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Title:

**National Background Report on:**

**“The participation and support for researches performs in S &T is a necessity and one of the key priorities for the Albanian Transport Sector development ,,**

**Introduction**

**1. Purpose of the national background report and methodology/summary of the consultation process.**

The summarized report, aims to present:

- the situation of the researches infrastructure in the transport sector in Albania since the foundation on 80-years and so on;
- researches infrastructure development in the transition period in Albania;
- the barriers and actual demands for development and cooperation on the frame of the integration process;
- the immediate demands for researches in the new system of transport researches according to the new market economy.

The content of the Report:

**“The participation and support for researches performs in S & T is a necessity and one of the key priorities for the Albanian Transport Sector development ,,** will highlight and reflect at the same time the information and indicators included in the questionnaire for preparation background report as well as some information and the measurements applied from the Albanian Government on 2006-2007 on the frame of the scientific-researches institutions reformation.

The reformation scheme aims in the reformation of the subsidiary Institutions of the Science Academy and give the guidelines to the Universities for enhancing the range of the researches activities. Also, the reform evaluates the policy and efficiency of the private operators in the transport researches encouraging them to become part of the applications in the EU projects in national and international levels, taking into account their capacities and knowledge in the researches and project development.

**2. The researches performances in S & T is a necessity and one of the key priorities for the Albanian Transport Sector development.**

The main policy of the Albanian government Policy in the transport sector is:

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- ✚ The development of the long-term and medium-term researches by the implementation of the up to date science and technology;
  - ✚ Continuous qualification of the transport researches and constitution of the new researches in the transport field.

## 2.1.1 The overall policy framework in transport sectors.

- a) Rehabilitation of the core national road network, maritime ports and airports with the financing of international sourcing, aiming to the harmonization of the all modes of transport, especially of road transport sector.
- b) Efficiency of the economic reforms, emphasizing the privatization of the national strategic sectors such as ports and airports as well as the commercialization of the transport public services.
- c) Establishment of a regulatory legal system, according to the European standards to insure an optimal operation of the competitive transport services.
- d) Working for the preparation and ratification of the international conventions and Agreements for adherence of the Albanian transport sector to the International organizations.
- e) Institutional reformation process to the overall transport sector in Albania.

## 2.1.2 The elements of research policy making

The national strategies so far: as follows:

- The strategy for development of transport modes in national level;
- Designation of the new technologies and the advanced transport systems;
- National traffic planning in national and regional level;
- Compilation and adjournment of the legislation in the transport sector according to the EU Directives, Convention and Agreements in the transport field.

In addition, for the future process is planned the cooperation with the Foreign Technical Assistance which consists to deliver and collect the statistical information and transport database establishment; the national transport planning and applications for involvement in the EU projects, etc.

## 2.2 Overview of [Transport] research activities.

In general, the researches in the transport field consisted in:

- ◆ For development of the transport modes, especially those rational sectors and, economically, efficient in Albania;
- ◆ For identification and the definition of the freight transport by a safe, secure, low cost and time reducing transport mode;

- ◆ The identification of the road and rail transport national arteries linking the different areas of the country, to meet all the requirements of the business and economy development for transport services;
- ◆ Enhancement and implementation of the new technologies in the maritime and road freight transport operation;
- ◆ Adjourments and compilations of the new legislation for transport modes according to the European Union Convention and Agreements standards.

## 2.2.1 Research projects

Some of the main projects are summarized as follow:

- ❖ General feasibility studies for development of the road, railway, maritime and air transports;
- ❖ Reconstruction of Transport Sectors in Albania during transition periods and in continuous;
- ❖ The Study on National Road Traffic Planning;
- ❖ The Study for the Market Development and Harmonization of Modal Transportation to Increase the efficiency of the freights circulations;
- ❖ The Study for advanced technology implementation in sea ports, railway stations, airports for freights processing (loading and unloading);
- ❖ The Study for Albanian Transport Corridors;
- ❖ The Pre-Feasibility and Feasibility studies for new construction, rehabilitation and reconstruction of road and rail line, ports and airports;
- ❖ Feasibility Studies and Conceptual Projects for construction of the New Oil Terminals for GLN and Fuel into Porto-Romano-Duress;
- ❖ The Project for Urban Transport Planning & Signaling in some main municipalities;
- ❖ the Study for privatization of public urban transport;
- ❖ The Study for the new Road and Air Transport Code.
- ❖ The Manual for legislation and International Conventions and Agreements preparation for Albania adherence.

## 2.2.2 Key competencies in research fields

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The transport field researches activities are under the competences of the Ministries in Line (such as MPWTT for transport sector), in collaboration with the Ministry of Science and Education.

The Ministry of Transport authorizes the online subsidiary institutions as well as the private operators for the executions of the tendering processes, projects applications and implementations.

### **2.2.3 Research infrastructure.**

From the political institutional, point of view, in Albania, the programmes and methodologies for researches activities are managed by the Ministry of Science and Education.

The other Ministries, such as the Ministry of Transport arranges the work programmes to involve the researches activities development in the sector covered.

The other administrative units, subsidiary institutions, Universities and Faculties as well as public-private researches institutions, concretely, here are represented by the Institute of Transport- public institution, Albkonsults Ltd – private operator and the Faculty of Mechanical Engineer of the Polytechnic University of Tirana.

## **2.3 Key drivers of research**

The MPWTT supports the operation of the Public Institutions allocating the special budget and/or other financial sources for development of the researches in transport field.

The Ministry of Science and Education, by the Committee of Scientific Policies, determines and decide for the priorities in the Science development, including the transport sector.

### **2.3.1 Main sector trends in Albania**

The primary economical sector consists on the Services, including transport services, which constitute around 56% of the GDP.

The contribution of the major sectors of economy as well as the economical development of each of the sectors is reflected in the following table:

	2004		2005		2006		2007	
	GDP (000 €)	(Sector r GDP/ Total GDP) %	GDP (000 €)	(Sector GDP/ Total GDP) %	GDP (000 €)	(Sector GDP/ Total GDP) %	GDP (000 €)	(Sector GDP/ Total GDP) %
Agriculture	1118.3	20.5	1223	20.6	1269.9	19.9	1270.8	18.7
Industry	538.4	9.9	632.9	10.6	715.8	11.2	774.1	11.4
Construction	729.6	13.4	819.7	13.8	914.9	14.3	952.1	14.0
Transport	512.5	9.4	558	9.4	595.5	9.3	647.1	9.5

### 2.3.2 Main socio-economic challenges in Albania

- ◆ The Republic of Albania is a country in transition heading towards a free market economy, a more open and modern economy.
- ◆ Nominal GDP of 2007 is assessed to be 10.7 billion USD, whilst GDP per capita is 3400 USD.
- ◆ Economical growth for 2003-2007 has been quite notable and inflation rate has been low and stable.
- ◆ Remittances have a visible positive effect in the Albanian Economy due to the Albanian citizens that live abroad.

GDP actual growth rate for 2006 was 6%, INSTAT estimates an increase by 6% of the real GDP for 2007 and envisages an increase by the same 6% for 2008.

Retail prices trends are estimated by INSTAT according to Consumers Prices Index (CPI). The basket used for the assessment of CPI includes 262 items and expenditures are classified into 12 main groups, following the COICOP classification. December 2001 is considered a basic period. The annual gradient of the consumption prices index for 2007 was 3.1%, whilst a year before this gradient was 2.5%.

### 3. Integration of Albania in the European Research Area in the field of [Transport]

- Albania signed the Interim Association and Stabilization Agreement with the European Union on 12th June 2006 in Luxemburg. On 1 December 2006 enter in power the *Interim Agreement* regarding trades and issues related to it.
- The implementation of the Interim Agreement according to the European Commission has been successful.
- The Albanian Government has compiled and enforced the National Plan for the Implementation of the Association and Stabilization Agreement as a main monitoring instrument for the reforms in areas such as economy, politics, legislation and institutions.
- This action plan is considered as a major integral tool of the National Strategy for Development and Integration.

On the frame of the European Integration the researches activities will be achieved by the participation in the EU programmes, such as FP7, IPA, Interreg Neighborhood Programme and others, including WBC- INCO Project as well.

It is very important the involvement in these programmes because of the experiences sharing and profits in the researches technologies and methodology\ies application. Also, by the participation of the specialists and researches experts in the common researches projects lead to the professional qualification growth and higher level researches producing.

## 4. SWOT analysis of the [*Transport*] research capacity in Albania

### 4.1 Strengths

- The great demands of transport sector for researches and development in the long-period of transition;
- The current public and private institutions for researches development;
- Involvement of the scientific Faculties and Universities in the network of scientific and researches development.

### 4.2 Weaknesses

- The small number of Institutions and public researches centres;
- Reduced number of the Specialists for Scientific-Researches works, due to the emigration to the other developed countries during the transition period in Albania.
- Lack of the Transport Engineer Faculty in the Universities of the country.
- Lack of the apparatuses, equipments and researches infrastructures due to the insufficient financial sources.
- Insufficient funds allocation for the researches infrastructure development.
- Small number of employed researches and/or with other scientific degrees.

### 4.3 Opportunities

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Great opportunities are for:

- Research development, with relation to the application of the advanced systems in transport, information of the traffic infrastructures management and the information system services for the transport users.
- Research and development programmes according to the European and Regional researches, in particular with Western Balkan Countries programmes.
- Private initiatives involvement in the research-development process, especially for transport sector.

#### 4.4 Threats

- Depreciation of the research process and its benefits in perspective from the policy makers.
- Main focus to the infrastructures performances and efficiency growth to the services for the transport infrastructures users.
- Inhibition of the research potential emigration and the old-experienced specialists of the transport sector.

### 5. [Transport] Research priorities for Albania

#### 5.1 [Transport] Research priorities on the basis of the country's readiness\*

- Master plane for development of commercial, tourist and fish ports along Albanian shore;
- Study on the inventory of the road network at the all Albanian regions and districts;
- Urban plan of traffic and signaling for cities municipalities with a population more then 20 thousand inhabitants;

5.1.1 Priority 1, (incl. explanation and if possible give further specification for sub-Theme:

- Traffic management System at the national road network and international transit transport in the axes of heavy traffic flows.

5.1.2. The Researches on development of alternate public transport of low cost, travel time reduction, environmentally accepted and without noise.

5.1.3. Management of virtual transport.

5.1.4. Researches for Transport and Environment issues.

5.1.5. Mobility for Urban Transport in the cities more than 150 thousands inhabitants.

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## References:

- Scientific- research transport publication in Albania.
- The questionnaire of WBC – INCO Project filled from the Institute of Transport, Faculty of Mechanical Engineer and Albkonsults Ltd.
- Publication of CEMT for admission of the Albanian Transport Sector in the Conference of the European Ministers of Transport.
- The Reports of the Ministry of Finance in Albania for approval of the State Budget for the year 2008-2009 in the Republic of Albania Parliament as well as the other international organizations, FMN, WB, etc.
- INSTAT- the national Institute for Statistics in Tirana.

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