects led by Albanian organisations. 	
	<ul style="list-style-type: none"> – 2020: Undertake a 3-day seminar to stimulate the involvement of Albanian organisations in transport-related Calls funded by the EC's R&D Framework Programme (Horizon 2020). 	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Mapping of innovation capacities available – Budget line for National Programme 	MoTI Ministry of Education and Sports	

available – Best-practice training programme delivered		
Calendar	Inter-dependence with other Priority Actions	
2018-2020	N/A	
Budget (estimation)	Sources of financing	
EUR 1.25 million	National budget (% to be determined); International donors (% to be determined)	

RAIL TRANSPORT		
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors	
Goal 1.1	Expected Result	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels.	Open up the railway sector in line with the European Directives and the European framework. Establish an attractive framework for the entrance of new railway undertakings. Better control over the use of public funds in respect to HSH. Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced-facility providers). Establish a fair, non-discriminatory and transparent rail market	
Priority Action RAIL 1	Specific tasks	
Adoption and effective implementation of the new railway code in line with the respective EU Directives, especially EU Directive 2012/34/EU RECAST.	Operational, regulatory & licensing – 2016: Effective implementation of the new Railway Code.	Completed
	– 2017: Preparation and implementation of other	In progress - delayed

	relevant sub-legal acts (implementation acts/directives) in the realm of licensing, safety, accident and incidence investigation, interoperability and market regulation required by the new Railway Code.	The preparation of the implementing sub legal acts deriving from the new Railway Code, with the EC technical assistance has started and it is scheduled to be completed within June 2019.
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors.	
Goal 1.1	Expected Result	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels	<p>Open up the railway sector in line with the European Directives and the European framework.</p> <p>Establish an attractive framework for the entrance of new railway undertakings.</p> <p>Better control over the use of public funds in respect to HSH.</p> <p>Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced-facility providers)</p> <p>Establish a fair, non-discriminatory and transparent rail market</p>	
Priority Action RAIL 2	Specific tasks	

Separation of HSH into: infrastructure manager, freight and passenger operator operator of rail services	Institutional & organizational – 2017: Total separation of the different entities: ○ Set-up of new organization structure (i.e. Infrastructure manager is independent from operations – freight/passenger services -) be it complete separation or vertically integrated organization. ○ Separation of accounts of infrastructure manager and railway undertaking(s) in case of a horizontally integrated organization structure (no legal separation of infrastructure and operations). ○ Definition of tasks ○ Contract between rail infrastructure manager and Government (budget, investment...) Note this agreement will include all proposed priority actions, their financing, performance and monitoring, in particular the implementation of a preventive maintenance plan for improving the present state of maintenance of the rail infrastructure (permanent way, fixed installations – stations etc.) to support Priority Action RAIL 7. ○ Contracts between government entities (central government, provinces, municipalities) and service providers of public service obligations (PSO). ○ Publication of the first network statement by the infrastructure manager. ○ Training of staff on the new challenges of restructuring the HSH to accomplish the above-mentioned specific tasks.	<div>In progress - delayed</div> <p>This action is postponed to 2019-2020 after the adoption of the sublegal acts deriving from the Railway Code.</p>
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors	
Goal 1.1	Expected Result	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels	Open up the railway sector in line with the European Directives and the European framework Establish an attractive framework for the entrance of new railway undertakings Better control over the use of public funds in respect to HSH Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and	

	non-discriminatory access to the rail network and serviced-facility providers) Establish a fair, non-discriminatory and transparent rail market	
Priority Action RAIL 3	Specific tasks	
Setting up the railway safety bodies (safety, licensing and accident investigation) and market regulatory bodies (incorporation of the Railway Regulatory Body within the Competition Authority), and Training of staff	<p>Institutional & organizational</p> <p>2017 – 2018: Setting up railway bodies (in order of priority: Infrastructure managers; Charging body; Railway safety body; Rail accident and incident investigation body; Rail market regulatory body; Licensing body; Interoperability body):</p> <ul style="list-style-type: none"> ○ Organization structure ○ Job profiles/functional description ○ Budget ○ Training of staff at respective educational institutions in EU member states and European Railway Agency (ERA) for periods of one to three months (approximately, Ministry responsible for Infrastructure and Energy (MoIE): 4 persons, Rail market regulatory body :2 persons, Safety / Interoperability /Licensing / Accident bodies: 20 persons, Infrastructure / Charging: 20 persons) 	<p>In progress - delayed</p> <p>This action is postponed to 2019-2020 after the adoption of the sublegal acts deriving from the Railway Code.</p>
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors	
Goal 1.2	Expected Result	
Create favorable legal and institutional conditions for attracting foreign investment to the Albanian ports	<p>Attract new investments and new volumes</p> <p>Increase the attractiveness of Albanian ports</p>	
Priority Action RAIL 4	Specific tasks	

Clarify situation at the ports concerning port and railway law (clarify tasks and requirements of concessionaires, rail infrastructure manager and port authority)	<p>Institutional & organizational</p> <ul style="list-style-type: none"> – 2016: Clarify/solve the legal and institutional issues with respect to ownership, management, operation and maintenance of rail infrastructure in the port: <ul style="list-style-type: none"> ○ Clarify/solve the legal and institutional issues with respect to rail operations, in light of the forthcoming updating of the Albanian Railway Law. ○ Assess the market opportunities for commercial port operators or port authorities to establish their own rail operations inside and outside the ports. (Action No. 25, SEETO Strategic Working Program: <i>“Find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the port of Durrës”</i>). ○ Study for the improvement the efficiency of loading and unloading of goods/ transfer of containers between ship and rail/road in the ports (organisational and technical barriers and possible solutions incl. action plan) 	<p>In progress - delayed</p> <p>This action is postponed to 2019-2020 after the adoption of the sublegal acts deriving from the Railway Code.</p>
	<p>- Planning & investment</p> <ul style="list-style-type: none"> – 2016 – 2018: Feasibility study for a Port Community System for improvement of the electronic communication and interchange between port operators, port authorities, rail operators and other stakeholders involved in the transfer of goods. 	<p>In progress - delayed</p> <p>This action is postponed to 2019-2020 after the adoption of the sublegal acts deriving from the Railway Code.</p>
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
Goal 2.1	Expected Result	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors	<p>Attract investments</p> <p>Reduce rail transit times and transport costs (less delays, competitive transport times)</p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	

Priority Action RAIL 5	Specific tasks	
Integrate SEETO Flagship Axes into the Rail Network Europe (RNE) corridor system and implement respective RNE procedures and RFCs	Institutional & organizational 2017: Join RNE and join RNE international Working Groups.	Not started.
	2016 – 2017: Find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the Port of Durrës. (interviews and talks with shippers, market study).	Completed Under Connectivity Reform Measures Plan we have been part of the Regional Study on the definition of framework for implementation of EU Freight Corridors, extended to the Western Balkans”.
	2016 – 2020: Integrate SEETO Flagship Axes into the RNE corridor.	In progress
	2016 – 2020: Extension of RFCs in Albania (Action No. 2 of SEETO Strategic Working Program: “Establish corridor management on selected flagship corridor that have a Sub-group on a pilot basis by using the model of the corridor management for the European Corridors”). Reference/Best practice: Rail Freight Corridor management in the EU according to EU Regulation 913/2010 as in force, Reference Corridor: Corridor 1 North – Sea Ports – Italy.	In progress MIE has expressed its consent for its participation in the implementation of RFC-s in the Albanian territory, through an official letter sent to the Montenegrin counter partner (Montenegro is the only international railway link in Albania).
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
Goal 2.1	Expected Result	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors	Attract investments Reduce rail transit times and transport costs (35 % time saving through electronic transmission system) Establish joint border crossings Reduce logistics costs	
Priority Action RAIL 6	Specific tasks	
Build up attractive and competitive	Institutional & organizational – 2016: Establish joint railway border crossings	Completed

hinterland rail corridors for the Port of Durres in line with the SSPP for transport and actively involve the ports for promotion and marketing	according to the existing BCA signed with the Republic of Montenegro by signing the subsequent protocols for border police, customs, phyto-sanitary and sanitary checking.	
	Planning & investment (approved by SEETO and the EU) 1. 2016: Establish the respective border crossing facilities for the Albanian border authorities (office, parking and other facilities) at the joint border station Tuzi.	Completed
	2. 2017: Establish the electronic transmission system of the road sector (SEED or NCTS) or rail specific systems (RAILDATA, RNE systems. (Action No. 4 of SEETO Strategic Working Programme) <i>Note: With respect to the sustainability and international integration in the TEN-T corridors and considering in particular the future position of the Port of Durres – see also the Strategic Priorities of intermodality -, the above priorities 1 to 2 are established based on the SEETO Strategic Working Program. They have the approval of the EU.</i>	Completed
	Planning & investment (pipeline projects from SSPP for Transport) 1. 2019: Feasibility study and detailed design for the rehabilitation of railway line Durres – Rrogozhina – Elbasan – Pogradec – Lin and construction of new railway link to Macedonian border	Completed Feasibility Study completed in 2018 Detailed Design in progress
	2. 2018-2020: Feasibility study for the Construction for the new railway Pogradec – Korça – border to Greece.	In progress – on track
	3. 2018-2019: Detailed design for the rehabilitation of the railway Vora – Hani Hotit frontier to Montenegro and signaling and communication system of the Albanian	In progress - on track Detailed Design started in December 2018.

	railway connection.	
	4. 2018-2020: Construction and modernization of the railway lines Durres – Tirana Public Transport Terminal and the new railway missing connection to Tirana Rinas International Airport TIA.	In progress Project is under procurement process. The construction works are expected to start by the end of 2019.
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
Goal 2.1	Expected Result	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors	Attract investments Reduce rail transit times and transport costs (35 % time saving through electronic transmission system) Establish joint border crossings Reduce logistics costs	
Priority Action RAIL 7	Specific tasks	
Ensure a high level of maintenance with a preventive maintenance system on core and comprehensive rail networks	<p>Planning & investment</p> <ul style="list-style-type: none"> – 2016 – 2020: Improvement of the present state of the Core and Comprehensive rail lines taking part of the TEN-T Indicative Extension to Neighbouring Countries Comprehensive/Core network to Western Balkans Region: <p><u>Core network:</u></p> <ul style="list-style-type: none"> ▪ Tirana – Durres: 37 km ▪ Vora – Hani Hotit: 119 km <p><u>Comprehensive network:</u></p> <ul style="list-style-type: none"> ▪ Durres – Lin – Pogradec: 152 km ▪ Rrogozhina – Fier: 84 km <p>In all cases the distance will be extended by 10% of extra track in stations and yards. The improvement actions will include:</p> <ul style="list-style-type: none"> ▪ Introduction of a preventive maintenance system (2017) in the organization of the Infrastructure Manager (IM) – see Priority Action RAIL 2 –; ▪ Inclusion of the preventive maintenance plan in the (medium-term) Contract between rail infrastructure manager and Government (budget, investment...) required by the new rail code – see Priority Action 	<p>In progress - on track</p> <p>This is a regional measure included in the Connectivity Reform Measures Management Plan, the ConnecTA has drafted the Rail Maintenance Plan (to cover the period 2019 – 2023) for the Railway Comprehensive / Core Networks, to be taken into consideration during the rail maintenance budget planning.</p>

	<p>RAIL 2 –; and</p> <ul style="list-style-type: none"> ▪ Implementation of the rail maintenance, for permanent way (including bridges and tunnels), fixed installations (including stations, yards and signaling and communication system). 	
Strategic Priority 1	Promote intermodal and combined transport	
Goal 1.1	Expected Result	
Reinforce the creation of an efficient and integrated transport system through inter-modality.	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life.</p> <p>Create favourable conditions for the intermodal and combined transport and logistics.</p> <p>Attract investments.</p> <p>Reduce rail transit times and transport costs.</p> <p>Establish joint border crossings.</p> <p>Reduce logistics costs.</p>	
Priority Action INTERMODAL 1	Specific tasks	
Coordinate national policy measures to promote intermodal and combined transport	<p>Institutional & organizational</p> <ul style="list-style-type: none"> – 2016: Increase the budget line allocated to Institute of Transport (IoT), to further its role as a public body acting as a research and analytical centre to assist and support the Ministry responsible for Infrastructure and Energy (MoIE) and other governmental entities. Hire new staff and undertake capacity – building programmes for the team. Additionally, promote IoT’s role as GoA/Ministry responsible for Infrastructure and Energy (MoIE) coordinator in order to comply with UNECE’s national policy measures to promote intermodal and combined transport. 	Completed
	<ul style="list-style-type: none"> – 2017 – 2020: Apply the recommendations of the Albanian Sustainable Transport Plan (ASTP) financed by the European Bank for Reconstruction and Development (EBRD) to all policies promoted by the Ministry responsible for Infrastructure and Energy (MoIE). 	In progress - on track

	<ul style="list-style-type: none"> – 2018: Drafting of a National Strategy for the Promotion of Inter-modality and Combined Transport in Albania by an international Consultant. A stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MoIE), local authorities and businesses should accompany the action. 	<p>Not started yet</p> <p>Giving the fact that these kinds of transport are not well developed due to the geographic factors (i.e. short distances etc.), we are looking forward to the explanatory upcoming meeting in Brussels in order to get more information concerning EU experience in these fields.</p>
Strategic Priority 1	Promote intermodal and combined transport	
Goal 1.1	Expected Result	
Reinforce the creation of an efficient and integrated transport system through intermodality	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life</p> <p>Create favourable conditions for the intermodal and combined transport and logistics</p> <p>Attract investments</p> <p>Reduce rail transit times and transport costs</p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	
Priority Action INTERMODAL 2	Specific tasks	
Create intermodal logistics centres to facilitate multimodal transport	<p>Institutional & organizational</p> <ul style="list-style-type: none"> – 2017: Develop a level playing field for all modes of transport (strengthening the position of multimodal and rail transport). 	
	<ul style="list-style-type: none"> – 2017: Carry out feasibility studies for logistics centres for the facilitation of multimodal transport. 	<p>Completed</p> <p>The Albanian Institute of Transport (IoT) completed in February 2017, “The study on regional areas in Albania for the construction of logistic terminals of freight transport”. This study identifies the need for a minimum of two potential locations for construction of intermodal freight terminals – in central/north Albania and southeast Albania, in line with railway network and connected to the main Albanian ports.</p>
	<ul style="list-style-type: none"> – 2018: Decide on needed logistics centres and definition of financing (increase in budget, PPP 	In progress

	models).	<p>The Ministry of Infrastructure and Energy and its partners, the Institute of Transport and Albanian Railway, prepared an application to the Western Balkans Investment Framework (WBIF). The application was filed as WB18-ALB-TRA-04)/(EIB) Feasibility Study, ESIA and Preliminary design for the construction of two logistics centers in Albania.</p> <p>The application was rejected by WBIF considering such project must be carried out by the private sector.</p>
	<ul style="list-style-type: none"> – 2017 – 2020: Integrate existing logistics centres in the corridor management. <p>Planning & investment (in reference to the priority action under rail transport):</p> <ul style="list-style-type: none"> – 2017: Review of potential logistics centres (Milot and Elbasan) in the region of Port of Durres and provision of rail access for various projects (less than 5km from Port of Durres and very close to industrial areas on the Durres-Tirana highway), in line with i) the EU Strategy and SEETO strategy to improve multimodal transport between the Port of Durres to the hinterland region (via Corridor VIII and Route 2 – see Actions No. 11 and 25 SEETO Strategic Working Program in Priority Action 15 -), ii) EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime), and iii) national development objectives e.g. establishment of a multimodal transport network. 	<p>In progress</p> <p>Completed</p>
	<ul style="list-style-type: none"> – 2017 – 2018: Feasibility study for potential logistics centres in Elbasan and Milot. 	<p>In progress</p> <p>The Ministry of Infrastructure and Energy and its partners, the Institute of Transport and Albanian Railway, prepared an application to the Western Balkans Investment Framework (WBIF). The application was filed as WB18-ALB-TRA-04)/(EIB) Feasibility Study, ESIA and Preliminary design for the construction of two logistics centers in Albania.</p> <p>The application was rejected by WBIF considering such project must be carried out by the private sector.</p>

	<ul style="list-style-type: none"> - 2018 – 2020: Construction of two logistics centres (intermodal dry port, storage 1000 TEU in the first phase) in the Elbasan and Milot areas in respect to the rehabilitation of the railway line. In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durrës to the hinterland region (via Corridor VIII and Route 2). In line with national development objectives e.g. establishment of a multimodal transport network. Supports the attractiveness of the railway line. 	<p>In progress</p> <p>One logistic center is under construction in Tirana –Durrës region by private sector.</p>
	<ul style="list-style-type: none"> - 2019: Invest or participate (via joint ventures) in hinterland bi-modal logistics centres alongside the corridors, with the aim of establishing seamless supply chains to their ports (hinterland logistics centres should be built up in line with the “Durana” region project). In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durrës to the hinterland region (via Corridor VIII and Route 2). In line with the EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime). In line with national development objectives e.g. establishment of a multimodal transport network. 	
Strategic Priority 1	Promote intermodal and combined transport	
Goal 1.1	Expected Result	
Reinforce the creation of an efficient and integrated transport system through intermodality	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizen’s quality of life.</p> <p>Create favorable conditions for the intermodal and combined transport and logistics.</p> <p>Attract investments.</p> <p>Reduce rail transit times and transport costs.</p> <p>Establish joint border crossings.</p> <p>Reduce logistics costs.</p>	
Priority Action INTERMODAL 3	Specific tasks	
Construction of the missing link from the	Planning & investment	

western terminal in Durres to the national railway network	– 2016: Feasibility study	Completed.
	– 2016: Carry out the public tendering (Durres Port Authority DPA).	In progress The DPA with its own funds has completed in 2017 the detailed design and submitted the project for approval in the Municipality Council to get the construction permit.
	– 2017: Invest or participate (via joint ventures) in the railway link of the western terminal to the Albanian national rail network with the aim to increase the attractiveness of the port and the hinterland transport by rail.	In progress The railway link of the eastern terminal is functioning.
Strategic Priority 1	Promote intermodal and combined transport	
Goal 1.1	Expected Result	
Reinforce the creation of an efficient and integrated transport system through intermodality	An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life. Create favorable conditions for the intermodal and combined transport and logistics. Attract investments. Reduce rail transit times and transport costs. Establish joint border crossings. Reduce logistics costs.	
Priority Action INTERMODAL 4	Specific tasks	
Define a Multimodal National ITS (Intelligent Transport Systems) Strategy	Institutional & organizational – 2019: Drafting of Strategy by an international Consultant, in alignment with Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the fields of road, rail and maritime transport modes, including interfaces between modes. A stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MoIE) and the traffic enforcement authorities should accompany the action. The ITS Strategy will take into account the strategic needs, budget commitments and systems already in place with regard to ITS for roads, ERTMS for railways	

	and VTMS for the maritime transport mode. The Strategy will also include the implementation of two ITS pilots in the road core network.	
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MARITIME

Strategic Priority 1	Efficient and responsive maritime and port systems	Implementation status
Goal 1.1	Expected Result	
Enhanced maritime regulatory system in line with IMO and EU standards and regulations.	Align Albania maritime legislation to that of the IMO and the EU. Improve maritime regulatory performance and standards	
Priority Action MARITIME 1	Specific tasks	
Ratify and endorse IMO regulations and EC rules on maritime safety, security, environmental protection, and coastal management.	Operational, regulatory & licensing – 2017: Ratify missing major annexes of MARPOL and SOLAS.	In progress The ratification procedure of Annex. VI of MARPOL Convention has started and it is foreseen to be adopted within 2019.
	– 2017: Initiate discussions on steps to ratify recent amendments to MARPOL and SOLAS, including GHG amendments (MARPOL) and Container Weight Verification Requirement (SOLAS).	In progress The ratification procedure of Annex. VI of MARPOL Convention has started and it is foreseen to be adopted within 2019. The SOLAS amendments are under discussion to be done by MIE with TA.
	– 2017: Initiate discussions on steps to ratify ICZM, IMO EU MRV regulation, and other related rules.	In progress
	– 2017 – 2018: Ratify the above.	In progress The ratification procedure of Annex. VI of MARPOL Convention has started and it is foreseen to be adopted within 2019.
	2019 – 2020: Review ratification process and outcome including any EU rules and IMO regulations that might be proposed or introduced during 2016-2020.	
KPIs	Stakeholders involved	
– Dates and progress of ratification – Steps put forward for review and	MoTI GMD	

monitoring	Other relevant stakeholders including Coast Guard, Ministry of Environment, etc.	
Calendar	Inter-dependence with other Priority Actions	
2017-2020	Priority Action MARITIME 2	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.1	Expected Result	
Enhanced maritime regulatory system in line with IMO and EU standards and regulations	Align Albania maritime legislation to that of the IMO and the EU Improve maritime regulatory performance and standards	
Priority Action MARITIME 2	Specific tasks	
Establish roadmap and action plan to approximate and accompany IMO and EC regulations in line with the recommendations of the EuropeAid/134513/C/SER/AL (E0397C)	Operational, regulatory & licensing – 2016: Continue work on existing TAs with a view to identify main regulatory gaps and recommendations.	Completed
	– 2018: Initiate a new TA tasked with developing a roadmap and action plan, and monitoring progress and achievement.	Completed For the implementation of the second specific task MIE in cooperation with UNDP applied for TA from Kingdom of Norway. After this application was agreed the trilateral agreement on the financing of the project “Enhancing the Development of Albanian Maritime Sector through Technical Assistance and Increased Partnership”. Within this project is planned assistance on: -GAP assessment and legal framework mapping and recommendations in line with the EU Regulations, Directives and Conventions; -aligning the national legislation with "Regulation (EU) No 1255/2011 on Integrated Maritime Policy”
	– 2018 – 2019: Start and implement new TA.	In progress – on track
	– 2019 – 2020: Conclude TA including approval of action plan.	

	– 2020: System and process in place for implementation, review and monitoring.	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Dates and progress of ratification/implementation – System and process put in place 	MoTI GMD EMSA Other relevant stakeholders including Coast Guard, Ministry of Environment, etc.	
Calendar	Inter-dependence with other Priority Actions	
2016-2020	Priority Action MARITIME 1	
Budget (estimation)	Sources of financing	
EUR 0.5 million	Foreign donor (IMO-EU Delegation)	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.2	Expected Result	
Enhanced institutional and governance capability of the maritime and port sectors	Improve Institutional and human capacity of maritime administration Enhance institutional port structures in line with modern port systems Ensure regulatory independence and sustained financing for public maritime and port agencies	
Priority Action MARITIME 3	Specific tasks	
Strengthen the GMD institutional, governance, financial and human capacity	Institutional & organisational <ul style="list-style-type: none"> – 2017: Initiation of TA on developing institutional / regulatory structure and capacity of GMD towards establishing self- sustained. 	Completed For the implementation of this specific task MIE in cooperation with UNDP applied for TA from Kingdom of Norway. After this application was agreed the trilateral agreement on the financing of the project “Enhancing the Development of Albanian Maritime Sector through Technical Assistance and Increased Partnership”. Within this project is planned assistance on: Baseline assessment on the institutional management analyses and financial analysis of the GMD and develop an institutional framework providing for best

		practices and options on financial sustainability
	– 2017: TA implementation and support.	In progress
		TA started in 2018.
	– 2018: TA outcomes and results approved and endorsed by the GoA.	In progress
	– 2019: Implementation of institutional and regulatory reform of GMD, including possible changes in legal and financial status of GMD.	
	– 2020: New GMD status and structure fully operational.	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Achieving staff & institutional benchmark ratios for maritime administrations – GMD financially self-sustained – Double GMD's current budget (by 2020) 	MoTI GMD MoF	
Calendar	Inter-dependence with other Priority Actions	
2017-2020	Priority Actions MARITIME 2, MARITIME 3 and MARITIME 4	
Budget (estimation)	Sources of financing	
EUR 2,636,785 million for Technical Assistance and GMD budget from re-structuring	National budget: (Total EUR 2,303,452), - Salary + Social Insurances 2017+2019 = 1,918,051 EUR - The auxiliary equipments 2018 = 350,365 EUR - Separation of areas of competence 2019 = 35,036 EUR Foreign donors: Total 0.3 million Euro	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.2	Expected Result	
Enhanced institutional and governance capability of the maritime and port sectors.	Improve Institutional and human capacity of maritime administration. Enhance institutional port structures in line with modern port systems. Ensure regulatory independence and sustained financing for	

	public maritime and port agencies.	
Priority Action MARITIME 4	Specific tasks	
Reform the institutional structure of Vlora, Shengjin and Saranda ports towards landlord port structures	Institutional & organisational – 2017: Initiation of discussion/procedures for undertaking port reform in Vlora, Shengjin, and Saranda.	In progress During 2016 a procedure/discussion have started for the revision of tariffs and operation services in ports. This discussions are still ongoing.
	– 2017: Start implementing port reform.	Not started
	– 2018: Full port reform undertaken.	Not started
KPIs	Stakeholders involved	
– Landlord status granted	MoTI Ports of Vlora, Shengjin, and Saranda MoF	
Calendar	Inter-dependence with other Priority Actions	
2017-2018	Priority Action MARITIME 3	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.2	Expected Result	
Enhanced institutional and governance capability of the maritime and port sectors	Improve Institutional and human capacity of maritime administration Enhance institutional port structures in line with modern port systems Ensure regulatory independence and sustained financing for public maritime and port agencies	
Priority Action MARITIME 5	Specific tasks	

Establish and implement the Albanian Vessel Traffic Monitoring and Information System (VTMIS)	Institutional & organisational – 2017: Initiation of VTMIS development strategy: institutional, technical, legal and operational arrangements.	In progress The establishment of the VTMIS is a top priority for the Ministry of Infrastructure and Energy and is included in SEETO MAP and in the SSPP list for the Transport Sector. MIE send the official request to World Bank for the possibility of the financing of this project. This request was approved by WB and the implementation of the project for the establishment of VTMIS in Albania will start soon and will end within 2020.
	– 2017: Set up the VTMIS Centre institutional set up, ideally within or closely related to GMD.	Not started yet
	Planning and Investment – 2018: Equipment procurement and personnel recruitment, twinning programmes	Not started yet
	– 2019: VTMIS operational tests	
	– 2020: Further tests and operationalisation	
KPIs	Stakeholders involved	
– Landlord status granted	MoTI GMD SAR-M centre MOD	
Calendar	Inter-dependence with other Priority Actions	
2017-2020	Priority Action INTERMODAL 4	
Budget (estimation)	Sources of financing	
EUR 5,005,967	National budget TVSH : 2017 - 2019 = 5,967 EUR; International donors 5 million EUR	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.2	Expected Result	
Enhanced institutional and governance	Improve Institutional and human capacity of maritime	

capability of the maritime and port sectors	administration. Enhance institutional port structures in line with modern port systems. Ensure regulatory independence and sustained financing for public maritime and port agencies.	
Priority Action MARITIME 6	Specific tasks	
Establish and implement the Long Range Identification and Tracking System (LRIT)	Institutional & organisational – 2017: Initiation of LRIT development strategy: institutional, technical, legal and operational arrangements.	Completed The Long-Range Information and Tracking system (LRIT) is an obligation of IMO Member States set up by IMO International Convention for the Safety of Lives at Sea (SOLAS). The procedure for the establishment of LRIT has started in June 2017 and finished in February 2019. Now the system is fully operable.
	– 2017: Set up the LRIT Centre institutional set up, ideally within or closely related to GMD.	Completed The Long-Range Information and Tracking system (LRIT) is an obligation of IMO Member States set up by IMO International Convention for the Safety of Lives at Sea (SOLAS). The procedure for the establishment of LRIT has started in June 2017 and finished in February 2019. Now the system is fully operable.
	Planning and Investment – 2017: Equipment procurement and personnel recruitment, twinning programmes	Completed The Long-Range Information and Tracking system (LRIT) is an obligation of IMO Member States set up by IMO International Convention for the Safety of Lives at Sea (SOLAS). The procedure for the establishment of LRIT has started in June 2017 and finished in February 2019. Now the system is fully operable.
KPIs	Stakeholders involved	

– Landlord status granted	MoTI GMD SAR-M centre MOD	
Calendar	Inter-dependence with other Priority Actions	
2017	N/A	
Budget (estimation)	Sources of financing	
EUR 292,000	National budget	
Strategic Priority 2	Sustained growth for maritime and port markets	
Goal 2.1	Expected Result	
Rehabilitation and modernisation of port infrastructure and services	Assess existing port capacity and performance and service offerings. Assess traffic growth and future port markets. Review/update port strategic and long-term master plans. Develop action plan for port modernisation and growth. Implement ongoing and new maritime projects.	
Priority Action MARITIME 7	Specific tasks	
Assess port capacity planning and performance against future traffic growth and market trends	Planning & investment – 2016: Initiate TA study to review and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania.	Completed The task for the revision and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania is finished by Albanian Institute of Transport.
	– 2017: Implement TA study.	Completed The task for the revision and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania is finished by Albanian Institute of Transport.
	– 2017: Conclude TA and endorse its results as input for port action plan.	Completed The task for the revision and update Albania ports'

		traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania is finished by Albanian Institute of Transport.
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – TA initiated – Outcome results endorsed and used as input for future investment plans 	MoTI Port Authorities Ministry of Economy, Trade and Energy Other relevant Ministries	
Calendar	Inter-dependence with other Priority Actions	
2016-2017	Priority Action MARITIME 8	
Budget (estimation)	Sources of financing	
EUR 0.25 million	National budget (% to be determined), International donors (% to be determined)	
Strategic Priority 2	Sustained growth for maritime and port markets	
Goal 2.1	Expected Result	
Rehabilitation and modernisation of port infrastructure and services	Assess existing port capacity and performance and service offerings. Assess traffic growth and future port markets. Review/update port strategic and long-term master plans. Develop action plan for port modernisation and growth. Implement ongoing and new maritime projects.	
Priority Action MARITIME 8	Specific tasks	
Develop quantified and integrated operational and strategic action plan for port growth and modernization	Planning & investment <ul style="list-style-type: none"> – 2017: Purchase of the Crane of the Port of Saranda. 	Completed Port of Saranda has already purchased a mobile crane which is more effective.
	<ul style="list-style-type: none"> – 2018: Initiate and develop action plan based on results of 2.2.1. 	Completed Each port has developed its own action plan for growth and modernization within their own master plans, on yearly basis.

	– 2018 – 2019: Dredging of the Saranda Port Basin.	In progress The budget is planned for the dredging. Now Port of Saranda is in the process of gaining the necessary licenses from the authorities (construction, environment etc).
	– 2018 – 2020: Implement modernisation and rehabilitation port investment plan.	In progress Purchase of the Crane of the Port of Shëngjin is finished. It was given from the port of Durres. It is also finished the transport from Durres Port Authority to the Port of Shëngjin. In present the crane is operable and fully effective. In port of Saranda for loading and unloading of cargo is being used one mobile crane which is effective and enough comparing with the cargo capacities processed in this port. The feasibility study for rehabilitation of Ro-Ro quay of Saranda port is finished and port authority with financing of state budget is implementing the project. This project is planned to finish within 2019.
KPIs	Stakeholders involved	
– Landlord status granted – Purchase in Saranda finalised – Dredging in Saranda finalised	MoTI Ports of Vlora, Shengjin and Saranda MoF Other Ministries where relevant	
Calendar	Inter-dependence with other Priority Actions	
2018-2020	Priority Actions MARITIME 5 and MARITIME 7	
Budget (estimation)	Sources of financing	
EUR 378,103	National budget : Deepening of the basin Saranda= EUR 204,380 Purchase of crane Saranda = EUR 173,723	
Strategic Priority 2	Sustained growth for maritime and port markets	
Goal 2.1	Expected Result	
Rehabilitation and modernisation of port infrastructure and services	Assess existing port capacity and performance and service offerings.	

	<p>Assess traffic growth and future port markets.</p> <p>Review/update port strategic and long-term master plans.</p> <p>Develop action plan for port modernisation and growth.</p> <p>Implement ongoing and new maritime projects.</p>	
Priority Action MARITIME 9	Specific tasks	
Complete ongoing construction projects and implement new concession and preparation projects over the period 2016-2020	<p>Planning & investment</p> <ul style="list-style-type: none"> - 2016 – 2017: Complete the ongoing implementation projects according to the information provided by MoTI, namely: <ul style="list-style-type: none"> 1. 2016: Rehabilitation of Port of Vlora 	<p>In progress – delayed</p> <p>Rehabilitation of Port of Vlora has started with the financing from Italian Cooperation, realized almost 80% of constructional works. The process is stopped from Italian Cooperation side because of some disputes with the construction company.</p>
	<ul style="list-style-type: none"> 2. 2017: Reconstruction of Passenger Terminal (berths 7 & 8) and Processing square in Dures Port Authority 	Completed
	<ul style="list-style-type: none"> - 2016 – 2019: Implement the new concessions according to the information provided by MoTI, namely: <ul style="list-style-type: none"> 3. 2016 – 2018: Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje 	<p>In progress</p> <p>Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje – The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2020</p>
	<ul style="list-style-type: none"> 4. 2017 – 2019: Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano 	<p>In progress</p> <p>Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano - The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works of the first phase have finished and this port is approved to be open for international shipping and now is operable.</p>

	5. 2017 – 2019: Giving in Concession with BOT contract of the touristic port in Durres	In progress Giving in Concession with BOT contract of the touristic port in Durres - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start after the permissions.
	6. 2018 – 2019: Giving in Concession with BOT contract of the touristic port in Shengjin	In progress Giving in Concession with BOT contract of the touristic port in Shengjin - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start after the collection of all permissions.
	<ul style="list-style-type: none"> – 2017 – 2018: Do the preparation of the following projects (only Feasibility, Preliminary Design and Detailed Design Studies), according to the information provided by MoTI: 7. 2017: Dredging of Durres Port basin 	In progress Dredging of Durres Port basin feasibility study is finished. With own funds DPA is planning to finish the implementation of this project within 2019.
	8. 2017 – 2018: Passenger Terminal in Port of Vlora	Completed
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Feasibility, Preliminary Design and Detailed Design Studies finalised – Works/concessions tenders published and finished 	MoTI Ports of Vlora, Durres, Porto Romano and Shengjin MoF	
Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Actions MARITIME 7 and MARITIME 8	
Budget (estimation)	Sources of financing	
EUR 64,773,796	<ul style="list-style-type: none"> – 4 new concession projects – Implementation (EUR 59.20 million): PPP schemes (Concessionary Company Porti MBM, Albania Bay Marina, Feriz Mazreku, FINSEC); 	–

	<ul style="list-style-type: none"> – Durres Port Authority (EUR 4 million); – Port of Vlora Authority (EUR 1,573,796). 	
Strategic Priority 2	Sustained growth for maritime and port markets.	
Goal 2.2	Expected Result	
Support and promote nautical tourism	<p>Develop integrated and multi-sector strategy for nautical tourism.</p> <p>Create favourable growth potential for nautical tourism.</p>	
Priority Action MARITIME 10	Specific tasks	
Prepare and elaborate national policy statement and cross-sector strategy for nautical tourism	Institutional & organisational <ul style="list-style-type: none"> – 2016: Initiate discussion / preparation for national strategy for nautical tourism. 	Completed The process has already started from as Ministry of Tourism in 2016. It was established with the order of Prime Minister the inter-institutional Working Group for the definition of the legal framework of the nautical tourism.
	<ul style="list-style-type: none"> – 2017: Prepare and submit proposal for TA, TA approved, started and implemented. 	Completed Ministry of Tourism received the TA to prepare the draft strategy
	<ul style="list-style-type: none"> – 2018: Nautical tourism strategy approved and endorsed by the GoA. 	In progress In cooperation with the Ministry of Tourism and Environment, the draft National Strategy on the Sustainable development of Tourism 2019 – 2023 is prepared including the nautical tourism. The draft is expected to be approved by the CoM within June 2019.
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – TA undertaken and completed, – Results approved and endorsed 	MoTI Ministry of Tourism Port authorities Ministry of Economy, Trade and Energy Travel and tourism industry Industry stakeholders, including cruise shipping industry	
Calendar	Inter-dependence with other Priority Actions	
2016-2018	Priority Action MARITIME 8	

Budget (estimation)	Sources of financing	
EUR 0.5 million (technical assistance contract)	National budget (% to be determined), International donors (% to be determined)	
Priority Action MARITIME 11	Specific tasks	
Develop incentive schemes for attracting and promoting nautical tourism and cruise shipping in Albania	<p>Pricing, cost recovery, taxation & subsidy</p> <ul style="list-style-type: none"> – 2019: Based on results of 2.2.1, develop incentive schemes programme for nautical tourism. Explore feasibility of a mix of government incentives (such as a reduction of port dues on nautical and cruise ships and tax exemption from, or a pro-rata reduction of tax on, shipping tonnage for those types of ships) and tourism industry's incentives (such as agreed discounts on prices of room nights for passengers of cruise ships). – 2020: Start implementing nautical tourism strategy and incentive programme. 	
Strategic Priority 2	Sustained growth for maritime and port markets	
Goal 2.3	Expected Result	
Develop and promote maritime labour markets	<p>Develop maritime labour markets</p> <p>Introduce MET programmes and strategies compatible with maritime labour market strategy</p> <p>Create favourable growth potential for maritime labour markets</p>	
Priority Action MARITIME 12	Specific tasks	
Develop strategy and action plan for maritime labour markets, including increasing the number of seafarers and other related jobs in maritime professions	<p>Institutional & organisational</p> <ul style="list-style-type: none"> – 2018: Initiate and prepare TA proposal for maritime labour markets in Albania. TA approved. – 2018: TA implemented and results published. 	<div>Completed</div> <p>TA assistance with UNDP from Kingdom of Norway. was approved in 2018. This TA will include the development of the strategy and action plan for maritime labour markets.</p> <div>In progress</div>

	– 2019: TA results and derived strategy approved and endorsed by MoTI/GoA.	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – TA started – Maritime labour market strategy approved 	MoTI GMD Port authorities MoF Ministry of Labour MET institutions Private sector, EMSA, other stakeholders	
Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Action MARITIME 11	
Budget (estimation)	Sources of financing	
N/A		
Strategic Priority 2	Sustained growth for maritime and port markets	
Goal 2.3	Expected Result	
Develop and promote maritime labour markets	Develop maritime labour markets Introduce MET programmes and strategies compatible with maritime labour market strategy Create favourable growth potential for maritime labour markets	
Priority Action MARITIME 13	Specific tasks	

Develop, promote and monitor MET programmes across maritime modes and enlarge them to other fields such as offshore, marine services, and ship agency	<p>Operational, regulatory & licensing</p> <ul style="list-style-type: none"> – 2017 – 2018: Full review and assessment of MET sector and performance in Albania (from existing and other TAs). – 2019: Link results from above with those of 2.3.1. – 2019: Start implementing an MET strategy as an offshoot of the maritime labour strategy (of 2.3.1). 	<p>In progress</p> <p>TA assistance with UNDP from Kingdom of Norway. was approved in 2018. This TA will include the full review and assessment of MET sector in Albania</p>
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> – Landlord status granted 	<p>MoTI</p> <p>Ports of Vlora, Shengjin, and Saranda</p> <p>MoF</p>	
Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Action MARITIME 12	
Budget (estimation)	Sources of financing	
N/A		

Air transport

Strategic Priority 1	Development of new airports	Implementation status
Goal 1.1	Expected Result	
Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a “Southern” airport for more air carriers to serve the region	Develop a National Airport Master Plan. Start operations at Kukes Airport. Initiate development of Southern airport into a hub for Intra-European and Mediterranean flights.	
Priority Action AIR 1	Specific tasks	
MoTI to seek Consultancy for preparation of a National Airport Master Plan study for Albania for next 20 years with emphasis on airport in Southern Albania, Tirana airport expansion beyond 2025, and Kukes operational infrastructure upgrade	Planning & investment <ul style="list-style-type: none"> 2016 – 2017: MoTI and ACAA to prepare tender documents for initiating calls for tenders from bidders for a National Airport Master Plan studies for next 20 years for Albania. Study shall evaluate needs for any airport in south, expansion of Tirana airport beyond 2025, and degree of development for making Kukes airport operational and for type of operations. Study to also look at possibilities of low cost carrier options for the airports. 	Completed The “Feasibility Study of an airport in the south of the country” was finalized in March 2018, yielding Vlora as the most favorable location. ACAA has planned to fund the Airport Master Plan during the year 2019. This initiative will be carry out in joint action with MoIE. Currently, the process is at the phase of preparing the ToRs for the selection of the consultant.
	<ul style="list-style-type: none"> 2017: ACAA to carry out in parallel and finalise technical studies for making Kukes operational as general aviation airport for flying club activities, aviation training and unscheduled flights with specific aircraft types of category B. Take policy decision for scope of civil works implementation and services equipment or no decision on any development of Kukes pending Master Plan. 	Completed Kukësi Airport concession/PPP granting procedure was completed.
	<ul style="list-style-type: none"> 2018: Review Airport Master Plan bids received and decide on starting a Master Plan Study by successful bidder. 	In progress ACAA has planned to fund the Airport Master Plan during the year 2019. This initiative will be carry out in joint action with MoIE. Currently the process is at

		the phase of preparing the ToRs for the selection of the consultant.
	<ul style="list-style-type: none"> – 2019: Decide works for Kukes. Complete works for upgrading Kukes to operational readiness. Award an entity to operate Kukes through public bidding. – 2019: MoTI to decide airport developments in country further to Master Plan conclusions. Seek consultancy for assisting MoTI in preparation of Design Bids from bidders, and Calls for Tenders. 	Completed Kukësi Airport concession/PPP granting procedure was completed.
	2020: Review Tenders for design of airport in south: and select Design Consultancy.	
Goal 1.2	Expected Results	
– Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a “Southern” airport for more air carriers to serve the region	Develop a National Airport Master Plan Start operations at Kukes Airport Initiate development of Southern airport into a hub for Intra-European and Mediterranean flights	
Priority Action AIR 2	Specific Tasks	
Upgrade of Kukes airport and development of southern airport for enhancing air transport operations in Albania and for promoting tourism growth	Planning & investment <ul style="list-style-type: none"> – 2017: MoTI to organize cross cutting initiatives with Tourism Ministry to develop and attract tourism services and enable appropriate measures to actively engage tourism service operators for air travellers visiting Albania and south of country. 	In progress In cooperation with the Ministry of Tourism and Environment, the draft National Strategy on the Sustainable development of Tourism 2019 – 2023 is prepared including air services. The draft is expected to be approved by the CoM within June 2019.
Strategic Priority 2	Creation of a more competitive market with liberalized air services	
Goal 2.1	Expected Results	
More choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares	Consumers, including the Albanese diaspora, have wider range of fares and types of services, and more routes and frequency	
Priority Action AIR 3	Specific tasks	

<p>Transpose and implement EC regulations and directives in respect of market access, insurance requirements for carriers, and competition rules to enable mix of scheduled and low cost flights, and possible investments for air operators by Albanians and others</p>	<p>Operational, regulatory & licensing</p> <ul style="list-style-type: none"> – 2016: MoTI and ACAA to do the transposition of remaining EC regulations and directives, and to develop documentation and expertise on market access and competition rules; – 2017: ACAA to implement the rules for the industry; – 2018- 2019: transposition of remaining EC regulations and directives. 	<p>Completed</p> <p>Completed</p> <p>In progress – on track</p> <p>Albania has completed the approximation of the legislation, foreseen in the first phase of the ECAA. The Commission will soon prepare the ECAA assessment visit to Albania in 2019 with a view to verify that the requirements of Phase 1 are completed. The following acts were approved during this period:</p> <ul style="list-style-type: none"> • Guideline of Minister of Infrastructure and Energy No. 834 of 3.12.2018 “On access to groundhandling market at the airports of the Republic of Albania”, partially aligned with Council Directive 96/67/EC of 15 October 1996 on access to the groundhandling market at Community airports, as amended by the Regulation (EC) No 1882/2003; • Joint Order of Minister of Infrastructure and Energy and Minister of Defence No. 866, dated 13.12.2018 “On the establishment and functioning of the Management Policy Committee of the Albanian Airspace”. Published in Official Gazette no. 198, of 2018; • Joint Order of Minister of Infrastructure and Energy and Minister of Defence No. 867 of 13.12.2018 “On the adoption of a Regulation on the establishment of common rules for the flexible use of airspace”, partially aligned with the Commission Regulation (EC) No 2150/2005 laying down common rules for the flexible use of airspace; • Guideline No 698 of 17.10.2018 “On the definition of rules and procedures for the taking off and landing of helicopters outside the aerodrome areas of the Republic of Albania”.
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Strategic Priority 2	Creation of a more competitive market with liberalized air services	
Goal 2.1	Expected Result	
More choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares	Consumers, including the Albanese diaspora, have wider range of fares and types of services, and more routes and frequency.	
Priority Action AIR 4	Specific tasks	
Strengthen capacity building of policy, operational and oversight bodies involved in air transportation policies and decisions for assisting in the implementation of EU regulations	Institutional & organizational <ul style="list-style-type: none"> – 2017: ACAA to develop job profiles/functional description of these officers, and markets, competition issues, social aspects as per the transposed rules (so that policy decisions are formulated in full understanding of the rules). 	Completed
Strategic Priority 3	Implementation and unification of international standards for air safety	
Goal 3.1	Expected Result	
Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs	Albania to complete the Phase I and II of the ECAA agreement in respect of rules listed in Annex I to ECAA agreement including air safety, security, market access and competition, and social and environmental rules.	
Priority Action AIR 5	Specific tasks	
Transpose all outstanding EC regulations and directives within an adopted timescale and work on USOAP corrective action plan to further reduce the <i>lack of Effective Implementation (EI)</i>	Operational, regulatory & licensing <ul style="list-style-type: none"> – 2016 – 2020: ACAA to accelerate efforts for transposing remaining SARPs and EC rules into Albanian aviation regulations. <ul style="list-style-type: none"> ○ Ensure that ACAA implements the rules through competent staff using documented procedures and guidance materials, audits are followed till closure, and sanctions taken against operators or aviation personnel for non-compliance or at worst authorizations/approvals are removed. 	In progress – on track The ACAA has made good progress in implementing the rules through competent staff (who have been undergoing the appropriate trainings) to handle documented procedures and guidance materials. In this process Audits have produced Corrective Action Plans and are followed until closure. It is foreseen that in case of noncompliance with Regulations and Law dispositions and appropriate actions are undertaken.

	<ul style="list-style-type: none"> ○ ACAA to Work on the Corrective Action Plan established by Albania towards its response on USOAP audits to reduce non-compliance with SARPs. To ensure that ICAO Continuous Monitoring Approach (CMA) office is apprised of all positive actions taken on responding to Protocol Questions of the USOAP audit such that lack of Effective Implementation is continuously being reduced. ○ ACAA puts efforts to improve areas where Albania is below the world average <i>legislation, licensing, operations, airworthiness, accident investigation and aerodromes</i>. In <i>organisation</i> and <i>air navigation services</i>, Albania has a good score above the world average but must continue the efforts further. ○ ACAA must improve all the areas and by 2016 must be seen to have gone beyond the world average of 62.69% from its present average of 55.48%. Albania shall envision an effective implementation of 70% by end of 2017 or the second quarter of 2017. Aerodrome Certification must be completed by second quarter of 2016 while the exercise of ANSP certification must be re-activated and the ANSP certified again. ○ ACAA shall initiate preparation of the State Safety Programme as part of the ICAO Global Aviation safety Plan. A draft shall be made ready by end of 2017. ACAA shall work with MoTI for developing a National FAL Committee responsible for the 	<p>Good progress has been made referring to USOAP Program, Albania has an ICAO National Coordinator and during this time has been making progress updating through the online platform even though the current percentage of Effective Implementation is 57.73% but we are confident the percentage will change in the next evaluation.</p> <p>Good progress has been made as referenced before in each category updates about Corrective Action Plans and Electronic Filing of Differences related to Annexes have been updated.</p> <p>Albania currently is at a 54.73% of Effective Implementation been making progress and since the last ICVM has been uploading the new changes and improvements in all fields required by ICAO, through the online programme Universal Safety Oversight Audit Programme (USOAP). The current percentage has not been affected but this due to the periodic evaluations by ICAO. We are confident that at the next online evaluation the percentage will see improvements. Since the last ICVM and Offline Evaluation Albania has been working effectively in all fields making us confident that on the next evaluation the effective percentage will be higher</p> <p>ACAA has been part of a working plan, assisted by Eurocontrol, in this regard. Following the adoption of the new Air Code the draft of the State Safety Programme will be approved.</p>
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	<p>implementation of the FAL programme (to complete by 2017).</p> <ul style="list-style-type: none"> ○ Albania shall implement the Performance Based Navigation (PBN) in respect of instrument approaches at the Tirana Airport in accordance with ICAO Global Air Navigation Plan and with EC Regulations (Albania is member of ECAA agreement). ○ In cooperation with Eurocontrol, ACAA to develop its five-year Strategic Business Plan for Albania for 2016 to 2020 in respect of SES and ATM with 7 strategic objectives of i) safety and ATM security; ii) optimisation of airspace capacity; iii) optimisation of cost services; iv) SES implementation and adoption of legislation; v) meet environmental standards, vi) excellence objective in national and international standards; and vii) enhancement of human resources management. ○ ACAA shall put in place a working website for dissemination of information to the public in respect of aviation matters, and for the public to communicate with the ACAA. The latter shall also arrange for its guidance materials, procedures and AIP/AIC to be made available on line. 	<p>Legislation on PBN is foreseen to be drafted in 2018 and after that implementation will follow.</p> <p>Very good progress has been made and the five-year Strategic Business Plan for Albania 2016-2020 has been completed.</p> <p>Very good progress has been made and the ACAA has a well-functioning website for dissemination of information to the public in respect of aviation matters www.aac.gov.al</p>
Strategic Priority 3	Implementation and unification of international standards for air safety	
Goal 3.1	Expected Result	
Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs	Albania to complete the Phase 1 and II of the ECAA agreement in respect of rules listed in Annex I to ECAA agreement including air safety, security, market access and competition, and social and environmental rules.	

Priority Action AIR 6	Specific tasks	
<p>Strengthen the ACAA capacity towards staff and inspector requirements, competency, and guidance materials for certification, approval, and for oversight/monitoring of the aviation industry in all areas of safety, security, and work towards the Albanian National Safety Programme and towards ‘One Stop’ Security procedures</p>	<p>Institutional & organizational - 2016 – 2020: Continuously ensure that: guidance materials and procedures, inspectors’ manuals, specific documentation for approvals and certification, are all kept up to date in line with changes to any rules as amended, ensuring quality in all documentation and procedures for certification and approval systems, and the surveillance of operators</p>	<p>In progress – on track</p> <p>Albanian air transport legislation is largely aligned with the EU acquis. Albania has met the conditions for completing the first phase of the Multilateral Agreement on the Establishment of the European Common Aviation Area (ECAA), thus including in the national legislation, the EU legal framework set out in Annex I of the ECAA. This process is ongoing due to the dynamics of changes in the relevant EU legislation. Albania is being prepared for the Final Evaluation Visit in order to verify the fulfilment of ECAA Phase 1 requirements. The visit is expected to take place in July 2019.</p>
	<p>- 2016 – 2020: Training systems shall continue to ensure competency of inspectors and that <i>initial, advanced</i> and <i>recurrent</i> training are essential components for inspector competency in their jobs</p>	<p>In progress – on track</p> <p>Each Directorate has been making Yearly Training Plans approved by ED to be followed during the year in order to be up to date with Regulations etc. The human Resources Directorate ensures that these training plans are up to date and followed through thought the year.</p>
	<p>- 2016 – 2020: ACAA shall continue to ensure that the critical elements for the safety oversight system are always maintained. ACAA shall ensure that sanctions and penalties are applied in cases of offenses against aviation regulations.</p>	<p>In progress – on track</p>
	<p>- 2016 – 2020: Albania shall work on implementing procedures for a ‘One Stop’ security for all flights from Albania as per EU regulation 2015/2426, on recognition of third countries applying security standards equivalent to EU common basic ones when Albania is added to the same regulation.</p>	<p>In progress – on track</p> <p>In One Stop Security Albania has sent a formal request to ECAC “Request for One Stop Security” on 5/12/2016 which has received an answer by ECAC on 16/12/2016 stating the elements needed to be fulfilled</p>

		by Albania and that the ACAA will be informed on the steps needed to be undertaken.
Strategic Priority 4	Reduction in travel costs for passengers	
Goal 4.1	Expected Result	
To make air travel more accessible to the citizens of Albania and to increase growth in air traffic, cargo and destinations	Affordable and easy air travel for Albanians (including diaspora), visitors and tourists, and businesses and have wider choices for air travel in respect of destinations, fares and airlines	
Priority Action AIR 7	Specific tasks	
Review of airport and air navigation charges with possibility of lowering these component charges as well as reduction in government taxes and aviation security surcharges, which will influence lower airfare pricing while more flights and increased economic activities leading to more government revenues	<p>Pricing, taxation & subsidies</p> <p>- 2017 - 2018: ACAA shall carry out such a methodology to validate the charges imposed by Tirana airport and the other surcharges such as aviation security and government taxes.</p> <ul style="list-style-type: none"> ○ It is expected that such reduction can only be achieved when more airlines provide the service and low cost carriers can enter the market at some stage, for example, when an airport is operational in the south of the country. ○ The increase in tourists entering the country through other gateways like airport in the south and Kukes will certainly see traffic volume increase and possible load factor increase in flights through better tourism development in the south and the coastal areas, and the roads link up to the archaeological sites in the South. ○ Tourism development and an airport in the South will assist for more air passenger traffic and more opportunities for movement of people for tourism or tourist travel thus spreading the extent of the busy traffic season, more load factor and possible fare reduction. 	<p>In progress</p> <p>At the end of 2018 the GoA, as coordinated with TIA in the Project Implementation Unit meetings held on 18 December 2017 and 19 February, 9 May and 8 October 2018, began the process of reviewing the economic position of the Concession under the contractual scheme set out in Clause 19.4 of the Concession Agreement.</p> <p>In accordance with Clause 19.4(c) of the Concession Agreement an independent review of the economic position of the Concession was consequently prepared by BDO Consulting in January 2019 (the Independent Review).</p> <p>The Independent Review has concluded that an economic imbalance has arisen between the financial model regarding the operation of Tirana International Airport presented by TIA as a part of the tender process for the Concession and the actual results which TIA achieved between 2005 and 2017.</p>

THE LIST OF INDICATORS AS PER SECTOR REFORM CONTRACT

1- Number of legislations approximated and adapted to EU Standards:

The 2018 data assessment for this indicator requires that 16 legislations be published.

The inventory list of the existing road transport legislation which is in force and its origin is the EU legislation as per year 2014 were 13 legal acts. The progress achieved in the approximation of legislation has been maintained and advanced further during years 2016-2018, in order to meet all approximation obligations as below:

No.	EU acquis	Albanian Legislation	Main Institution	Level of approximation	Date of adoption (Albanian Legislation)	Entry into force (Albanian Legislation)
1	Regulation (EU) 165/2014	Law no 8378 of 22.07.1998 “Road Code of the Republic of Albania” (OJ of the Republic of Albania no 19/1998), as amended with Law no 10488 of 5.12.2011 “On some changes and amendments to Law no 8378 of 22.07.1998 “Road Code of the Republic of Albania” as amended”, (as amending of its article no 177). (OJ of the Republic of Albania no 166, of 27.12.2011). http://www.dpshttr.gov.al http://www.qbz.gov.al/Ligje.pdf/transport/Ligje%208308%20%20per%20transportet%20rrugore%20i%20perditesuar.pdf	Ministry of Infrastructure and Energy	Partial	22.07.1998	21.07.1999
2	Regulation (EC) 1071/2009	Law no 8308 of 18.03.1998 “On Road Transports”, (OJ of the Republic of Albania no	Ministry of Infrastructure	Partial	18.03.1998	25.04.1998

	Directive 2010/40/EU Directive 2006/22/EC Directive 2003/59/EC Regulation (EC) nr.1072/2009	8 of 10.04.1998), as amended (<i>by laws no 8908 of 6.6.2002, no 9096 of 3.7.2003, no 9373 of 14.4.2005, no 9760 of 21.6.2007, no 10137 of 11.5.2009, no 10302 of 15.7.2010, no 118 of 13.12.2012, no 21 of 14.2.2013, no 37 of 10.4.2014, (as last amended by law no. 10/2016, date 11.2.2016, OJ of the Republic of Albania no. 35, date 7.03.2016).</i> http://www.qbz.gov.al/ligje.pdf/transport/Ligj%208308%20per%20trasnportet%20rrugore%20i%20perditesuar.pdf	and Energy			
3	Regulation 3821/85/EC	Law no 10211 of 23.12.2009 “On approval of the normative act no 9 of 11.12.2009, of CM “On the operation modalities and financing resources for the digital tachograph in Albania” for the production and distribution of digital tachograph cards”. (OJ of the Republic of Albania no 194/2009). https://qbz.gov.al/eli/fz/2009/194/20009d73-719d-4d62-9bef-17912f6b7f3a http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Partial	23.12.2009	23.12.2009
4	Regulation (EC) 1071/2009	Decision of Council of Ministers (DCoM) no 325 of 19.03.2008, on approval of rules for admission to the occupation of Road Transport Operator for Goods and Passengers, and recognition of official documents”, (OJ of the Republic of Albania no 49 of 11.04.2008); -as amended with DCoM no 194 of 9.03.2011 “On some changes and addition to Decision no 325 of 19.03.2008”. (OJ of the Republic of Albania no 40 of 17.04.2011); -as amended with DCoM no. 520 of 13.7.2016.	Ministry of Infrastructure and Energy	Partial Partial Partial	19.03.2008 9.03.2011 13.7.2016	11.04.2008 17.04.2011 22.07.2016

		(OJ of the Republic of Albania no 135/ 2016, p.10594). http://www.qbz.gov.al/Ligje.pdf/transport/VKM_325_19032008_perditesuar.pdf				
5	Regulation (EC) 561/2006	DCoM no 1243 of 10.09.2008 “On approval of the regulation on the organization of working time for persons engaged in road transport, for driving working time and recording equipment”. (OJ of the Republic of Albania no 147 of 23.09.2008). https://qbz.gov.al/eli/fz/2008/147/1a64cff7-9a8e-448b-bd97-dc96b6fe8c83 http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Full	10.09.2008	23.09.2008
6	Directive 2006/22/EC	DCoM no 207 of 25.02.2009 "On approval of the regulations for road side checks and undertakings, as regards the application of working time rules for persons engaged in road transport, and for drivers working hours". (OJ of the Republic of Albania no 0, of 25.02.2009). http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Full	25.02.2009	25.02.2009
7	Regulation 3821/85/EC	DCoM no 1054 of 22.12.2010 “On approval of Regulation on recording equipment in road transport. (OJ of the Republic of Albania no. 186/2010). https://qbz.gov.al/eli/fz/2010/186/9932f601-1d6c-4a6d-8325-3837d7576a23 http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Full	22.12.2010	22.12.2010
8	Regulation (EC) 1072/2009 Regulation (EC) 1073/2009	DCoM no 101 of 9.02.2011 “On the approval of the rules for transport permits and to carry out the transport operations from foreign carriers, who haven’t residence in Albania (non-resident), for goods and passengers”. (OJ of the Republic of Albania no 14 of 2.03.2011).	Ministry of Infrastructure and Energy	Partial	9.02.2011	2.03.2011

		https://qbz.gov.al/eli/fz/2011/14/a8309d73-6b7b-4b2c-a25d-b012da4dda1f http://www.dpshttr.gov.al				
9	Directive 2008/68/EC Directive 95/50/EC Directive 2010/35/EU	Law no 118/2012 “On the transport of dangerous goods”. (OJ of the Republic of Albania no 172 of 31.12.2012) Law no 118/2012, “On the transport of dangerous goods” Law no 118/2012 “On the transport of dangerous goods”. https://qbz.gov.al/eli/fz/2012/172/37cd75ea-08d2-42fb-9025-7e8009baf57b http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Partial Full Partial	13.12.2012	26.12.2012
10	Directive 2008/68/EC	Guideline no 5 of 28.3.2012 “On the vehicles inspection and the issuing procedures of the approved ADR certificates”, (OJ of the Republic of Albania no 78 of 9.07.2012), as amended with Guideline no 6 of 15.6.2012. (OJ of the Republic of Albania no 80 of 13.07.2012). https://qbz.gov.al/eli/fz/2012/80/a32d16c5-53e2-4025-b8bf-3e79f50ab56f http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Partial	28.03.2012 15.06.2012	9.07.2012 13.07.2012
11	Directive 95/50/EC	Guideline no 3985/4 of 24.06.2013 “On the control procedures on road transport of dangerous goods”. (OJ of the Republic of Albania no 107 of 10.07.2013) https://qbz.gov.al/eli/fz/2013/107/75402120-8735-42ee-83f1-c6b35cf4b86f http://www.dpshttr.gov.al	Ministry of Infrastructure and Energy	Full	24.06.2013	10.07.2013
12	Regulation (EC) 1071/2009	Order of the Minister no 1 of 28.01.2009 “On obtaining the Certificate of Professional Competence for the occupation of Manager of	Ministry of Infrastructure and Energy	Full	28.01.2009	20.02.2009

		<p>Road Transport Operator (OJ of the Republic of Albania no 13/2009, p. 947).</p> <p>- as amended by Order of the Minister no. 5 of 27.5.2015 “On some addenda and amendments to OM no. 1 of 28.1.2009 on obtaining the Certificate of Professional Competence for the occupation of Manager of Road Transport Operator”, as amended; (OJ of the Republic of Albania no.106/ 2015, p. 5685).</p> <p>http://www.qbz.gov.al/botime/fletore_zyrtare/2009/PDF-2009/13-2009.pdf</p> <p>http://www.qbz.gov.al/botime/fletore_zyrtare/2015/PDF-2015/106-2015.pdf</p>				
13	Directive EU 2003/59/EC and Directive 2006/126/EC	<p>Instruction no 3606/2 of 28.10.2011 “On Certificate professional trainings of drivers of vehicles category C, CE, D and DE”, (OJ of the Republic of Albania no 153/2011),</p> <p>- as amended by Instruction no 9 of 09.10.2015. (OJ of the Republic of Albania no 182 of 21.10.2015).</p> <p>- as amended by Instruction no 843 of 6.12.2018, (OJ of the Republic of Albania no 178/2018),</p> <p>http://www.qbz.gov.al/botime/fletore_zyrtare/2011/PDF-2011/153-2011.pdf</p> <p>http://www.qbz.gov.al/botime/fletore_zyrtare/2012/PDF-2012/98-2012.pdf</p> <p>http://www.dpshttr.gov.al</p> <p>https://qbz.gov.al/eli/fz/2018/178/d5d30734-218d-4073-8118-4916aae13a2f;</p>	Ministry of Infrastructure and Energy	Full	<p>28.10.2011</p> <p>9.10.2015</p>	<p>23.11.2011</p> <p>21.10.2015</p>

The Ministry of Infrastructure and Energy complies with the requirements of this Sector Reform Contract, through national legal acts that transposing EU legislation. The key EU legal instruments are Regulation (EC) No 1071/2009, Regulation (EU) No 181/2011 and Directive 2010/40/EU of 7 July 2010.

14	Directive 2010/40/EU of 7 July 2010	Guideline no 3616/3, of 20.07.2017 “On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport”, (OJ of the Republic of Albania no 151 of 27.07.2017). https://qbz.gov.al/eli/fz/2017/151/6ce28d5b-2a84-4d36-b303-3912310e8b57	Ministry of Infrastructure and Energy	Full	20.07.2017	27.07.2017
15	Regulation (EC) No 1071/2009	Guideline no 328 of 20.01.2017 “On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings”. The Guideline approximates the Article 16(1) of Regulation (EC) no 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC. (OJ of the Republic of Albania no 17 of 06.02.2018). https://qbz.gov.al/eli/fz/2017/17/355746e9-bc96-445a-8c66-ES%20S%C3%8B%20TIJ	Ministry of Infrastructure and Energy	Full	20.01.2017	6.02.2017
16	Regulation (EU) No 181/2011	Guideline no 446 of 10.05.2018 “On categorization, conditions which should accomplish the bus terminal, authorization, and manner of documentation holding, tariffs and other obligations of the bus terminal”. (OJ of the Republic of Albania no 80 of 30.05.2018).	Ministry of Infrastructure and Energy	Partial	10.05.2018	30.05.2018

		https://qbz.gov.al/eli/fz/2018/80/a1a989c4-135f-4542-a880-767d26aafc69;q=P%C3%8BR%20%20KATEGORIZIMIN				
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The work will continue with the intention to increase the number of legislations to achieve the full alignment legislations with EU acquis.

Source of verification:

1- Guideline no. 3616/3, of 20.07.2017 “*On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport*”, (OJ of the Republic of Albania no 151, of 27.07.2017).

<https://qbz.gov.al/eli/fz/2017/151/6ce28d5b-2a84-4d36-b303-3912310e8b57;>

2- Guideline no. 328 of 20.01.2017 “*On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings*”. The Guideline approximates the Article 16(1) of Regulation (EC) no 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC. (OJ of the Republic of Albania no 17 of 06.02.2018).

<https://qbz.gov.al/eli/fz/2017/17/355746e9-bc96-445a-8c66-ES%20S%C3%8B%20TIJ;>

3- Guideline no. 446 of 10.05.2018 “*On categorization, conditions which should accomplish the bus terminal, authorization, and manner of documentation holding, tariffs and other obligations of the bus terminal*”. (OJ of the Republic of Albania no 80 of 30.05.2018).

<https://qbz.gov.al/eli/fz/2018/80/a1a989c4-135f-4542-a880-767d26aafc69;q=P%C3%8BR%20%20KATEGORIZIMIN>

2- Share of works supervision contracts which include the requirement for providing confirmation on adherence to technical specifications quality and quantity control records into the supervision reports and are time based (instead of lump sum):

The 2018 data assessment for this indicator required that a new procurement law be in force providing work supervision time based payment condition (instead of lump sum) and supervision progress report to confirm adherence to technical specifications and contains quality and quantity controls record.

According to the procurement law all the tenders are published in Public Procurement Agency, nevertheless ARA has started to publish the results and advertisement for new tenders in its website, as well. Furthermore, every supervision contract that ARA enters into considers time based payment (the time sheets for each of supervisor's staff are submitted together with interim payment certificates). Every supervision progress report includes records that the supervisor has checked every material quality, every test held by the contractor, has also checked the quantity sheet attached to IPC.

In regards to the possible amendments to the procurement law, MIE has consulted with the Public Procurement Agency, requesting changes in the procurement legislation in order to provide payment for supervision works on the basis of hours worked (instead of fixed-term contracts). After discussion it was defined that the tariffs for the supervision service are not defined in public procurement legislation, but are regulated by specific legislation, namely DCM no. 354, date 11.05.2015 "On approving the tariffs of the manual for territorial planning services, design, supervision and certification of acceptance".

The amendments made to the provisions of this DCM will have the same effect as the amendments that would be made to the procurement law itself. For the purpose of amending the DCM no. 354, date 11.05.2015, a special ad hoc working group with field experts from MIE and ARA is being established.

3- ARA Internal Audit is operational

Since the creation of ARA, the Internal Audit Department was missing. The function of this structure is related with the improvement of public finance management and good governance. Data assessment of this indicator requires ARA Internal Audit Department in place and operational.

According to the Decision of Council of Ministers No 12 of 11.01.2017 "On some amendments to the Decision of Council of Ministers No 97 of 8.02.2012 'On the approval of structures and bodies of the Albanian Roads Authority", in ARA, there was established the Internal Audit Sector. The ARA Internal Audit Sector started its activity on 15 July 2017.

DCM no. 276, dated 16.05.2018 "On the Approval of the Way of Organizing the Structure, Organics and Status of the Albanian Road Authority" shows the organigram of the audit with (with three employees in total, one head of unit and two specialists).

Since the commencement of the operation, this sector, has been carried out several audits missions at the Central Regional Directorate, Tirana, Directorate of Northern Region of Shkodra and the Directorate of Southern Region, Gjirokastra, auditing all economic and financial activity of this Directories. The Albanian Road Internal Audit has submitted the final reports:

1. Letter no. 1897 prot, dated 08.03.2018 "Final Audit Report for Tirana Regional Directorate";
2. Letter no. 258 / 10 prot, dated 20.07.2018 "Final Audit Report for Northern Shkoder Regional Directorate";
3. Letter no.5517 / 6 prot, dated 19.11.2018 "Final Audit Report for the Regional Directorate of Gjirokastra".

ARA has submitted the 2018 report on the operation of the Internal Audit Department, to the Ministry of Infrastructure and Energy and to the Ministry of Finance and Economy.

Source of verification:

1-DCM no. 12, dated 07.02.2017 *“On the amendments to the DCM no. 97, dated 07.02.2012 “On the approval of the structure and the organization of ARA”.*

2-DCM no. 276, dated 16.05.2018 *“On the approval of the organizational structure and status of the Albanian Road Authority”;*

3-Appointment of the Internal Audit staff in ARA;

4-Letter no. 1374 prot., dated 07.02.2019 *“The submission of the report on the activity of the Internal Audit Unit for 2018”* sent to the Ministry of Finance and Economy;

5-Letter no. 1374/1 prot., dated 07.02.2019 *“The submission of the report on the activity of the Internal Audit Unit for 2018”* sent to the Ministry of Infrastructure and Energy.

4- Number of Black spots in the National Road Network

Baseline: There are 191 black spots in National Road Network for the year 2014.

Target: The 2018 data assessment for this indicator requires the eliminations of 16 black spots on the National Road Network and the number of blackspots to be reduced to 175 on National Road Network.

The Transport Institute has drawn up Black Spots lists of the entire National Road Network, based on the number of fatalities and serious road accidents, it resulted that 191 of these points are located on the National Road network.

The Albanian Road Authority, in the framework of improving road safety, after an inspection conducted in 2014, has implemented the implementation of a number of projects in the main axes of the country where the problem of collisions is higher, as the segments Tirana-Durrës, Kashar-Rinas, Tirana-Vora, Shkodër-Hani i Hotit, Rrogozhinë- Lushnje, Sarandë-Butrint, Rrogozhinë - Kapshticë and Fushë Krujë - Thumanë. The World Bank Maintenance Project (1390 km) currently under implementation provides for road safety inspections as well as iRAP assessments (a star rating), processes that have been carried out and are in the processing phase of the material. Based on these inspections, there will also be improvements in black spots, which include these segments. The project "Technical Assistance for improvement of Road Safety standards", funded by IPA 2013, has prepared detail design for elimination of 10 black spot as the scope of works of one of the components of the project.

During 2018, the Albanian Road Authority has worked to achieve the target indicator and has succeed on elimination of 16 black spots at different points of the national road network and has prepared:

- 1-List of 16 eliminated black spots (attached);
- 2- Map of the location of the eliminated black spots (attached).

The source of data is Transport Institute (<http://ital.gov.al/>), World Bank Road Maintenance Project and ARA (<http://www.arrsh.gov.al/>).

5- Length (Kilometers) of national roads covered by ITS systems in operation

Baseline: 0 km covered by ITS systems in operation.

Target: The 2018 data assessment for this indicator requires the approval of an instruction on "The Framework for the Establishment of Intelligent Transport Systems in the Field of Road Transport and for interfaces with other modes of Transport", which partially approximates Directive 2010/40 / EU.

Regarding this point, MIE has prepared and adopted with the instruction of the Minister 3616/3, of 20.07.2017 "On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport". (published OJ of the Republic of Albania no 151 of 27.07.2017).

It is also important to note that National Agency of Information Society (NAIS) has signed with Albanian Road Authority, as beneficiary, the contract no. 6882, dated 04.12.2018 with the object "Implementation of the traffic management system (continuation) and installation of the weighing sensors per Axis ". The value of the contract is 58,031,760 ALL and consists of installing 6 (six) traffic-measuring static equipment, mainly at border points, and installation of 5 (five) "Weight in motion" sensors, which measure the weight of moving vehicles. The traffic-measuring static equipment and the "Weight in motion" sensors are two components of the ITS field. This contract covers 150 km of roads with these two components of ITS.

Also ARA has 17 functional traffic-measuring devices installed in the national road network.

Source of verification:

- 1- The instruction no. 3616/3, dated 21.07.2017 "*Rules on the implementation of intelligent systems in the field of road transport and links with other modes of transport*" (<https://qbz.gov.al/eli/fz/2017/151/6ce28d5b-2a84-4d36-b303-3912310e8b57>);
- 2- Contract no. 6882 prot., dated 04.12.2018 "*Implementation of traffic management system (continuation) and installation of sensors Weight per axis*";
- 3- Indicative Map of 17 traffic measuring stations installed in the national road network (attached).

Source of data: contracts signed by NAIS and ARA.

6- Length (km) of national roads updated as a result of Road Safety Inspections (RSIs)

Baseline: 0 km of national road network is improved through RSI for the year 2015.

Target: The 2018 data assessment for this indicator requires the Certification of the RSI auditors / inspectors Status: Realized.

Based on a Joint Instruction of Minister of Public Works and Minister Internal No. 9 dated 03.07.2012 “On the Audit / Inspection of Road Safety” as well as the Agreement between ex-MTI and Polytechnic University of Tirana no.6311 Prot., dated 29.12.2016, the Institute of Transport, is responsible delivering the training course for road safety auditors / inspectors. This training was delivered and 26 auditors / inspector were certified during 2017.

Source of verification:

- 1- The Act-Agreement between exMTI and Polytechnic University of Tirana (PUT), no. 6311, date 29.12.2016 - MEI and no. 1565 of 29.12.2016 – UPT (attached);
- 2-List of Certified Auditors/Road Safety Inspectors (attached).

7- Length (km) of the National roads network with status in good condition

Baseline: 1200 km of roads in good condition for the year 2015.

Target: The 2018 data assessment for this indicator requires: 1218 km of national road network to be "in good condition" according to the World Bank manuals.

1. Based on the World Bank's Project "Results and Safety - Based Road Maintenance” (RRMSP), contractors have carried out measurements for calculating IRI and FWD for all segments covered by Output Performance Road Contracts.

Based on the confirmation submitted by the monitoring consultant of the project "Maintenance and performance-based road safety", the length of road segments classified with “in good condition” status is 789 km.

2. The Albanian Road Authority, through its the Directorate of Construction and Maintenance with its own budget performs inspection on the road classification. The length of the inspected the Albanian road network by ARA classified in “good condition" status is 478 km.

Source of verification:

- 1-List of road segments classified “*in good condition*” by the World Bank Maintenance Project (RRMSP);
- 2-List of road segments classified “*in good condition*” by the maintenance contracts supervisors.

The source of data: The supervisor of the World Bank Maintenance Project and the supervisors of maintenance contracts of the three Regional Directorates.

8- Length (km) of roads (National roads network) yearly surveyed, including inventory and status of the relevant components

Baseline: 0 km of road network inspected for the year 2015.

Target: The 2018 data assessment for this indicator requires: At least 1500 km of national road network inspected annually by the end of 2018, including inventories and status of relevant components.

1. The World Bank's Maintenance Project (RRMSP) project includes in its contract ongoing field investigations to provide all the information needed to update the data on road assets. Based on this, the contractors compile annually an inventory of the condition of the road assets and submit it to the monitoring consultant, who, after the necessary verifications, submits it to ARA. Under this project, about 1332 km of roads have been inventoried.

The GIS system has been installed for the inventory of the national road network including all the road elements. So far in this system has been upload, the lengths of the axes of the national road network, as well as the widths of the roads have been laid. After collecting these data, they will be uploaded into the GIS system, in order to create a data log for the entire National Road Network and its elements.

The source for the verification of data is the monitoring consultant "IRD Engineering", which is also the monitoring company of four OPRC contracts.

2. The Albanian Road Authority, through its the Directorate of Construction and Maintenance performs inspection with its own budget regarding the inventory of the road and its components. The length of the inspected roads by ARA on the inventories and the status of the respective components, is 824.34 km.

Source of verification:

- 1- Asset Inventory Report (AIR) RRMSP (attached);
- 2- Inventory Tables compiled by three Regional Directorates (attached).

The source of data: The supervisors of the regional directorates.