NATIONAL TRANSPORT STRATEGY
AND ACTION PLAN 2030

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List of Abbreviations

AAC	Civil Aviation Authority
AFIR	Alternative Fuels Infrastructure Regulation
AKISA	National Authority for Investigation of Safety in Civil Aviation Operations
ANTP	Albanian National Transport Plan
ARRSH	Albanian Road Authority
BCP(s)	Border Crossing Point(s)
BSEC	Black Sea Economic Cooperation
CEF	Connecting Europe Facility
CEVNI	European Code for Inland Waterways
CRM	Common Regional Market
DPSHTRR	General Directorate of Road Transport Services
EASA	European Aviation Safety Agency
EBRD	European Bank for Reconstruction and Development
EC	European Commission
ECAA	European Common Aviation Area
eCMR	Digital version of the freight document CMR/additional protocol to the convention on the contract for the international carriage of goods by road (cmr) concerning the electronic consignment note
EETS	European Electronic Toll Service
eFTI	Electronic freight transport information/Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (Text with EEA relevance)
EIP	Economic and Investment Plan for the Western Balkans
EKORR	National Road Operation Authority
EMSA	European Maritime Safety Agency
EMSWe	European Maritime Single Window environment
ERA	European Union Agency for Railways
ERTMS	European Rail Traffic Management System
EU	European Union

FIDIC	International Federation of Consulting Engineers
GIS	Geographic Information System
GIZ	German Agency for International Cooperation
HSH	Albanian Railways
IBM	Integrated Border Management
ICAO	International Civil Aviation Organization
IMO	International Maritime Organization
INSTAT	Institute of Statistics
IPA	Instrument for Pre-accession Assistance
IPS	Integrated Planning System
ITF	International Transport Forum
ITS	Intelligent Transportation Systems
KPIs	Key Performance Indicators
MIE	Ministry of Infrastructure and Energy
MMTIS	Multimodal Travel Information Services
MTBP	Medium-Term Budget Programme
NAP	National Access Points
NECP	National Energy and Climate Plan
NSDEI	National Strategy for Development and Integration
NTSS	National Transport Sector Strategy
OECD	Organisation for Economic Co-operation and Development
OSS	One-Stop-Shop
PBMC	Performance-based maintenance
PFSA	Port Facility Security Assessment
PFSP	Port Facility Security Plan
PRM	Persons with Reduced Mobility
PSC	Port State Control
PSO	Public Service Obligation
RAMS	Road Asset Management System
RSA	Road Safety Audit

RSI	Road Safety Inspection
RTTI	Real-Time Traffic Information
SAF	Sustainable Aviation Fuel
SDG(s)	Sustainable Development Goal(s)
SEE	Southeast Europe
SMS	Safety Management Systems
SP	Strategic Priority
SSMS WB	Sustainable and Smart Mobility Strategy for Western Balkans
SSPP	Single Sector Project Pipeline
SUMP	Sustainable Urban Mobility Plan
TCT	Transport Community Treaty
TEN-T	Trans-European Transport Network
TIA	Tirana International Airport
TSI	Technical Specifications for Interoperability
UN	United Nations
UNECE	United Nations Economic Commission for Europe
VTMIS	Vessel Traffic Management and Information System
WB	Western Balkans
WBIF	Western Balkans Investment Framework

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I – STRATEGIC FRAMEWORK ANALYSIS

Introduction and Context

The ***National Transport Sector Strategy 2030 (NTSS)*** is the main strategic document that defines the policy and strategic framework for the sustainable development of Albania's transport system. By setting relevant and realistic objectives and a harmonised approach, the strategy aims to ensure full integration of Albania's transport network within the Trans-European Transport Network (TEN-T), advance the country's EU accession objectives, and accelerate the transition towards a modern, safe, sustainable and intelligent transport system.

Albania's geographic position as a key regional gateway and its role in the Western Balkans connectivity corridors creates significant opportunities for economic growth, regional connectivity and market integration. To capitalise on this potential, the national transport framework defines clear priorities and strategic objectives structured around institutional alignment, infrastructure modernisation, digitalisation, sustainability, safety and multimodal integration.

The development of the transport sector in Albania builds upon the lessons of the previous strategic cycle and aligns closely with key national, regional and European strategic documents.

The NTSS 2030 is fully aligned with the **National Strategy for Development and Integration 2030**[1] **(NSDEI)**, approved in February 2023. This strategy contributes to the achievement of the **Sustainable Development Goals**[2], by ensuring modern, efficient and environmentally sustainable mobility during the period 2026–2030 and beyond.

The Strategy and Action Plan are fully consistent with the strategic objectives of the Government of Albania and takes into account the Priority Projects, included in the National Single Project Pipeline (NSPP), approved by Council of Ministers Decision.

This strategy reflects the policy commitments under the **Southeast Europe 2030 Strategy**[3] **(SEE2030)**, the **Strategy for Sustainable and Smart Mobility in the Western Balkans**[4], the **European Green Deal**[5], the **Economic and Investment Plan (EIP) for the Western Balkans 2021–2027**[6], the **EU New Growth Plan**[7] **(2023)**, the **Green Agenda for the Western Balkans**[8], and the **UN Decade of Action for Road Safety**[9] **2021–2030**. The NTSS

[1] https://qbz.gov.al/eli/vendim/2023/02/22/88/59519cb2-2180-4e7e-9d91-68545a68e008
[2] https://sdgs.un.org/goals
[3] https://www.rcc.int/see2030/files/SEE-2030-strategy.pdf
[4] https://www.transport-community.org/wp-content/uploads/2021/06/Strategy-for-Sustainable-and-Smart-Mobility-in-the-Western-Balkans
[5] https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal_en
[6] https://enlargement.ec.europa.eu/system/files/2020-10/communication_on_wb_economic_and_investment_plan_october_2020_en.pdf?utm_
[7] https://enlargement.ec.europa.eu/system/files/2023-11/COM_2023_691_New%20Growth%20Plan%20Western%20Balkans.pdf?utm
[8] https://www.rcc.int/greenagenda
[9] https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety

2030 aligns closely with the **Next Generation Action Plans**[10] **2025–2027** for the Western Balkans. This strategy also builds upon the outcomes of the **EU Screening Process**, **Closing Benchmarks**, and the implementation of **Regulation (EU) 2024/1679**[11] on the development of the TEN-T network.

The NTSS 2030 precedes the allocation of annual state budget funds for the transport sector, marking improvements in planning, monitoring and prioritisation processes. It is also a key reference document for international development partners, ensuring that their support is harmonized with Albania's transport development priorities and aligned with the country's European integration agenda.

The inter-institutional coordination among Ministry of Infrastructure and Energy with other line ministries, TCT Secretariat, EU institutions, international financial institutions and other partners, will play an important role in achieving the Strategy's goals and milestones.

Policy and Legal Framework

Albania's transport policy and legal framework is anchored in the objective of full alignment with the EU acquis and in the broader commitment to sustainable connectivity under Cluster 4 "Green Agenda and Sustainable Connectivity" of the EU accession negotiations.

Transport activities in Albania are regulated through **mode-specific Legal Codes**, which constitute the highest level of legislation in the sector:

- **Road Code** [12]– Law No. 8378, dated 22.7.1998 (as amended);
- **Rail Code**[13] – Law No. 142, dated 22.12.2016;
- **Maritime Code**[14] – Law No. 9251, dated 08.07.2004 (as amended);
- **Air Code** [15]– Law No. 96, dated 07.08.2020.

These legal acts are complemented by sub-legal acts that ensure the operational, safety and environmental standards of the transport system, but also by a wide range of horizontal legislation, including laws on environmental protection, the exercise of activity and access to the profession, public procurement, licensing, etc.

Alignment with the EU acquis under Chapters 14 (Transport Policy), 21 (Trans-European Networks) and 27 (Environment and Climate Change) is progressively advancing, guided by the EU's benchmarks for legislative approximation, implementation and enforcement.

Key remaining challenges include improving the performance of supervisory authorities, advancing digital transformation of transport governance, strengthening enforcement mechanisms and bridging infrastructure investment gaps. Addressing these gaps is essential for improving regulatory compliance, safety outcomes, regional connectivity and alignment with EU Single Market expectations.

[10] https://www.transport-community.org/wp-content/uploads/2025/05/Next-Generation-Action-Plans-for-the-Western-Balkans-digital.pdf
[11] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202401679
[12] https://qbz.gov.al/preview/ad1c89b1-88fa-402f-8456-a653dcbd44dd
[13] https://www.infrastruktura.gov.al/wp-content/uploads/2022/11/ligj-2016-12-22-142_Kodi-hekurudhor-i-RSH.pdf
[14] https://qbz.gov.al/share/75TsII-pQdenBEnQD6Gejg
[15] https://qbz.gov.al/eli/ligj/2020/07/23/96/8768598f-49cf-4817-a8e5-65922feab183;q=96%2F2020

Institutional Framework

Albania's transport governance is structured around a multi-layered institutional system that ensures policy coordination, regulatory oversight and international integration across all modes.

- **The Ministry of Infrastructure and Energy** provides overall policy leadership, strategic planning and coordination across the sector.
- **Road transport and road infrastructure** are administered, regulated, developed, and supervised by the Albanian Road Authority (ARRSH) for national road infrastructure planning, construction, rehabilitation and maintenance and the General Directorate of Road Transport Services (DPSHTRR) for vehicle documents, registrations, licensing and technical inspections and the provision of services to road transport users.
- **Rail transport** is implemented through the restructured Albanian Railways (HSH), with separate entities for infrastructure management, and rail undertakings (passenger/freight/rolling stock maintenance). Safety, regulation, licensing and accident investigation are carried out by the independent Railway Safety Authority, Railway Regulatory Authority, Railway Licensing Authority and the Railway and Maritime Accident Investigation Body.
- **Maritime transport** is overseen by the General Maritime Directorate, including maritime safety and security, Harbour Masters, Port and Flag State Control, Register of ships and Seafarers. The port of Durrës operate as port authority, while ports of Vlorë, Shëngjin and Sarandë as state owned companies. The Albanian Coast Guard and the Inter-Institutional Maritime Operational Centre are responsible for search-and-rescue and pollution response operations.
- **Air transport** is regulated by the Civil Aviation Authority (AAC), with Albcontrol responsible for air navigation services and the National Authority for Investigation of Safety in Civil Aviation Operations (AKISA) conducting independent accident investigation. Albania's airports include Tirana International Airport, Kukës Airport and the upcoming Vlora Airport.

Albania participates actively in regional and international transport organisations, including the Transport Community, UNECE, ITF/OECD, IMO, ICAO, BSEC, EUROCONTROL, European Civil Aviation Conference (ECAC), ERA and the MED MoU, etc., ensuring continuous alignment with global and EU standards.

Achievements, Lessons Learnt and Drivers of Change

Since the last Transport Sector Strategy, Albania has made substantial progress in modernising and integrating its transport system across all modes. Key achievements include:

- Significant alignment with the EU *acquis* in the field of road transport, particularly regarding market access, the pursuit of the activity, professional competence, the transport of dangerous goods, licensing criteria for operators in international passenger and freight transport, social rules, public service contracts, and vehicle standards.
- RTTI has been fully completed and formally approved. National legislation approximating Directive 2009/33/EC on the promotion of clean and energy-efficient

road transport vehicles has been drafted and finalized and is ready for adoption. The fully approximation of the ITS Directive 2010/40/EU has been adopted in December 2025. In parallel, the respective draft related to AFIR has been prepared and is currently in the finalisation phase.

- Major reforms in railways through the transposition of the 4th Railway Package and the establishment of independent regulatory and safety bodies.
- Strengthened maritime safety and improving of the fleet performance in line with MoU on Port State Control, alongside port modernisation and the redevelopment of Porto Romano and Triport Vlora.
- Expanded aviation capacity and alignment with EU aviation safety, security and passenger-rights frameworks under the European Common Aviation Area[16] (ECAA). The effective implementation of standards at the AAC, in accordance with ICAO, reached 89% in 2025, which is higher than the average of EU countries. NATO has also recognized the standard provided by the AAC for airworthiness certification.
- Enhanced digitalisation through the National Road Traffic Monitoring Centre, e-government integration and the initial deployment of Intelligent Transport Systems.
- Creation of specialized bodies such as EKORR for road operation and tolling, and MobAl with the purpose of providing road public transport operation and organization services.
- Adoption of the new Road Safety Strategy 2026–2030 with a Vision Zero approach.
- Acceleration of infrastructure development along the Adriatic–Ionian Corridor, Corridor VIII and the Durrës–Tirana–Rinas rail link.

Achievements to date highlight the need for stronger institutional capacities, improved regulatory governance, long-term planning, better inter-institutional coordination, climate-resilient infrastructure development and enhanced project management capabilities.

Current EU acquis alignment progress

Albania's EU integration path—marked by the 2006 Stabilisation and Association Agreement, EU candidate status in 2014 and the start of accession negotiations in 2020—has led to rapid progress in aligning with the EU transport acquis.

The screening process for Cluster 4 (Green Agenda and Sustainable Connectivity) confirmed moderate alignment with EU transport policy and compliance with aviation, road and maritime acquis, but also highlighted important gaps in rail safety, multimodal integration, road safety, sustainable urban mobility, ITS deployment and enforcement capacity.

The EU Commission's Albania 2025 Report[17] and the Screening Report for Cluster 4[18] emphasise the need to accelerate TEN-T implementation, strengthen regulatory authorities, improve project preparation and permitting, reinforce safety and inspection systems, and ensure stronger compliance monitoring and institutional capacities. Legal alignment with the TEN-T Regulation is advanced, but implementation remains at an early stage due to funding constraints and administrative limitations. Delivering Core TEN-T by 2030 and Comprehensive TEN-T by 2050 will require intensified efforts on infrastructure delivery, cross-border coordination and performance-based monitoring.

[16] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:22006A1016(01)

[17] https://enlargement.ec.europa.eu/albania-report-2025_en

[18] https://enlargement.ec.europa.eu/screening-report-albania-cluster-4-green-agenda-sustainable-connectivity_en

Strategic Alignment

Coherence with SKZHI 2030, ANTP3, NECP

The **NTSS 2030** is fully coherent with the **National Strategy for Development and Integration 2030** (NSDEI), supporting economic competitiveness, improved service quality, social inclusion and environmental sustainability. It operationalises the NSDEI pillars through safe, green, smart and inclusive mobility, while its performance indicators contribute directly to the NSDEI monitoring system.

The NTSS is supported by the **Albanian National Transport Plan – Second Review**[19] (ANTP3), which provides the analytical foundation for multimodal planning and corridor prioritisation. The NTSS expands this framework by adding decarbonisation, digitalisation, safety, resilience and institutional strengthening, ensuring an integrated and EU-aligned policy approach.

The NTSS is coherent with the **National Energy and Climate Plan**[20] (NECP), aligning transport interventions with national decarbonisation targets, renewable energy deployment and modal shift priorities. Shared priorities include vehicle electrification, charging infrastructure deployment, rail electrification, sustainable fuels and digital mobility.

Alignment with EU and Regional Policy Frameworks

The National Transport Sector Strategy 2030 (NTSS) is fully coherent with the European Union's and the Western Balkans' strategic frameworks, ensuring policy, regulatory and investment alignment across all levels. The Strategy supports the European Green Deal and Fit for 55[21] targets by embedding decarbonisation, clean energy use and modal shift in all transport modes, while advancing the EU Economic and Investment Plan (EIP) 2021–2027 through the development of priority TEN-T corridors and smart, resilient infrastructure. It contributes to the EU New Growth Plan for the Western Balkans (2023) by accelerating acquis alignment, facilitating integration into the EU Single Market, and strengthening transport interoperability under the Common Regional Market[22] (CRM) framework.

Regionally, the NTSS aligns with the Southeast Europe 2030 Strategy (SEE2030) and the Transport Community's Strategy for Sustainable and Smart Mobility in the Western Balkans (2021), promoting regional connectivity, green and digital transformation, and harmonisation of cross-border transport standards. The strategy is compliant with the UN Decade of Action for Road Safety 2021–2030, committing to halve fatalities and ensure safer, more inclusive mobility. Collectively, these alignments position Albania's transport policy as a cornerstone of sustainable connectivity, regional integration and EU accession readiness.

[19] https://ital.gov.al/wp-content/uploads/2019/12/PKT3-PJESA-I.pdf
[20] https://www.infrastruktura.gov.al/wp-content/uploads/2021/11/NECP-Albania_drafti-shqip.pdf
[21] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52021DC0550
[22] https://www.rcc.int/pages/143/common-regional-market?utm

II – VISION, POLICY GOALS AND SPECIFIC OBJECTIVES

Vision 2030

By 2030, Albania will have a safe, sustainable, intelligent and fully integrated transport system aligned with the EU acquis and the Trans-European Transport Network (TEN-T). The national transport system will support green growth, regional connectivity and competitiveness by promoting multimodal, low-emission and resilient mobility. It will ensure high standards of safety, security and passenger rights, be governed by strong and transparent institutions, and contribute to climate neutrality, energy efficiency and inclusive economic development.

Albania's transport vision for 2030 builds on the Government's long-standing priority to modernise transport infrastructure, stimulate economic development, and advance regional and European integration. Anchored in the commitments of the Transport Community Treaty, the Western Balkans Connectivity Agenda, the Green Agenda for the Western Balkans, and aligned with the EU Green Deal and the EU Sustainable and Smart Mobility Strategy, this vision responds to the need for sustainable, safer, smarter, more resilient mobility, and fully integrated transport system aligned with the EU acquis and the TEN-T network, which requires a streamlined strategic framework, strengthened institutions and enhanced coordination across national, regional and EU partners.

Policy goals and specific objectives

The transport sector priorities for 2021–2030 set by the (NSDEI 2030), focus on establishing a modern regulatory and legal framework that supports an efficient and competitive transport system, ensuring equitable access to services across the entire territory to foster balanced regional development, and accelerating integration with the EU and Western Balkans through alignment with European standards and regional connectivity initiatives. The strategy also emphasises improving safety, quality and reliability across all modes, promoting environmental sustainability and energy efficiency, and developing a fully integrated multimodal transport market that links road, rail, maritime, air and inland waterways into a coherent and interoperable network capable of supporting long-term economic growth and EU accession objectives.

In line with the vision and the main objectives indicated by NSDEI 2030, the Government Programme 2025-2029, but also in line with the European and regional transport policy, the new National Transport Strategy and Action Plan 2030 set up the following Strategic Priorities for Albania's transport system:

TABLE 1 - STRATEGIC PRIORITIES

National Transport Sector Strategy 2030 - Strategic Priorities	
SP1	Full Alignment within 2027 and Effective Implementation within 2030 of the EU Transport Acquis
SP2	Strengthen Regional Connectivity and Integration with the EU Transport Network (TEN-T)
SP3	Advance Sustainable, Intelligent, Multimodal, Resilient and Climate-Neutral Mobility
SP4	Enhance Safety, Security and Passenger Rights

The set of Strategic Priorities listed above takes also in consideration the recommendations from the **EU Progress Report 2025** for Albania.

Each Strategic Priority includes a rationale, specific objectives, key measures and expected outcomes and indicators (for all transport modes).

In the context of the National Transport Strategy 2030, each **Strategic Priority** defines a broad policy direction addressing a critical dimension of Albania's transport sector development and EU integration process. The strategic objectives under each priority translate that direction into *concrete, actionable and measurable outcomes* that can be achieved through targeted interventions.

The **Objectives** therefore provide the *operational bridge* between the strategic vision and implementation — they specify *what must change* in institutional, regulatory, or infrastructural terms to achieve the intended transformation described in the priority.

The **Measures** provide the concrete actions, reforms and investments required to achieve each Objective. As the operational layer, it explains how the objective will be met, completing the logical chain where Strategic Priorities define direction, Objectives define results, and Measures define implementation steps.

This logical chain — **Strategic Priority** → **Objective** → **Measure** — ensures internal coherence, transparency and traceability throughout the Strategy. It allows policymakers to demonstrate, through measurable evidence, how institutional strengthening, regulatory reform and improved governance mechanisms contribute to Albania's broader goals of sustainable, intelligent, safe and EU-aligned transport development by 2030.

Strategic Priority 1 – Full Alignment within 2027 and Effective Implementation within 2030 of the EU Transport *Acquis*

Rationale

Full and effective approximation with the EU transport *acquis* is a cornerstone of Albania's EU accession process and a prerequisite for developing a transparent, safe, competitive and interoperable transport system. Albania aims to achieve full legislative alignment by 2027 and full implementation by 2030, in line with the requirements of the Transport Community

Treaty (TCT) and EU negotiation benchmarks under Chapters 14 (Transport Policy) and 21 (Trans-European Networks).

While significant progress has been made, the Transport Community's 2025 Progress Report indicates that 45% of *acquis* remains to be fully transposed. The European Commission's 2025 Country Report also highlights the need for stronger alignment in port-state control, maritime security, environmental/IMO requirements, road safety, TEN-T legal alignment, multimodality, ITS deployment and digitalisation.

Beyond legal transposition, Albania must ensure systematic implementation through strong institutions, digital monitoring, risk-based enforcement, and coordinated governance across all transport modes. Effective *acquis* alignment enhances fair competition, compliance with EU Single Market rules, access to EU funding, and full integration with the TEN-T network.

Policy Coherence and EU Alignment

Strategic Priority 1 provides the legal and institutional backbone for Albania's convergence with the EU transport system. It operationalises Albania's obligations under the Transport Community Treaty and the Single European Sky, and directly supports negotiation benchmarks under Chapter 14 (Transport Policy), Chapter 21 (TEN-T), and Cluster 4 (Green Agenda & Sustainable Connectivity).

Objective 1.1 accelerates full legislative transposition by 2027 across all modes, supporting screening conclusions and closing benchmarks.

Objective 1.2 ensures that aligned legislation is fully implemented through enforcement, institutional strengthening and digital monitoring, consistent with EU requirements for sustainable, smart and resilient mobility.

Together, these objectives provide the regulatory foundation for Albania's full integration into the EU Single Transport Area.

Objective 1.1 Achieve systematic alignment of EU Transport *Acquis* across all modes

Systematic and accelerated alignment of Albania's legal and regulatory framework with the EU transport acquis is a prerequisite for advancing accession negotiations under Chapters 14 and 21, ensuring compliance with the Transport Community Treaty and Single European Sky, and meeting the obligations of the indicative TEN-T extension to the Western Balkans. Full legislative approximation across all modes (road, rail, maritime, aviation, inland waterways, multimodal logistics, intelligent transport systems (ITS) and passenger rights) will enable Albania to establish a harmonised, predictable and EU-compatible regulatory environment that supports market liberalisation, fair competition, interoperability, safety, decarbonisation, digitalisation and seamless cross-border integration.

According to Action Plans and the EU Acquis Progress Report 2025 of Transport Community, from Annex I legal acts of the Treaty, for Albania 45% remains to be transposed. While the partially transposed count for 40%, and fully transposed only 15%.

Closing the alignment gap by 2027 is essential to unlock funding under the EU Growth Plan, Connecting Europe Facility (CEF), WBIF, IPA III, and to ensure that Albania's transport operators, regulators, infrastructure managers and users operate under the same legal conditions as those in the EU Single Transport Area.

Key Measures

Cross-Modal (Horizontal Measures)

1. Draft and implement the acquis transposition roadmap for 2026–2027 with clear annual milestones, integrating new EU acts.
2. Continue the training programme on acquis transposition for the Ministry and modal agencies staff.

Road Transport, Road Safety and Passenger Rights

3. Finalise transposition of the Road Infrastructure Safety Management Directive (2008/96 as amended by 2019/1936).
4. Full alignment with Regulations (EC) No 1071/2009 (on access to the occupation of road transport operator), 1072/2009 (on common rules for access to the international road haulage market), and 1073/2009 (on common rules for access to the international market for coach and bus services).
5. Full alignment with Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure, repealing Directive 2014/94/EU (AFIR) and Clean Vehicle Directive (EU) 2019/1161.
6. Full alignment with the EU acquis concerning social rules in road transport (Regulation (EC) No 561/2006, the Smart Tachograph Regulation, Regulation (EU) 2018/502, the Working Time Directive, Regulation (EC) No 2006/52), as well as Port State Control.
7. Align with the ITS Directive 2023/2661 and all delegated acts (NAP, RTTI, MMTIS, cross-border data exchange).
8. Ensure full alignment with EU passenger-rights acquis (Reg. 261/2004, 1371/2007, 181/2011, 1177/2010).

(Refer to latest version of Progress Reports on Action Plans and Acquis Implementation by TCT for full alignment package).

Rail Transport

9. Complete alignment with the 4th Railway Package including interoperability (2016/797), safety (2016/798), SERA (2012/34) and full TSI package.

(Refer to latest version of Progress Reports on Action Plans and Acquis Implementation by TCT for full alignment package).

Maritime & IWW

10. Transpose maritime safety, security and environmental acquis.
11. Adopt into national legislation the "European Code for Inland Waterways" (CEVNI) and Council Regulation (EC) No. 718/1999 of 29 March 1999 on a community fleet capacity policy to promote inland waterway transport.

(Refer to latest version of Progress Reports on Action Plans and Acquis Implementation by TCT for full alignment package).

Aviation

12. Regularly adopt new EU aviation legislation in line with the requirements of the Agreement on the establishment of the European Common Aviation Area (Multilateral Agreement), including the requirements related to the Single European Sky, air navigation services, air operations, aviation personnel and crew, airworthiness, aviation security, air navigation services, air safety investigations, etc.

Multimodal and Logistics

13. Transpose Regulation 1056/2020 (eFTI) and Directive 92/106/EEC (combined transport).

Expected outcomes:

- Full legislative approximation achieved by 2027 across all modes.
- EU-compatible, predictable regulatory framework for operators and investors.
- Strengthened institutional readiness for EU accession and Single Market integration.
- Improved safety, interoperability, environmental performance and digitalisation.
- Enhanced access to EU funding based on acquis compliance.

Objective 1.2 Achieve systematic implementation of EU Transport *Acquis* across all modes

While legal approximation to the EU transport *acquis* is a necessary first step, its real impact is only realised through systematic, sustained and measurable implementation to achieve full operationalisation of EU transport rules, standards, processes and enforcement mechanisms across all modes. Effective implementation requires functional regulatory authorities, technical capacity, digital tools, performance monitoring mechanisms, inter-institutional coordination and sector governance capable of applying standards consistently. Full *acquis* implementation by 2030 will ensure safe, interoperable, decarbonised, digitalised and passenger-oriented mobility, strengthen Albania's credibility as a future EU Member State, and maximise access to EU funding instruments.

Key Measures

Cross-Modal (Systemic Implementation Measures)

1. Operationalise a national acquis implementation framework with annual compliance targets and monitoring.
2. Strengthen regulatory bodies through staffing, training, enforcement tools and performance-based mandates.
3. Continues monitoring and reporting of Acquis implementation.

4. Ensure systematic participation in EU technical committees (ERA, EMSA, EASA, TENtec and Transport Community working groups).

Road Transport, Road Safety and Passenger Rights

5. Implement the Tunnel Safety Directive (2004/54).
6. Enforce road social rules through risk-based controls, tachograph systems, digital verification and joint inspections with relevant authorities.
7. Implement Road Infrastructure Safety Management (RSA, RSI, tunnel inspections)
8. Implement ITS services: NAP, RTTI, MMTIS, digital enforcement systems and EETS interoperability.

Rail Transport

9. Ensure operational implementation of all elements of the 4th Railway Package.
10. Ensure full operational capacity of the National Safety Authority, Regulatory and Licensing Body, Railway and Maritime Accident Investigation Body.

Maritime & IWW

11. Fully implement VTMIS, EMSWe and digital maritime procedures; ensure integration with customs and border agencies.
12. Implement PSC, flag-state inspections, monitoring, reporting and verification, sulphur checks and maritime accident investigation.
13. Capacity building for VTMIS operationalization and implementation.
14. Establish a National Inland Waterways Control Agency as the competent authority for regulating and supervising inland water transport in line with EU and regional frameworks.
15. Reforming the General Maritime Directorate

Aviation

16. Implementation of the “Single European Sky 2+” (SES 2+) package rules, ensuring in particular the performance of the additional functions defined under this regulatory framework by the National Supervisory Authority (NSA).
17. Implementation of the requirements set out in this regulatory framework for the development of the performance scheme; preparations to implement this scheme.
18. Establishment and capacity building for the functioning of the NSA, and cooperation with the Air Navigation Service Provider (ANSP) to ensure the implementation of SES 2+ requirements.
19. Ensuring the competence of the Albanian Civil Aviation Authority’s (AAC) supervisory capacities regarding the new rules, in particular in relation to operational safety, the operation of unmanned aircraft systems (UAS), information security, or other innovations introduced through the EU legislation.
20. Effective implementation of the National Aviation Safety Plan (NASP).
21. Strengthen Albcontrol service provision and National Authority for Investigation of Safety in Civil Aviation Operations (AKISA) capacities to EU levels.

Expected outcomes:

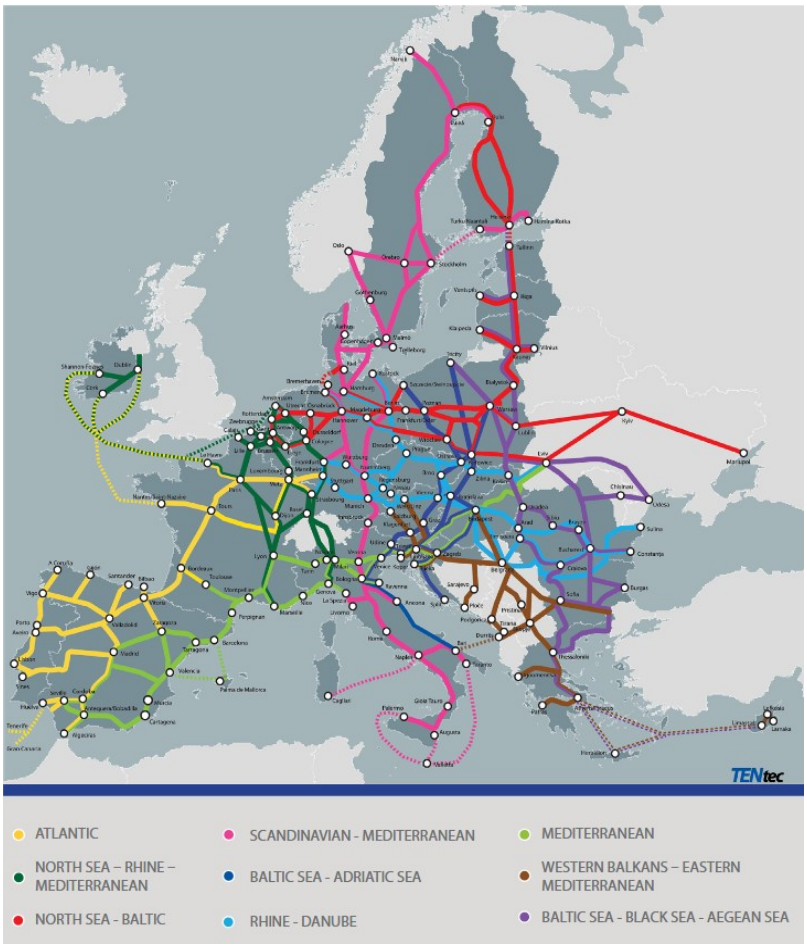
- Full operational compliance with the EU transport acquis by 2030.
- Functioning, EU-compatible enforcement and monitoring systems.
- Proven safety, interoperability and service-quality improvements.
- Greater competitiveness, reduced violations and improved governance.
- Readiness for EU internal transport market participation.

Strategic Priority 2 – Strengthen Regional Connectivity and Integration with the EU Transport Network (TEN-T)

Rationale

Strengthening regional connectivity and integrating Albania into the Trans-European Transport Network (TEN-T) is essential for economic competitiveness, mobility, trade and EU accession. The revised TEN-T Regulation (EU) 2024/1679 defines a Core Network to be completed by 2030, an Extended Core by 2040 and a Comprehensive Network by 2050, setting clear technical, operational and interoperability standards for all transport modes. Through the indicative TEN-T extension to the Western Balkans, Albania is positioned on Europe's main transport corridors, gaining access to EU funding, harmonised standards and deeper integration into the Single European Transport Area.

FIGURE 1 - EUROPEAN TRANSPORT CORRIDORS



SOURCE: TRANSPORT COMMUNITY TREATY

Despite notable progress, Albania continues to face infrastructure gaps, congestion, uneven quality across corridors and persistent safety challenges which constrain connectivity and economic performance. Accelerating the modernisation of Corridor VIII, the Adriatic–Ionian corridor and multimodal nodes is therefore critical to meet TEN-T requirements, remove bottlenecks and strengthen links between ports, airports, rail and road.

Policy Coherence and EU Alignment

The objectives of Strategic Priority 2 are designed to align Albania's connectivity agenda with the Trans-European Transport Network (TEN-T) and the broader EU policy framework for sustainable mobility. By advancing the completion of the TEN-T Core and Comprehensive Networks (Objective 2.1), Albania contributes to the European Green Deal's goal of a fully connected transport area by 2050 and complies with the TEN-T Regulation milestones (Core 2030 / Comprehensive 2050).

The deployment of road-asset-management systems and multi-annual maintenance frameworks (Objective 2.2) reflects EU directives on infrastructure safety management and the Transport Community's Road Transport Action Plan, ensuring that investments are preserved through long-term performance-based maintenance, thus improving sustainability and value for money.

Furthermore, the focus on cross-border connectivity (Objective 2.3) supports the Western Balkans Connectivity Agenda[23], the Common Regional Market Plan[24], and the Transport Community Action Plan on Transport Facilitation, which jointly aim to create a seamless regional mobility area consistent with EU standards of interoperability, safety and digitalisation.

Objective 2.1. Completion of the TEN-T Core and Comprehensive Networks (Core by 2030/ Comprehensive by 2050)

The TEN-T is a Europe-wide network of transport infrastructure - including roads, railways, ports, airports, inland waterways and multimodal terminals - designed to ensure seamless, high-quality connectivity across the European Union. The TEN-T policy guides technical standards (e.g., road lanes per direction, rail speeds, signalling, alternative fuel infrastructure), interoperability, multimodality and investments to remove bottlenecks and link national systems to the European transport market.

While Albania is not an EU Member State, the EU through the Delegated Regulation (EU) 2016/758 amended Regulation (EU) 1315/2013, has defined an indicative extension of the TEN-T network into the Western Balkans region.

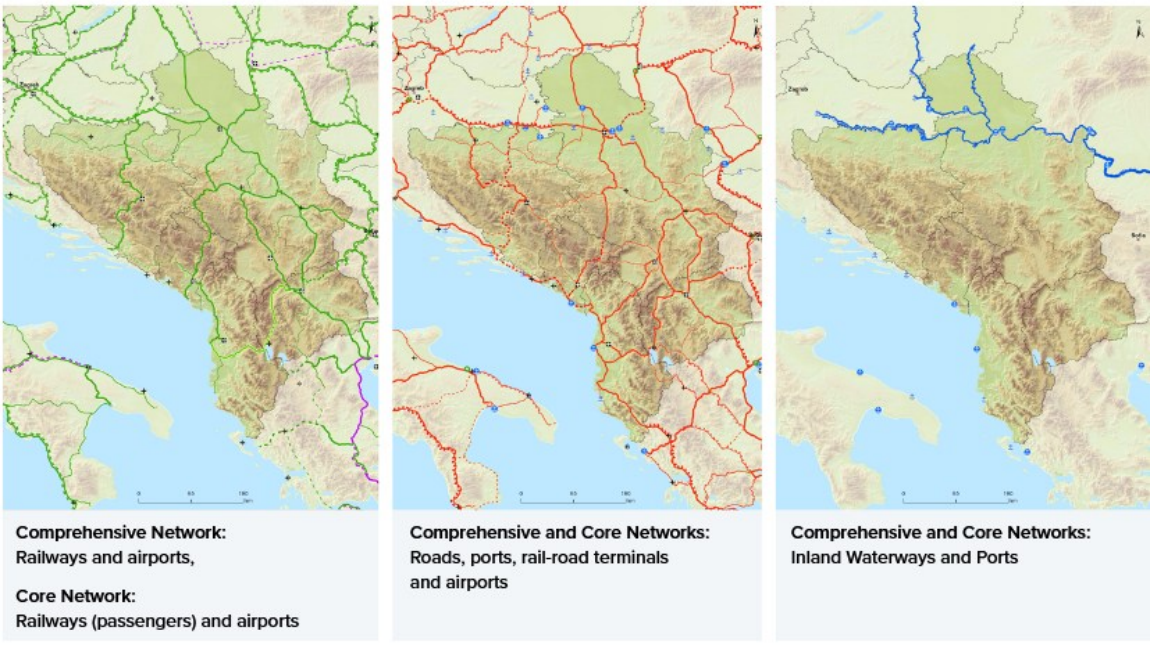
As a candidate country and Transport Community Treaty Party, Albania has not formally "adopted" Regulation (EU) 2024/1679 on Union guidelines for the development of the trans-European transport network, but it has reached an advanced level of alignment with its TEN-T provisions and is progressively applying its network definitions and infrastructure standards through the indicative TEN-T extension and WBIF-funded projects. Ensuring that key road, rail, port and airport links meet TEN-T standards and function as part of coherent multimodal corridors is essential for seamless connections to European logistics chains, lower logistics costs, more reliable travel times and climate-resilient mobility.

In 2025, the Council of Ministers endorsed through its decision the "Document of Priority Policies 2026-2028", which sets out the updated list of priority projects for developing the core and comprehensive regional transport network across all modes.

This objective also supports the EU Growth Plan and the WBIF Connectivity Agenda by ensuring that Albania's transport investments are strategically prioritised, bankable and fully aligned with regional flagships.

FIGURE 2 - INDICATIVE TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T) EXTENSION OF COMPREHENSIVE AND CORE NETWORKS TO THE WESTERN BALKANS

[23] https://www.wbif.eu/sectors/connectivity-agenda
[24] https://www.rcc.int/pubs/189/common-regional-market-action-plan-2025-2028



SOURCE: TRANSPORT COMMUNITY TREATY

Key Measures

TEN-T Completion & Upgrade (all modes)

1. Align national infrastructure planning with TEN-T corridor development plans and deadlines: Core by 2030, Extended Core Network by 2040, Comprehensive by 2050.
2. Ensure consistency with the indicative TEN-T extension and the TCT Five-Year Rolling Work Plan for the Western Balkans.

Prioritise multimodal TEN-T projects through the Connectivity Agenda

3. Rank and select corridor investments using Connectivity Agenda / EIP criteria: regional integration, market access, multimodality, safety, resilience and climate proofing.
4. For each priority corridor, prepare integrated multimodal corridor development plans combining:
    - infrastructure upgrades across modes,
    - intermodal terminals and logistics zones,
    - port/rail/airport/dry port connections,
    - customs and BCP improvements,
    - corridor-level digital systems (tracking, eCMR/eFTI, MMTIS).

Apply TEN-T technical standards across all modes, corridors and nodes

5. Adopt the Regulation (EU) 2024/1679 on Union guidelines for the development of the trans-European transport network
6. Ensure new and upgraded infrastructure is designed and built-in line with TEN-T standards (design speeds, axle loads, ERTMS readiness, rail electrification,

environmental performance and digitalisation in ports, airport categories, safe infrastructure, climate resilience, environmental requirements, and digital readiness).

Upgrade Intermodal Nodes as TEN-T Logistics Hubs

7. Develop and modernise ports, rail terminals, dry ports and airports as TEN-T nodes, with efficient last-mile road/rail access and modern handling equipment.
8. Support infrastructure projects that increase public transport access to rail/port/airport terminals, enabling greener and faster transfers. Promote harmonized planning between transport authorities, municipalities and transport operators to ensure coordinated expansion.
9. Integrate Porto Romano, Triport Vlorë and key inland terminals into coherent logistics clusters serving regional supply chains.

Integrate Albanian corridors into European logistics chains

10. Connect Albanian corridors to European logistics networks, including rail freight corridors, short-sea shipping routes and port community systems.

Monitor TEN-T implementation through TCT / EC reporting frameworks

11. Use TCT and EC TEN-T monitoring indicators to track progress: kilometres upgraded by category, compliance of nodes, bottleneck removal and resilience upgrades.
12. Report annually on corridor performance, implementation status and remaining gaps.

Expected outcomes:

- Completed TEN-T Core segments and accelerated progress on Comprehensive Network.
- Fully defined multimodal corridors integrated into EU logistics chains.
- Intermodal terminals, ports, airports and last-mile connections upgraded to EU standards, improving trade efficiency and reducing logistics costs.
- Stronger regional integration, reduced border delays and improved reliability of freight flows.
- Better readiness for EU funding, with a fully aligned and bankable transport pipeline.
- Strengthened monitoring through EC/TCT frameworks, producing accurate and regular reporting on TEN-T progress and compliance indicators.

Objective 2.2 Full Functioning of the Road Asset Management System (RAMS) and implement multi-annual performance-based maintenance contracts on the Core and Comprehensive Road Networks

The systematic deployment of a Road Asset Management System (RAMS) and the introduction of performance-based, output- and area-wide maintenance contracts represent a transformative step toward sustainable, efficient and accountable road management in Albania. This approach aligns with the EU acquis on infrastructure safety and asset management (Directives 2008/96/EC and 2019/1936/EU), as well as with the Transport Community Treaty and the Next Generation Action Plans 2025–2027, which call for

evidence-based planning, lifecycle maintenance and performance measurement across the Western Balkans.

The system contributes directly to the TEN-T Core and Comprehensive Network maintenance obligations, ensuring that Albania's network is not only expanded but also efficiently preserved to EU technical and safety standards. Substantial progress has been made in establishing the Road Asset Management System (RAMS) within ARRSH. The physical infrastructure and server environment have been established. The second phase, which entails populating the system and developing the database, is planned to be procured. Full operational use of the system should be achieved by July 2029, in line with the project deadline. Meantime, the finalization of the Service Level Agreement is expected by the end of 2026, requiring further institutional follow-up.

Key Measures:

1. National RAMS rollout at ARRSH level: inventory, condition surveys, traffic counts all in one GIS platform by 2029.
2. Adopt a multi-annual maintenance program (5 years) for TEN-T core implementing performance-based maintenance contracts for high-traffic TEN-T road sections, using RAMS output; prioritise high-traffic TEN-T segments.
3. Finalization of the Service Level Agreement by 2026.
4. Create an earmarked road-maintenance funding line fed by tolling/charging (this fully align with Eurovignette Directive) and Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure.
5. Reforming ARRSH and enhance the technical capacities for RAMS use and maintenance.

Expected outcomes:

- National RAMS rollout (ARRSH – inventory, condition, traffic, GIS, Transport Observatory link) with staff trained to maintain it
- Multi-annual maintenance programme (5-year plan for TEN-T, RAMS-based)
- Performance-based maintenance (PBMC) contracts on main TEN-T corridors
- Earmarked road-maintenance funding line (tolling/user-pays)
- Annual safety & climate-resilience inspection cycle (embedded in RAMS)

Objective 2.3 Improve cross-border connectivity with neighbouring Western Balkan countries

Enhancing cross-border connectivity is essential for Albania's integration into the TEN-T network, the creation of a seamless regional mobility and logistics area in the Western Balkans, and accelerating Single Market convergence. Given that the EU is the Western Balkans' largest trading partner, enhanced transport facilitation can generate substantial positive impact. The TCT–CEFTA Green Lanes initiative has already demonstrated the

effectiveness of such coordinated measures, proving a successful model for improving cross-border collaboration and operational efficiency.

Border Crossing Points (BCPs) remain key bottlenecks affecting freight flows, passenger movement and multimodal logistics performance. To address these challenges, Albania must modernise border infrastructure, harmonise procedures and deploy coordinated operational models with neighbouring countries. This objective implements the Transport Community's Transport Facilitation Action Plan and supports the WB Connectivity Agenda, Common Regional Market, and EU Growth Plan. Recent political commitments—including the Ministerial Meeting and Leaders' Summit in Tirana (Nov 2025)—and substantial EU/WBIF financing for the Safe and Sustainable Transport Programme, confirm the regional momentum to streamline border procedures and reduce logistics costs.

Key Measures

(*Although border-crossing procedures fall primarily under the responsibility of the Police and Customs authorities, the Ministry of Infrastructure and Energy provides coordinated support for all transport-related processes and infrastructure at border points*).

1. Upgrade and modernise cross-border infrastructure (road, rail, multimodal BCPs)
2. Ensure bilateral coordination so infrastructure meets TEN-T standards on both sides of the border.
3. Sign bilateral agreement and protocols for one-stop controls at road BCP and revise/upgrade the bilateral railway BCP agreement/protocols with Montenegro.
4. Jointly with the Costumes and Police authorities ensure implementation of EU Regulation 2020/1056 (eFTI) and the added Protocol to the United Nations Convention for the carriage of goods on the "electronic consignment note" (eCMR).
5. Regular training for border agencies (CBTCT, EU platforms).

Expected outcomes

- Modernised and interoperable BCP infrastructure across all priority borders.
- One-Stop-Shop and joint border controls operational at key BCPs
- Significant reduction in cross-border waiting and clearance times
- Deployment of digital and paperless border procedures for freight
- Enhanced border capacity and institutional cooperation
- Increased regional connectivity and integration into European supply chains

Strategic Priority 3 - Advance Sustainable, Intelligent, Multimodal, Resilient and Climate-Neutral Mobility

Rationale

Albania's transition toward a clean, smart, resilient and climate-neutral transport system is essential for meeting its NECP 2030 targets (−25% GHG emissions, 54% renewable energy,

+15.5% energy efficiency), the 2050 climate-neutrality vision[25] and aligning with the EU Green Deal. Transport accounts for nearly one-third of final energy demand and remains heavily reliant on imported fossil fuels, making decarbonisation central to energy security and competitiveness. Progress has been made through ITS deployment, expansion of TEN-T infrastructure, and establishment of the Road Traffic Monitoring Centre, but the system remains car-dependent, carbon-intensive and insufficiently digitalised.

This strategic priority accelerates Albania's green and digital transition by deploying alternative fuels, promoting clean mobility, strengthening climate-resilient infrastructure, integrating renewable energy, expanding multimodal freight solutions, and modernising urban mobility. It supports smart mobility through ITS and digital freight platforms, reinforces resilience in line with the EU Climate Adaptation Strategy, and advances sustainable urban transport through SUMPs. Collectively, SP3 positions Albania to meet long-term climate objectives, improve multimodal efficiency and competitiveness, and converge with EU transport standards by 2050.

Policy Coherence and EU Alignment

SP3 is fully aligned with the European Green Deal, Fit for 55, the EU Climate Adaptation Strategy, the Alternative Fuels Infrastructure Regulation [26] (AFIR), FuelEU Maritime, ReFuelEU Aviation, the ITS Directive[27] (2010/40/EU) and the eFTI Regulation[28] (2020/1056). It reflects the Strategy for Sustainable and Smart Mobility in the Western Balkans and the Transport Community Next Generation Action Plans (2025–2027), which call for decarbonisation, deployment of cross-border green corridors, digital multimodal operations, and climate-resilient transport infrastructure. The encouragement of modal shift and multimodal transport corridors is directly aligned with the EU Green Deal's target to transfer 30% of long-distance freight from road to rail and waterborne transport by 2030 and >50% by 2050, strengthening Albania's integration into the TEN-T Core and Comprehensive Networks and into European logistics chains.

Additionally, SP3 supports SDG 11 (sustainable cities) and SDG 13 (climate action), advancing Albania's long-term objective of a fully integrated, low-carbon and climate-neutral transport system.

Objective 3.1 Decarbonisation of transport and deployment of alternative fuels and renewable energy along TEN-T network and in urban areas

Transport is the fastest-growing source of GHG emissions in Albania, driven by an ageing vehicle fleet, road-dominant modal split, and limited penetration of zero- and low-emission vehicles. Adoption of alternative-fuel infrastructure remains fragmented and mostly urban-centric. To meet NECP targets, reduce fossil-fuel dependency, improve air quality and ensure alignment with EU climate and mobility policies, Albania must accelerate deployment of alternative fuels along TEN-T corridors and urban centres, enforce stricter emission

[25] https://www.rcc.int/docs/546/sofia-declaration-on-the-green-agenda-for-the-western-balkans-rn
[26] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32023R1804
[27] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32010L0040
[28] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32020R1056

standards, modernise rail and maritime energy systems, and support green airports. Decarbonisation measures under Objective 3.1 complement infrastructure investments under SP2 by ensuring that completed TEN-T corridors operate with low- and zero-emission technologies.

Key Measures

Cross-Modal Measures

- Implementation of measures included in the Next Generation APs, related to Transport Decarbonization.
- Ensure the implementation of Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles.
- Establish transport-sector GHG reduction targets with annual monitoring to the Transport Observatory Database/ Information System (TODIS) and linked to the National GHG inventory.

Road Transport

1. **Strengthen Vehicle Emission Standards**
   - Implement the European Standards regarding homologation and emissions of vehicles.
2. **Expand Alternative Fuels Infrastructure**
   - Preparation of a national charging and refuelling infrastructure plan aligned with the AFIR, covering the TEN-T network and major urban centres, building on the Connecta study and in line with the mandate of the transport policy authorities.
   - Fast-charging every 60 km on TEN-T Core and 100 km on Comprehensive.
   - LNG pilot corridors for freight decarbonisation.

Rail Transport

3. Ensure all new rail investments are electrification-ready per TEN-T and SSMS WB requirements (from 2022 all newly constructed railway lines to be electrified)
4. Ensuring a modern rolling-stock, prioritising energy-efficient and hybrid technologies.

Maritime/Ports & Inland Waterways

5. **Develop Green Transition of Ports**
   - Electrification of port equipment, use of renewable energy facilities (solar, wind) within port areas.
   - Use of onshore-power supply systems at terminals to reduce emissions at berth.
   - Environmental port charges and emission-based tariffs.
6. **Deploy Alternative-Fuel Infrastructure (LNG, methanol, hydrogen)**

- Prepare a phased roadmap for deployment of alternative fuel infrastructure in all existing ports and new ones to be developed.
- Align port development with AFIR, TEN-T and FuelEU Maritime requirements.

7. **Integrate into EU Green Port Networks**

- Support ESPO/EcoPorts involvement and TCT regional cooperation on waterborne decarbonisation.

Air Transport

8. **Promote Green, Energy Efficient Airport Infrastructure**.

- Support electrification of airport systems, including gate equipment for stationary aircraft (GPU, PCA, e-GSE), aligning with TEN-T environmental requirements.
- Encourage the deployment of renewable energy solutions within airports, including solar farms, electric vehicle charging and smart energy management.
- Support initiatives that reduce airport-related emissions, noise and waste streams in line with EU Green Deal and ICAO LTAG objectives.

9. **Support SAF Deployment**

- Ensure that airport infrastructure is progressively capable of storing, blending and supplying SAF, in accordance with ReFuel EU Aviation requirements.

10. **Alignment with EU Clean Aviation Rules**

- Implement SAF obligations under ReFuelEU Aviation.

11. **Smart & Efficient Airport Operations**

- Expand A-CDM, digital airside operations and multimodal airport access planning.

Expected outcomes

- Concrete achievements in Transport sector Decarbonisation.
- Transport GHG emissions aligned with NECP 2030 trajectory.
- Interoperable AFIR-compliant charging / refuelling network on TEN-T and in main cities.
- Progressive renewal of road, rail, port and airport fleets toward low-/zero-emission technologies
- Increased EU and private investment in green mobility (WBIF, Growth Plan, etc.)

Objective 3.2 Deploy Intelligent Transport Systems (ITS), digital ticketing, e-tolling (where appliable) and smart traffic management across TEN-T network

The digital transformation of Albania's transport system is now a structural requirement for efficiency, safety, sustainability and integration with the EU transport area. While progress has begun—such as airport digitalisation, initial ITS deployment on 200 km of the road national network with other 200 km already procured (aiming to deploy ITS in all TEN-T road network until 2030), and establishment of the Road Traffic Monitoring Centre, digital systems across all modes remain fragmented, largely manual and weakly interoperable. This results in congestion, inconsistent safety performance, higher emissions, operational delays and limited multimodal connectivity.

National systems for electronic digital ticketing and road charging are currently lacking, while the existing legal framework—partially addressed through Law No. 8308 of 18.03.1998 "On Road Transport," as amended by Law 120/2016, Council of Ministers Decision No. 85 of 08.02.2017 "On the determination of rules for the production, distribution, and provision of passengers with road transport tickets," as amended, and Instruction No. 3743 of 10.07.2017 "On the models and standards of passenger road transport tickets," as amended—requires full harmonization with Directive 2010/40/EU (ITS Directive), its Delegated Regulations, the Eurovignette framework, and the Transport Community's Action Plans. The DPSHTRR, in accordance with the provisions of the applicable legislation, is the institution mandated by national legal acts with the responsibility for equipping intercity transport vehicles with ticketing systems. It has also developed and administers the digital platform for ticketing, reservations and the provision of necessary information for intercity transport services.

Expanding ITS across the TEN-T Core and Comprehensive networks is essential for real-time traffic management, digital enforcement, asset monitoring (RAMS integration), seamless passenger information services (MMTIS), future-ready e-tolling, and multimodal digital-ticketing.

Digitalisation of freight and logistics is equally critical. Albania must deploy TAF/TAP-TSI systems for rail, Port Community Systems for maritime nodes, digital freight documentation (e-CMR, eFTI), and automated gate/yard management systems that reduce dwell times, accelerate border processing and improve supply-chain efficiency.

In aviation and maritime transport, advanced digital systems, variable message signs, smart terminal operations and integrated airport/port access—will reduce delays, lower emissions and improve competitiveness.

The ITS and digital systems deployed under Objective 3.2 provide the technical backbone for acquis implementation under SP1 and for digital enforcement and safety improvements under SP4.

Key Measures

1. **Establish a National ITS & Smart Mobility Framework**

   - Implement the ITS Strategy on all TEN-T Core and Comprehensive roads in line with Directive 2010/40/EU and TCT Action Plans.

   - Deploy ERTMS on all TEN-T Core and Comprehensive rail network.

   - Develop an ITS framework for maritime and aviation covering standards, interoperability, cybersecurity and data governance.

- Establish clear institutional responsibilities for ITS planning, operation and enforcement.

2. **Create a National Transport Digital Platform**

- Develop a unified platform integrating:
  – real-time traffic data (RTTI)
  – multimodal travel information services (MMTIS)
  – digital ticketing
  – e-tolling interfaces (where applicable)
  – incident reporting
  – freight data exchange (rail, ports, logistics)

- Gradual Compliance with EU interoperability rules (NAP, DATEX II, NeTEx, SIRI, eFTI).

3. **Deploy Smart Traffic Management Across TEN-T**

- Install intelligent traffic management systems along TEN-T corridors, including:
  – sensors & CCTV
  – variable message signs
  – real-time traffic & incident information
  – digital enforcement (speed, overloading, tachograph checks)
  – weight-in-motion systems
  – RAMS integration for predictive maintenance

- Expand the Road Traffic Monitoring Centre into a national ITS operations centre.

4. **Create conditions for Multimodal Digital Ticketing**

- Pilot the digital ticketing system for passengers' road transport.

- Draft the legal framework for multimodal digital ticketing.

5. **Prepare and Pilot E-Tolling / Digital Road-Charging Schemes**

- Develop policy, legal and technical architecture for e-tolling / digital road-charging aligned with the Eurovignette Directive and EETS.

- Pilot e-tolling on selected high-traffic TEN-T sections (once ready).

6. **Digitalise Freight and Logistics Operations**

- Deploy TAF-TSI and TAP-TSI compliant rail systems for freight management and train operations.

- Establish Port Community Systems (PCS) in all existing ports and the new ones to be developed; automated cargo handling.

- Promote digital freight documentation: e-CMR, eFTI-format documents, e-invoicing, electronic customs.

- Implement automated gate management, yard management and scheduling systems at logistics hubs.

7. **Modernise Airports and Ports Digital Operations**

- Integrate digitalization to enable smart, connected airports. Promote deployment of integrated digital platforms across the airport ecosystem (security, border control, airside operations, passenger flow monitoring).

- Encourage adoption of A-CDM, SWIM, digital border control, and advanced passenger processing technologies to enhance performance and reduce bottlenecks

- Employment of new technologies and the adaptation of existing infrastructure (or creation of new infrastructure) to accommodate them (AAM, AI, big data, etc.).

- Improve Port Community Systems, cargo digitalisation and smart energy systems at ports.

- Implement digitalization of certification, licensing processes and maritime vessels fleet, to improve efficiency and productivity.

- Integrate airport/port operations with national multimodal digital platforms.

8. **Strengthen Institutional Capacity for ITS Governance**

- Establish National ITS mode-based Coordination Unit.

- Provide systematic training for ITS operations, procurement, cybersecurity and data governance.

Expected outcomes

- An interoperable national ITS system deployed across TEN-T, integrated with RAMS and national digital platforms.
- Smart traffic management operating on all key TEN-T corridors, improving flow, safety and emissions.
- Pilot project for the development/implementation of a digital/electronic ticketing system for road transport passengers.
- Digitalised freight and logistics system, including PCS in main ports and TAF/TAP-TSI systems in rail.
- Digitalised electronic register of maritime vessels and certification and qualification documentation of maritime seafarers.
- Reduced waiting times and improved border efficiency through e-CMR, eFTI, PCS and automated logistics systems.
- Higher aviation and maritime operational efficiency through A-CDM, smart terminals and digital OPS.
- Stronger institutional governance and technical capacity for digital mobility.
- Significantly improved user satisfaction through real-time multimodal travel information, faster services, and greater transparency.

Objective 3.3 Strengthen Multimodality, Modal Shift and Combined Transport

Multimodal and combined transport in Albania - and in the wider Western Balkans region - remains at an early stage of development, with freight transport overwhelmingly dominated by road. This imbalance contradicts the European Green Deal, which calls for shifting a substantial share of the 75% of inland freight currently carried by road to rail and waterborne modes. To meet the region's targets - 20% increase in rail freight by 2030, doubling by 2050, 15% growth in inland waterways and short-sea shipping by 2030, and competitive parity between rail/waterborne intermodal transport and road by 2035 - Albania must establish the regulatory, institutional and market foundations that enable multimodal logistics to function.

Besides the infrastructure upgrades, the country must simultaneously strengthen the policy framework, institutional coordination, regulatory environment and economic incentives that make multimodal services viable and competitive. Transposing the Combined Transport Directive, simplifying procedures, reducing administrative and cost barriers and encouraging private sector participation are key to unlocking modal shift, greening cargo transport and integrating Albania with European multimodal supply chains. Without these "soft enablers," the region's multimodal infrastructure and corridor investments cannot deliver the expected shift toward sustainable, intelligent and climate-neutral transport.

Key Measures

1. **Regulatory and Legislative Alignment**
    - Approximate and implement the EU Combined Transport Directive and related acquis to regulate intermodal operations, market access conditions and simplified procedures (already at SP1)
    - Introduce simplified authorisation, documentation and inspections for combined transport operators.
2. **Implement modal-shift and combined-transport schemes**
    - Introduce adequate economic incentives (e.g., fee reductions, priority handling, reduced road charges for pre-/post-haulage, time-window advantages) to promote modal shift toward rail and waterborne modes.
    - Support combined transport services and remove regulatory/administrative barriers, in line with SSMS WB "Sustainable mobility" pillar and TCT Rail & Waterborne AP objectives.
3. **Operational and Service-Level Improvements**
    - Harmonise timetables, loading units, service interfaces and scheduling between modes to increase reliability of combined transport chains.
    - Promote multimodal urban mobility and low-emission distribution models (e.g., park-and-ride, rail-to-urban distribution, maritime-based city logistics), to increase efficiency, reduce emissions and promote urban sustainable mobility.

- Develop multimodal terminals and urban-node logistics functions (TEN-T-compliant, where applicable).
- Strengthen cross-border operational cooperation for intermodal chains along key corridors.

Expected Outcomes

- Functional regulatory and institutional frameworks enabling intermodal and combined transport nationwide.
- Significant modal shift from road to rail, maritime, inland waterways, supporting the 2030 and 2050 regional targets.
- Reduced logistics costs, improved supply-chain reliability and enhanced competitiveness of Albanian trade.
- Increased participation of private logistics operators in multimodal services.
- A greener freight system that contributes to EU climate neutrality targets and positions Albania as a strategic multimodal gateway in the Western Balkans.

Objective 3.4 Enhance transport infrastructure resilience to climate impacts and disasters

Albania's transport infrastructure is increasingly exposed to climate-related hazards such as floods, landslides, heatwaves, snowdrifts and coastal storm surges. The 2023 Transport Community (TCT) study "Improving Climate Resilience and Adaptation Measures in the Indicative Extension of TEN-T in the Western Balkans" shows that up to 44% of the Western Balkans' road and rail networks may fall into high or very high vulnerability classes by 2030, specifying also the top 10 ranked critical road sections and top 10 ranked critical railway sections in Albania vulnerable to climate change-related factors.

Climate impacts are no longer episodic: they increasingly disrupt corridor reliability, escalate maintenance needs, damage road and rail assets and threaten the continuity of mobility, trade and emergency response. Historically, Albania has relied on reactive responses to climate damage; however, EU and TCT requirements now demand a systematic, proactive and cross-modal resilience approach.

Embedding climate-resilience standards into planning, design, construction, operation and maintenance across all modes is essential to prevent stranded assets, safeguard TEN-T functionality, reduce long-term costs and maintain reliable connectivity. This objective ensures full alignment with EU Regulation 2024/1679, the EU Climate Adaptation Strategy, the TCT multi-hazard methodology and the Western Balkans Climate Agenda - supporting Albania's long-term transition toward a resilient, sustainable and climate-neutral mobility system.

The resilience measures complement the infrastructure investments under Objective 2.1 and the RAMS-based maintenance approach under Objective 2.2, ensuring that TEN-T completion is also climate-proof and lifecycle-optimised.

Key Measures

1. **Adopt EU Climate-Proofing Requirements and Develop a National Resilience Action Plan**

   - Implement the European Commission's Technical Guidance on Climate-Proofing under Regulation (EU) 2024/1679.
   - Prepare and adopt a National Resilience Action Plan for TEN-T Core and Comprehensive road and rail networks, consistent with the TCT's ranked vulnerable sections.

2. **Integrate Climate Resilience into Planning, Design and Maintenance Standards**

   - Make climate-risk screening mandatory for all new and rehabilitated transport projects, particularly on TEN-T corridors and high-risk mountain/coastal zones.
   - Incorporate adaptation requirements (drainage upgrades, slope stabilisation, heat-resistant materials, resilient rail substructures, flood-resistant port/airport components) into feasibility studies and ESIAs.
   - Require all infrastructure designs to comply with EU-aligned climate-resilient engineering standards.

3. **Strengthen Climate Data, Early Warning and Monitoring Systems**

   - Integrate meteorological, hydrological and geospatial data from national agencies into:
     ▪ Road Asset Management System (RAMS)
     ▪ National Traffic Monitoring Centre
   - Deploy sensors, remote monitoring systems and automated alerts for floods, landslides, overheating of pavement/rail and coastal surge risk.

4. **Institutional Strengthening & Capacity-Building**

   - Train designers, engineers, asset managers, civil-protection authorities and project evaluators on:

     ▪ climate-risk modelling
     ▪ multi-hazard vulnerability assessment
     ▪ adaptation design
     ▪ resilient corridor planning
   - Integrate resilience modules into procurement, project appraisal and maintenance-planning processes.

Expected outcomes

- Full alignment with EU climate-proofing standards for all major transport investments
- Systematic climate-risk screening and adaptation integrated in project cycle and maintenance
- Priority TEN-T segments reinforced against floods, landslides, heatwaves and coastal risks

- Reduced climate-related disruptions and lifecycle maintenance costs
- Integrated early-warning and monitoring using RAMS and the Traffic Monitoring Centre
- Stronger institutional capacity for multi-hazard, resilience-oriented planning

Objective 3.5 Reforming the road transport network of intercity passengers

Intercity bus and minibus services are the backbone of Albania's domestic public transport system, providing essential mobility for students, workers, rural communities and regional travel. However, the current model is highly fragmented, with routes largely shaped by market supply rather than planned demand. The result is overlapping lines, inefficient service patterns, outdated fleets, inconsistent service quality, informal operations and limited integration with rail, urban/municipal transport, ports and airports.

These structural weaknesses contribute to congestion, higher emissions, reduced safety, poor accessibility in rural areas and limited competitiveness of the public transport market. The EU Sustainable and Smart Mobility Strategy (2020), the Transport Community Treaty, and the Western Balkans Common Regional Market Action Plan all emphasise the need for high-quality, integrated and user-oriented public transport systems. Albania's EU Progress Reports likewise highlight the urgency to fully formalise services, introduce PSO-based contracting, restructure routes of interurban transport, digitalise ticketing and improve terminals.

Reforming the intercity road passenger network is therefore a Government's priority aimed at a regulated functioning, modern, multimodal and environmentally sustainable transport system that ensures reliable and affordable mobility for all citizens, in line with the NSDEI 2030 and European public-service quality standards.

Key Measures

1. **Modernise the Legal and Regulatory Framework for Intercity Passenger Transport**
    - Adopt a new framework defining Public Service Obligations (PSOs), contract types and quality standards.
    - Introduce competitive tendering and performance-based service contracts in line with EU best practice.
    - Responsibilities defined between central authorities and local self-government units.
    - Establish minimum standards for safety, comfort, accessibility (PRM), environmental performance, and passenger rights.
    - Continuous assurance of the publication of schedules, routes and stations/terminals for intercity passenger transport (on the e-Transport platform managed by DPSHTRR).

2. **Redesign the National Intercity Route Network**

   - Conduct a national assessment of mobility demand based on flows/population by counties/municipalities, regional development needs, transport supply and demand, and the connection with the TEN-T network.
   - Elimination of duplicate/overlapping, inefficient, unprofitable and informal routes.
   - Consolidate or merge underperforming lines; introduce new routes in underserved areas.
   - Assessment and formalization of departure/arrival stops or stops along the routes of approved lines, terminals and service patterns (routes, frequency, etc.).
   - Introduce coordinated and predictable timetables with adequate frequency and service intervals.

3. **Modernise Fleet and Promote Low-Emission Vehicles**

   - Implement a phased fleet-renewal plan. Incentives for electric, hybrid or low-emission buses.
   - Promote accessibility-compliant vehicles meeting PRM standards.
   - Introduce mandatory safety technologies (ABS, ESC, CCTV, telematics).
   - Encourage private operators to adopt cleaner fleets through tax incentives and funding schemes.

4. **Introduce Digital Ticketing and Passenger Information Systems**

   - Develop a national e-ticketing platform for intercity services, interoperable with urban transport and rail systems (multimodal ticket).
   - Deploy real-time passenger information systems in terminals and online, integrated with the National Access Point (NAP) for multimodal travel data.
   - Require operators to provide open timetable, fare and service-quality data.

5. **Upgrade Intercity Bus Terminals and Passenger Facilities**

   - Modernise terminals to meet EU standards for safety, accessibility, comfort, digital services and passenger flow management.
   - Encourage public–private partnerships (PPPs) for terminal operation, maintenance and service modernisation.
   - Ensure seamless integration with rail stations, ports and airports within multimodal hubs.

6. **Integrate Intercity Bus Services into a Multimodal Mobility System.**

   - Align intercity timetables with urban/municipal bus networks, rail services, airport access routes and maritime terminals.
   - Promote multimodal tickets (bus–rail–urban transport).

- Develop coordinated service planning to maximise regional accessibility and reduce private-car dependence.

7. **Institutional and Capacity Development.**

   - Strengthen the capacity of the General Directorate of Road Transport Services (DPSHTRR), MOBAL, NTMC, Institute of Transport and MIE for planning, data collection and service monitoring.

   - Strengthening capacities for inspection and enforcement in the areas of vehicle safety, monitoring drivers' hours of driving and rest on specific lines, and protection of passenger rights.

Expected outcomes

- A modern, efficient and fully regulated intercity public transport network serving all regions/municipalities.
- Improved service reliability, safety, accessibility and comfort for passengers.
- Full integration of intercity services with urban, rail and multimodal transport nodes.
- Digitalised operations supported by e-ticketing and real-time passenger information.
- Progressive renewal of fleets with Euro VI and low-/zero-emission vehicles.
- Stronger governance, monitoring and enforcement capacities, ensuring equitable and sustainable mobility for all users.

Objective 3.6 Urban Mobility Plans: Mandate and support all major cities in creating Sustainable Urban Mobility Plans (SUMPs)

Urban mobility is a critical component of Albania's transport transition, as cities face growing congestion, unsafe road environments, rising emissions, limited public transport attractiveness, and insufficient infrastructure for walking and cycling. To address these challenges, the EU Urban Mobility Framework (2021), the European Green Deal and the Western Balkans Sustainable and Smart Mobility Strategy call for all major cities to adopt Sustainable Urban Mobility Plans (SUMPs) by 2030, integrating them into the TEN-T Urban Nodes framework. SUMPs provide an integrated, data-driven approach to urban mobility planning, prioritising public transport, active mobility, zero-emission mobility, safety, accessibility and multimodal integration.

In Albania, only Tirana and Shkodra have developed a SUMP, while other major municipalities lack strategic mobility planning capacity, tools, and mandates. As municipalities hold the legal responsibility for approving SUMPs, the Ministry of Infrastructure and Energy must play a decisive role as the national enabler, by setting mandatory requirements, providing technical guidance, establishing a national SUMP framework, and supporting local authorities to align with EU urban mobility principles.

Urban SUMPs integrate national decarbonisation (3.1) and road-safety (SP4) targets into city-level implementation.

Key Measures

1. **Establish a National SUMP Mandate & Regulatory Framework**
    - Introduce legal provisions requiring all major municipalities (pop. > 50,000 or regional centres) and all TEN-T urban nodes to develop and adopt SUMPs by 2030.
2. **Develop National SUMP Guidelines Aligned with the EU Urban Mobility Framework**
    - Prepare a national guideline package that defines the minimum technical requirements for SUMPs (scope, participation, data standards, monitoring, climate neutrality, active mobility, public transport priority).
3. **Establish a National SUMP Monitoring & Reporting System**
    - Create a national platform under the MIE to track SUMP development, progress, implementation status, KPIs, and alignment with EU frameworks.

Expected outcomes

- By 2030, all major Albanian cities and all TEN-T urban nodes adopt SUMPs aligned with EU principles and climate-neutral mobility targets.
- Improved Urban Mobility Governance & Planning Quality
- Stronger Public Transport, Walking and Cycling Networks
- Enhanced Road Safety in Urban Areas
- Contribution to NECP & Climate Targets
- Better Integration with National and TEN-T Mobility Systems

Strategic Priority 4 - Enhance Safety, Security and Passenger Rights

Rationale

Safety, security and protection of passengers' rights remain critical challenges across Albania's transport system. Road crashes impose major social and economic costs, while safety oversight in rail, maritime and aviation requires stronger institutional capacity, more consistent inspections and fully functioning safety-management systems. Enforcement remains fragmented and largely manual, limiting Albania's ability to control unsafe behaviour, ensure technical compliance and guarantee safe operation of infrastructure. At the same time, growing digitalisation and traffic volumes have increased exposure to cybersecurity risks, infrastructure disruption and security threats at ports, airports and multimodal terminals. Passenger-rights protection remains uneven across modes, with inconsistent complaint handling, variable service quality, and limited accessibility for Persons with Reduced Mobility (PRM).

Strategic Priority 4 provides an integrated, multimodal framework that strengthens safety management, enforces EU safety and social rules, improves passenger protection and modernises security in all major gateways. It incorporates and supports the National Road Safety Strategy 2026–2030 (Vision Zero Approach/Safe System) while extending reforms to rail, maritime, aviation and multimodal operations. Achieving these objectives is essential for improving mobility outcomes, supporting TEN-T operations, protecting users and ensuring Albania meets its obligations under Chapter 14 (Transport Policy), Chapter 21 (TEN-T) and the Transport Community Treaty.

Policy Coherence and EU Alignment

Strategic Priority 4 is fully aligned with Albania's commitments under the Transport Community Treaty and EU transport acquis. It supports the EU Road Safety Policy Framework 2021–2030, the UN Decade of Action for Road Safety and the National Road Safety Strategy 2026–2030, while strengthening Safe System interventions across the whole network. Multimodal safety oversight follows the Railway Safety Directive (2016/798), EU road-infrastructure safety rules, IMO / EU maritime safety and security regulations, ICAO aviation-safety standards, and dangerous-goods legislation (ADR/RID/IMDG).

Passenger-rights measures reflect the EU passenger-rights acquis (Reg. 261/2004, 1177/2010, 181/2011 and 2021/782) and the TCT Action Plan on Social Issues and Passenger Rights. Security measures align with the ISPS Code, EU aviation-security framework, and cybersecurity obligations under CER (2022/2557) and NIS2 (2022/2555).

SP4 strongly complements other SPs:

- SP1 (Acquis Alignment & Implementation): provides enforcement of the acquis.
- SP2 (TEN-T): ensures safe, secure operation of upgraded corridors.
- SP3 (Green & Smart Mobility): integrates digital enforcement, ITS and resilience tools.

Collectively, SP4 supports Albania's path toward the EU Single Transport Area and ensures safe, secure and rights-based mobility for citizens and businesses.

Objective 4.1 – Strengthen Multimodal Transport Safety Management and Regulatory Oversight

Safety responsibilities across modes remain fragmented, with insufficient institutional capacity, inconsistent inspections and limited incident-reporting systems. To comply with EU road, rail, maritime and aviation safety legislation, Albania must establish robust multimodal Safety Management Systems (SMS), harmonise risk-assessment procedures and significantly strengthen the mandates and technical capacity of safety regulators and operators.

Safety Management Systems under Objective 4.1 will use data from ITS systems (Objective 3.2) and climate-risk assessments (Objective 3.3) to prioritise interventions on high-risk sections.

Key Measures

1. Establish multimodal Safety Management Systems (SMS) aligned with EU / international standards (Railway Safety Directive, 2008/96/EC as amended, ICAO Annex 19, Maritime Safety Package ISM Code).
2. Develop AAC strategic plan to comply with GASP, GASeP, GANP.
3. Implement systematic risk assessments, internal audits, mitigation plans across road, rail, maritime, aviation and multimodal hubs.
4. Strengthen mandates and resources for ARRSH, HSH, AAC and Maritime Authority for inspections, licensing supervision and compliance monitoring.
5. Develop coordinated incident-reporting systems with digital data exchange; improve emergency-response coordination with civil protection, police and health services.
6. Promote a safety culture through communication campaigns and stakeholder engagement.

Expected outcomes

- Fully operational Multimodal Safety Management System framework
- Stronger, better-resourced safety oversight bodies
- Systematic infrastructure and operational safety audits on TEN-T nodes
- EU-aligned risk-assessment practices in all modes
- Faster incident reporting and improved coordinated response

Objective 4.2 – Enhance Enforcement of Safety and Social Rules Across All Modes

Enforcement of safety and social rules remains inconsistent and largely manual. This undermines compliance with EU requirements on tachographs, driving/rest times, dangerous goods, vehicle and vessel technical conformity and market-access rules. Strengthening digital enforcement, harmonised procedures and risk-based controls is essential for fair competition, worker protection, road safety and overall sector integrity.

Key Measures

1. Ensure cross-modal compliance with technical, safety and dangerous-goods regulations (ADR/RID/IMDG) and maritime/aviation-security obligations.
2. Ensure enforcement and risk-based controls for digital enforcement technologies (smart tachographs, ANPR, WIM, digital inspection tools for rail/port/airport).
3. Enforce EU social rules in road transport: tachographs, driving/rest times, working-time rules, operator licensing (Respective EU Regulations).

4. Enforce EU social rules in maritime transport aligned with Maritime Labour Convention (MLC) 2006, International Labour Organization (ILO).
5. Ensure compliance with social rules in rail and air transport.
6. Harmonise enforcement procedures across police, ARRSH, HSH, AAC, Maritime Authority and municipalities.
7. Strengthen staff competence through targeted training for inspectors, police and regulatory officials.

Expected outcomes

- Higher compliance with EU safety and social rules
- Fewer serious violations and unsafe practices
- Harmonised, risk-based and digital enforcement
- Fairer and more competitive transport market
- Safer working conditions and increased public trust

Objective 4.3 – Improve Passenger-Rights Protection, Service Quality and Accessibility Across All Modes

Protecting passengers' rights and ensuring fair, accessible, safe and reliable transport services is a fundamental obligation under the EU acquis and a core requirement for Albania's progress under Chapter 14 (Transport Policy). Currently, Albania lacks a unified and coherent system for monitoring, coordinating and enforcing passenger-rights obligations across modes. Complaint handling is fragmented, slow and inconsistently applied; service quality differs significantly between operators; accessibility for Persons with Reduced Mobility (PRM) remains uneven, while public information is often incomplete or unclear. As a result, passengers do not benefit from predictable or harmonised protection when travelling by air, maritime, rail or bus/coach services.

To align with EU passenger-rights legislation and the TCT Action Plan for the Implementation of the EU Acquis in the Area of Social Issues and Passenger Rights in Transport[29], Albania must establish coordinated enforcement structures, improve operator compliance and introduce a unified digital complaint platform.

Key Measures

1. Ensuring full compliance with the EU *acquis* on passenger rights, including compensation for certain categories of passengers and/or transport operators, rerouting, care and assistance for persons with reduced mobility (PRM).

[29] https://www.transport-community.org/wp-content/uploads/2024/01/TC-Action-Plan-Social-and-PAX-rights-Acquis_WEB.pdf

2. Designate National Enforcement Bodies per mode or as a single multimodal authority; strengthen inter-institutional coordination, including coordination with AAC, waterborne, rail and bus/coach regulators.
3. Improve passenger information on schedules, delays, rights and complaint channels.
4. Develop a unified digital complaint platform for transparent and timely resolution.
5. Strengthen PRM accessibility across infrastructure and vehicles (ramps, lifts, tactile paving, accessible terminals, staff assistance).
6. Build monitoring capacity and adopt TCT-aligned indicators (complaints, PRM usage, service quality, delays).

Expected Outcomes

- Improved compliance with EU passenger-rights obligations
- Strong, coordinated enforcement framework
- Improved information transparency and user awareness
- Faster resolution of complaints
- Significantly improved PRM accessibility
- Higher public confidence in transport services

Objective 4.4 – Strengthen Transport Security in Ports, Airports and Multimodal Nodes

As traffic volumes, digital dependence and logistics activity grow, Albania's ports, airports and multimodal terminals face increased exposure to physical, cyber and operational threats. Gaps persist in access control, cargo-security procedures, cybersecurity readiness and emergency-preparedness systems. Strengthening security in line with maritime and aviation-security rules, CER/NIS2 cybersecurity obligations and TCT requirements is essential for ensuring safe, resilient and uninterrupted transport flows.

Key Measures

- Upgrade access-control and surveillance systems in ports, airports and multimodal hubs (CCTV, screening, biometric access, restricted-area procedures).
- Enhance passenger and cargo screening with EU-compliant equipment and procedures.
- Strengthen cybersecurity: risk assessments, cyber-resilience protocols, incident-response plans and staff training.

- Ensure ship and port security compliance through updated Security Assessment and Plans, regular security inspections and trained security officers.
- Risk-based planning of aviation safety oversight capacities and activities, through inspections, certifications and compliance monitoring.
- Strengthening institutional capacity of national security authorities through training on risk assessment, cyber-security, emergency preparedness and EU security rules.

Expected Outcomes

- Higher, EU-aligned security standards in ports, airports and multimodal nodes
- Reduced exposure to physical, cyber and operational threats
- More reliable passenger and cargo screening
- Stronger cybersecurity resilience
- Enhanced institutional competence in transport-security oversight

TABLE 2 - SPECIFIC OBJECTIVES OUTCOMES AND INDICATORS

Strategic Priority	Objectives	Expected Outcomes/Indicators	Baseline 2025	Target 2030	Source	Frequency
1. Full Alignment within 2027 and Effective Implementation within 2030 of the EU Transport *Acquis*	1.1 Achieve systematic alignment of EU Transport *Acquis* across all modes	Share of EU transport acquis transposed (%)	15 (fully) 40 (partially transposed)	100% (Year-2027)	MIE; EC Annual Reports	Annual
	1.2 Achieve systematic implementation of EU Transport *Acquis* across all modes	Share of EU transport acquis implemented (%)		100%	MIE; EC Annual Reports	Annual
2. Strengthen Regional Connectivity and Integration with the EU Transport Network (TEN-T)	2.1 Completion of the TEN-T Core and Comprehensive Networks (Core by 2030 / Comprehensive by 2050.	Share of TEN-T Core Network completed (%)		80%	MIE; TCT; Modal Agencies	Annual
	2.2 Deploy a road-asset-management system (RAMS) and ensure multi-annual performance-based maintenance contracts on the core/ comprehensive road network	- % of the TEN-T core and comprehensive road network managed under the operational Road Asset Management System (RAMS); - No. of multi-annual maintenance contracts	0% 4	100% 4	MIE; ARA	Annual
	2.3 Improve cross-border connectivity with neighbouring Western Balkan countries.	- Number of harmonised bilateral or regional transport agreements/protocols implemented; ---- - Number of BCPs equipped with electronic data exchange / integrated border management systems; - Implementation rate of joint border controls or one-stop inspection facilities (% of BCPs);	2	6	MIE; Costums; Police	Annual

3. Advance Sustainable, Intelligent, Multimodal, Resilient and Climate-Neutral Mobility	3.1 Decarbonisation of transport and deployment of alternative fuels and renewable energy along TEN-T network and in urban areas	- Number of public EV charging stations installed along TEN-T corridors and in major urban areas; - Number of registered electric and hybrid vehicles; - Number of newly registered vehicles in accordance with EU type approval	5…. 20430 ?	15…... 35000 ?	MIE; ARA; Energy Efficiency Agency; GDRTS; Energy Balance	Annual
	3.2 Deploy Intelligent Transport Systems (ITS), digital ticketing, e-tolling and smart traffic management across TEN-T network	- Share of ITS coverage of road and rail network (%); - Share of e-tolled roads (%) - Digital ticketing for interurban road transport	25% 0% no	100% 20% yes	MIE; ARA; ARA; EKORR GDRTS; AKSHI	Annual
	3.3 Strengthen Multimodality, Modal Shift and Combined Transport	- Share of freight by rail and maritime	n/a	30%	MIE; Modal Agencies	Annual
	3.4 Enhance transport infrastructure resilience to climate impacts and disasters	*Share of TEN-T core and comprehensive infrastructure assessed and upgraded for climate and disaster resilience (%)			MIE; Modal Agencies	Annual
	3.5 Reforming the road transport network of intercity passengers	% of intercity routes restructured or optimized under the new network plan	jo	po	MIE; GDRTS; Municipalities	Annual
	3.6 Develop Urban Mobility Plans: Mandate and support all major cities in creating Sustainable Urban Mobility Plans (SUMPs)	Number of Sustainable Urban Mobility Plans	1	5	MIE; Municipalities	Annual

4. Enhance Safety, Security and Passenger Rights	4.1 Strengthen Multimodal Transport Safety Management and Regulatory Oversight		7.3 (fatalities/100000)	-50% (vs 2021 baseline)	MIE; Police	Annual
	4.2 Enhance Enforcement of Safety and Social Rules Across All Modes	- % of operators compliant with safety and social standards - Number of inspections on working conditions in the transport sector	n/a n/a	? ?	MIE; Modal Agjencies; Police	Annual
	4.3 Improve Passenger-Rights Protection, Service Quality and Accessibility Across All Modes	- Establishment of a national authority / unit responsible for passenger rights protection (yes/no); - % of transport terminals accessible to persons with reduced mobility (PRM) and compliant with EU accessibility standards	no n/a	yes po	MIE; Municipalities; Transport Operators	Annual
	4.4 Strengthen Transport Security in Ports, Airports, Multimodal Nodes		po	po		

III – IMPLEMENTATION, INSTITUTIONAL RESPONSIBILITY, ACCOUNTABILITY AND MONITORING

Implementation Arrangements

Implementation of the National Transport Strategy and Action Plan 2030 (the "Strategy") is led by the Ministry of Infrastructure and Energy (MIE), acting as policy owner and coordinator for sector programming, budgeting and donor alignment. MIE ensures that strategic measures and flagship projects are embedded in the Medium-Term Budget Programme (MTBP) and the Single Sector Project Pipeline (SSPP) and that implementation plans reflect the Strategy's outputs and indicators.

Different actors implement according to legal mandates:

- Albanian Road Authority (ARRSH) – administer and maintain the national road network including bridges, primary and secondary road network investments, asset management, safety and resilience upgrades, ITS deployment on TEN-T corridors.
- Albanian Railways (HSH) – rail infrastructure projects, rehabilitation and (where justified) electrification, rail safety management.
- Port Authorities / APD – port modernization, green port initiatives, intermodal connections.
- Civil Aviation Authority / Albcontrol – airport infrastructure and air navigation upgrades aligned with EU acquis.
- Albanian Development Fund – local and regional infrastructure investments, multimodal nodes.
- Municipalities – urban mobility programs (public transport fleet renewal, interchanges), traffic management and road safety infrastructure.

MIE establishes a Transport Strategy Implementation team (within the Transport Policy Department) to coordinate planning calendars, consolidate quarterly progress, and operate the sector's monitoring. At project level, each flagship investment is managed by a dedicated PIU hosted in the implementing agency, with fiduciary and safeguards aligned to IFI/EU requirements where external financing is involved.

Coordination and Accountability

Vertical accountability. MIE reports on Strategy implementation to the Strategic Planning Committee and the Council of Ministers, using the Integrated Planning System (IPS)/NSDI monitoring calendar. Annual sector results feed the Government's consolidated performance reports and inform the next MTBP cycle.

Horizontal coordination

- With MoF: aligning disbursement profiles and multi-year commitments; ensuring PIM quality and MTBP ceilings; triggering re-programming where delays or savings occur.
- With Ministry of Environment / NECP coordination: ensuring transport decarbonisation, efficiency and digitalisation measures are consistent with 2030 climate-energy objectives.
- With INSTAT and State Police: validation of safety and emissions indicators.
- With Municipalities: linking urban mobility actions and bus electrification plans to financing (IFI loans, IPA grants, local co-finance).
- With Donors/IFIs: joint annual transport portfolio reviews; single project logframes mapped to Strategy indicators to reduce duplicate reporting.

Thematic working groups (roads, rail, ports, urban & ITS) meet at least semi-annually, co-chaired by MIE and the relevant agency, to unblock implementation issues and align technical standards. Outcomes feed the quarterly Implementation Secretariat briefs.

Monitoring and Reporting

Monitoring logic

Monitoring is results-based and indicator-driven, drawing on the Indicator Passports and the Action Plans.

Key Indicators include: % of transport *acquis* transposed; % TEN-T Core upgraded; road fatalities per 100,000 inhabitants; CO_2 emissions per vehicle-km; km of rail rehabilitated/electrified; number of public EV chargers; % electric and hybrid vehicles in national fleet; % of the TEN-T managed under RAMS; % TEN-T covered by ITS; no. of joint border controls or one-stop shops. Data owners and validation routines are specified in each passport (source, frequency, responsibility).

Data systems and frequency

- **Semi-Annual:** output tracking (km built/rehabilitated, contracts signed, PIU procurement milestones), financial execution vs. plan, risk flags.
- **Annual:** official outcome and impact indicators—fatalities (State Police), CO_2/km (MIE/INSTAT/NECP model interface), TEN-T completion (%), budget execution, and audit findings—compiled into the Annual Sector Performance Report and submitted through IPS.

Evaluation

Purpose and timing. Two formal evaluations are foreseen: a Mid-Term Review (MTR) in 2028 and a Final Evaluation in 2030. The Mid-Term Review focuses on effectiveness, efficiency and continued relevance; it may recommend re-prioritisation (e.g., shifting resources from under-performing lots to mature projects) and indicator recalibration. The

final evaluation assesses outcomes/impacts, sustainability (O&M, asset management), and acquis alignment.

Standards and methods. Evaluations follow respective evaluation guidance and donor standards where co-financed: theory of change review, document analysis, field verification on a sample of lots, cost/time performance analysis, and beneficiary/stakeholder interviews. Findings are published and presented to the Strategic Planning Committee; with corrective actions reflected in the subsequent MTBP update. This transparent, rule-based approach is consistent with how other Government strategies have been reviewed and reported.

Risk Assessment and Mitigation

Risk management is a continuous process and tracked accordingly. The table below shows the core risks, their likely impact, and the mitigation instruments/responsibilities.

TABLE 3 - RISK ASSESSMENT AND MITIGATION

Risk Category	Risk Description	Impact	Mitigation / Control	Lead
Implementation	Procurement/design delays; contractor performance	High	Early procurement planning; standard FIDIC clauses; escalation protocol; independent design reviews.	Implementing agencies; MIE
Financial	Budget shortfalls; cost inflation	Medium	MTBP ceilings with contingency; price adjustment clauses; re-programming via MoFE; blended finance (IFI + IPA)	MIE/MoFE
Institutional	Staff turnover; limited PIU capacity	Medium	Staffing plans; Retention policy; short TA assignments; on-the-job	MIE/Agencies

			training	
Compliance	Safeguards, permits, audits	Medium	Early ESIA/land procedures; audit calendars; compliance checklists	Agencies; NAIS/Env. bodies
Data & M&E	Data gaps; inconsistent definitions	Medium	Indicator Passports; INSTAT validation; data MoUs; quarterly data quality checks	MIE/INSTAT
O&M Sustainability	Insufficient maintenance budgets;	Medium	Multi-year O&M allocations in MTBP; service-level contracts; redundancy	MIE/ARRSH/HSH
External	Market shocks (materials, energy); extreme weather	Variable	Contingency in contracts; resilience standards; scheduling buffers	MIE/Agencies

IV – FINANCIAL FRAMEWORK AND ACTION PLAN (2030)

Financial Overview

The implementation of the National Transport Strategy and Action Plan 2030 requires a coherent and sustainable financial framework that ensures predictability, prioritisation, and alignment with Albania's Medium-Term Budget Programme (MTBP) and donor coordination mechanisms. The Strategy operates within the fiscal parameters of the national budget and

the EU integration agenda, promoting a balanced mix of state funding, international financial institutions (IFIs), and external grants to finance key infrastructure, digitalisation and decarbonisation initiatives.

The total estimated investment envelope for the Strategy amounts to approximately €7.9 billion for the period 2026–2030. Of this, around 99 % is foreseen as capital investment in transport infrastructure and green mobility, while 1 % covers digital, institutional and regulatory measures (most part of these measures are covered by internal resources of the institutions). Funding will be mobilised through a blended approach combining state budget allocations, loans from international financial institutions (EIB, EBRD, World Bank), EU and IPA III support and local government contributions.

In parallel, the Strategy promotes a role for public–private partnerships (PPPs) and concessions, particularly in road construction and major infrastructure projects, as complementary instruments to mobilise private investment and improve efficiency in project delivery. This diversified financing model aims to strengthen fiscal resilience, reduce implementation delays, and maximise the leverage of concessional and private capital while maintaining transparent governance and value-for-money principles.

The financial framework prioritises projects and measures that have high socio-economic and environmental returns, particularly those contributing to corridor completion, safety, and low-emission mobility. Strategic investments will absorb the largest share of resources. At the same time maintenance of critical assets, targeted funding will be directed toward governance reforms, and the establishment of digital systems to ensure long-term efficiency and accountability.

Prioritisation in the action plan has followed four key criteria: (i) alignment with EU acquis and TEN-T priorities; (ii) readiness and maturity based on the Single Sector Project Pipeline (SSPP); (iii) contribution to decarbonisation, safety, and digitalisation objectives; and (iv) financial and institutional feasibility within the MTBP ceiling. Costing and effort estimates draw on existing feasibility studies, technical assessments and market benchmarks. For institutional and regulatory measures — as well as investment actions where detailed studies or designs are not yet available — indicative estimates are based on comparable interventions, standard unit-cost references, and expert judgement consistent with public investment programming practices.

The integration of the Strategy into the MTBP 2026–2028 represents a crucial step toward ensuring budgetary realism. All major projects are reflected as multi-year commitments under the sector's programme structures, linked with measurable outputs and annual disbursement profiles. Subsequent financing for 2029–2030 will be updated in coordination with the Ministry of Finance and aligned with the forthcoming EU Support.

External financing will play an important role in implementing the Strategy. The Government intends to maintain close cooperation with the European Investment Bank, European Bank for Reconstruction and Development, and World Bank as well as other donors for loan-financed infrastructure and other mobility projects. EU funding, especially WBIF will be a primarily support for project preparation and co-financing.

In conclusion, the financial plan of the National Transport Strategy ensures that Albania's transport investments are both strategically prioritised and fiscally sustainable, creating the financial conditions for accelerated infrastructure modernisation, digital transformation and green mobility in line with European standards and the country's long-term development objectives.

Detailed and Costed Action Plan

The Action Plan translates the strategic priorities of the National Transport Strategy into a structured set of measures and implementation steps for the period 2026–2030. It serves as the operational backbone of the Strategy, ensuring that policy objectives, institutional reforms, infrastructure initiatives and digital transition measures are linked to concrete activities, responsible institutions, indicative timelines and financial needs.

The Action Plan has been developed following principles applied across EU sectoral planning: clear intervention logic, realistic sequencing, and a strong focus on measurable outputs. Actions are grouped under each strategic priority and objective, covering regulatory alignment, institutional strengthening, digitalisation, infrastructure development, safety and security improvements, and multimodal mobility measures.

The Action Plan follows a phased approach. Actions linked to EU acquis alignment are front-loaded to ensure compliance by 2027, while measures requiring institutional consolidation, digital systems or major investment continue through 2030. This sequencing reflects administrative capacity, procurement cycles, and the maturity of projects included in the Single Sector Project Pipeline.

All actions specify the lead and supporting institutions, which ensures accountability and coordination across the transport sector. The Ministry of Infrastructure and Energy acts as the overarching lead institution for strategy implementation, supported by modal agencies, regulators, Albcontrol, the Civil Aviation Authority, the General Maritime Directorate, port authorities, road and railway authorities, as relevant.

Indicative costing has been prepared for each action using existing feasibility studies, national benchmarks, regional references and comparative EU unit costs. For institutional and regulatory measures where detailed studies are not yet available, cost estimates reflect a minimum realistic resource envelope based on comparable projects and expert judgement.

The Action Plan is fully aligned with medium-term budget ceilings and donor programming cycles. Annual revisions may be undertaken through the MTBP process, allowing the Government to adjust sequencing or financing in line with new EU requirements, updated project readiness, or the availability of external support.

As an integral part of the Strategy, the Action Plan ensures a coherent link between policy commitments, resources and results. It is designed to function as a practical management instrument, guiding day-to-day implementation while providing a transparent basis for monitoring, reporting and evaluation through the Strategy's governance and oversight mechanisms.

Conclusions

The National Transport Strategy and Action Plan 2030 provide a clear and coherent roadmap for transforming Albania's transport sector into a modern, safe, sustainable and fully EU-aligned system. Grounded in the priorities of the NSDEI 2030, the Transport Community Treaty, the revised TEN-T Regulation and the EU Green Deal, the Strategy ensures that national transport policies, investments and reforms advance Albania's integration into the EU Single Transport Area.

The Strategy is structured around four Strategic Priorities:

Strategic Priority 1 accelerates full alignment with the EU transport acquis by 2027 and ensures effective implementation by 2030. It strengthens institutions, regulatory capacity, monitoring systems and enforcement across all modes.

Strategic Priority 2 advances the completion and modernisation of the TEN-T Core and Comprehensive Networks, enhances multimodal corridors linking Albania to European logistics chains, and improves cross-border connectivity and road-asset management.

Strategic Priority 3 supports the green and digital transition through decarbonisation, alternative fuels, ITS deployment, climate-resilient infrastructure, improved freight digitalisation and the roll-out of Sustainable Urban Mobility Plans in all major cities.

Strategic Priority 4 strengthens multimodal safety, security and passenger-rights protection, ensuring compliance with EU safety rules, better enforcement, improved accessibility and modernised security standards in ports, airports and multimodal hubs.

By 2030, implementation of the Strategy will result in:

• a fully EU-aligned regulatory and institutional transport framework;

• completed or substantially advanced TEN-T Core segments and improved multimodal integration;

• reduced emissions, enhanced digitalisation and stronger climate resilience;

• improved safety, security, service quality and passenger-rights protection;

• more efficient, predictable and competitive transport services supporting economic growth.

The NTSS 2030 positions Albania to meet its EU obligations, strengthen regional connectivity and deliver a transport system that supports sustainable development, competitiveness and the well-being of all citizens. It serves as a strategic reference for government action and partner support.