Albanian main Ports hinderland connections and characteristics

Prof. A. Korpa, General Director, Ministry of Transport and Infrastructure
10 Pan European Corridors – Balkan Region

Adriatic – Ionian Motorways
* **North-South**, National Corridor: Montenegro – Greece

* **Durres – Kukes**, Regional Corridor: Port of Durres – Kosova

* **East – West, Corridor VIII, Trans-Europian**: Italy – Port of Durres – Port of Vlora – the border with Macedonia and Greece

* **Coastal Touristic Roads or Blu Corridor**: from Port of Vlora to Saranda till Greek border
Port of Durres

- Main and biggest port in Albania
- Major gateway of Albania to Central and West Europe
Port of Durres

Services & Infrastructure

- **Services**: RO-RO, RO-PAX, general cargo, liquid/solid bulk and container services combined with rail and roads.

- **Infrastructure**:
  - 11 quays
  - Depth: 7.5 m – 11.5m

- **The main destinations**: Bari, Trieste, Ancona, Koper, and Otranto

**Main Shipping activity & trade:**
- Commodity of goods from outer region
- Commodity of goods by Adriatic region
- Cargo type: Imp/exp with container
Port of Durres

Freight Volumes

Montenegro
Slovenia
Croatia
Greece
Italy

0 200 400 600 800 1,000 1,200

000 ton

2012
2011
2010
## Port of Durres

### Traffic Flows

#### Freight Flows

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cargo (Tons.)</td>
<td>1,072,111</td>
<td>988,243</td>
<td></td>
</tr>
<tr>
<td>Containerised (Tons)</td>
<td>1,023,261</td>
<td>968,501</td>
<td>749,700</td>
</tr>
<tr>
<td>Liquid Bulk (Tons)</td>
<td></td>
<td></td>
<td>150,884</td>
</tr>
<tr>
<td>Solid Bulk (Tons)</td>
<td>684,800</td>
<td>719,044</td>
<td></td>
</tr>
<tr>
<td>TEUs</td>
<td>78,327</td>
<td>71,612</td>
<td>68,622</td>
</tr>
</tbody>
</table>

#### Passenger Flows

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers (units)</td>
<td>853,748</td>
<td>834,040</td>
<td>876,026</td>
</tr>
<tr>
<td>Private Vehicles (units)</td>
<td>185,704</td>
<td>198,807</td>
<td>201,088</td>
</tr>
<tr>
<td>Trucks (units)</td>
<td>52,698</td>
<td>52,767</td>
<td>52,695</td>
</tr>
<tr>
<td>Busses (units)</td>
<td>13,679</td>
<td>15,695</td>
<td>17,724</td>
</tr>
</tbody>
</table>
Traffic Growth

- The handling of containers with a throughput of around 80,000 TEU/year

- Predicted of over 550,000 TEU annually in 2030

In the Balkan Region Export-Import from Port of Durres:

- 10% to Macedonia
- 52% to Kosovo
- 7% to Serbia
Port of Durres

Highway Connections

• Access to international corridors
  – **Corridor VIII**: Distance from the port 1 km
  – **Route 7 (SEETO)**: Distance from the port 1 km
  – **Access to primary national network (SH 2, SH 4)**: Distance from the port 1 km

• Distance of Durres Port from other cities:
  – Tirana: 36 km
  – Thessaloniki: 375km
  – Burgas: 900km
  – Varna: 950km
  – Bar: 205km
  – Skopje: 320km
  – Pristina: 281km
  – Beograd: 710km
Port of Durres
Railway Connections

• Access to international corridors
  – Corridor VIII: Durres – Shkoder – Hani i Hotit, Distance from the port 2 km
  – Access to primary national network: Durres – Shkoder, Durres – Pogradec, Durres – Vlore, Durres – Ballsh
  – Distance from the port 2 km

• Rail Operator
  – Albanian Railway

• Main destinations for passenger rail
  – Vlore

• Main cities for freight rail
  – Shkoder(Bajze), Elbasan, Pogradec, Fier, Vlore
Port of Durres

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Port of Durres
Hinterland Connections assessment

• the road connection to port is passing through the urban and inhabited area
• no direct access to highway
• Satisfactory level of marked routes for accessing the port terminal and leaving the port terminal in order to reach the highway network
• railway signalization is not on a satisfactory level
• railway crossings are not satisfactory marked
• railway line is not in acceptable operational level
• railway network has inadequate capacity
• there is a road and pedestrian crossing on the railway
• road and railway crossings but railway has priority
Port of Vlore

- Albania's second port in importance
- Located in the south-west of Albania with a distance of 137 km from Tirana.
- Main activities:
  - processing cargo and ferry (passengers)
- Second entrance gate of Corridor VIII.
Port of Vlore
Infrastructure

• The total surface of the Port is 5.3 ha and the depth is equal to 4.6 m

• The port has:
  – Two terminals: one terminal of cargo and one terminal of passengers
  – 7 berths: 3 for passenger and 4 for goods

• Land access to the port is only by road. The rail terminal is located at least 5 kms from the port area.
## Port of Vlore

### Traffic flows

<table>
<thead>
<tr>
<th>Freight flows</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cargo (Tons.)</td>
<td>200.6</td>
<td>317.4</td>
<td>476.9</td>
</tr>
<tr>
<td>Conventional (Tons)</td>
<td>200.6</td>
<td>317.4</td>
<td>476.9</td>
</tr>
<tr>
<td>Liquid Bulk (Tons)</td>
<td>6.8</td>
<td>6.5</td>
<td>6.5</td>
</tr>
<tr>
<td>Solid Bulk (Tons)</td>
<td>193.8</td>
<td>310.9</td>
<td>470.4</td>
</tr>
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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Passengers (units)</td>
<td>190228</td>
<td>165227</td>
<td>176167</td>
</tr>
<tr>
<td>Private Vehicles (units)</td>
<td>29005</td>
<td>32929</td>
<td>37312</td>
</tr>
<tr>
<td>Trucks (units)</td>
<td>9939</td>
<td>11005</td>
<td>11246</td>
</tr>
</tbody>
</table>
Port of Vlore
Hinterland Connections assessment

• the road connection to port passing through the urban and inhabited area
• no direct access to highway
• terminal roads are not adequately marked with traffic signalization
• terminal roads are not satisfactorily illuminated during night time
• terminal roads are not satisfactorily maintained
• no railway
Pilot Action at the Port of Vlore

• Parking management and Customs procedures improvements for ro-ro traffic at port of Vlore
  – Simplification of maneuvers and excessive movements so to have a better management of parking areas and Ro-Ro traffic

• Objectives:
  – Better management of parking areas, enabling the improvement of the transport chain, reducing loading and unloading time, reducing the time of the parking in appropriate areas, minimizing the excessive movements providing a safe Ro-Ro traffic and with minimal cost and time.

• Expected results:
  – Visual real-time representation of the parking areas within the port. Reduce of traffic bottlenecks within the port area, reduces the operational time, reduces delays in the transshipment of cargos.
Thank you!