



## Integrated and Sustainable Transport in Efficient Network - ISTEN

### DT2.2.7 - Local Action Plan for Durrës port

WP no. and title	WPT2 - Activity 2.2 - Action plans for ADRION hubs
WP leader	PP2 - ITL
Responsible Author(s)	RCD - Udhetim i Lire
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Planned delivery date	M22 - September 2019
Actual delivery date	M30 - May 2020
Reporting period	RP4

Dissemination Level		
PU	Public	X
PP	Restricted to other program participants (including the Commission Services)	
RE	Restricted to a group specified by the consortium (including the Commission Services)	
CO	Confidential, only for members of the consortium (including the Commission Services)	

*This document has been produced with the financial assistance of the European Union. The content of the document is the sole responsibility of the Regional Council of Durrës and can under no circumstances be regarded as reflecting the position of the European Union and/or ADRION programme authorities.*

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## The Action Plan for the Port of Durrës

### Introduction

Located in the center of the Northern Mediterranean, near Adriatic and Ionian Sea constitutes a significant marine area in Europe. Port of Durrës is an important hub of the international market in Albania. The strategic position of Durrës in connection with the European Integrated Transport (Corridor VIII) facilitates the transit of goods and passengers to get out of Europe. Durrës port is also of interest as an alternative to neighboring countries ones, such as Kosovo and Macedonia, and as a principal gateway to the Balkans and southeastern Europe.

Fully in line with the “framework objective” of the project, the integration between ports in Italy, in the Mediterranean Region, Montenegro, Slovenia, and Croatia has been identified as the main objective to reach in order to promote intermodal hinterland of Durrës. The scenario for port development should be in respect with the national strategy for port and coastal area, in a national and international context putting forward the integration of Albanian transport infrastructures into that of Balkan and European Networks.

First, Durrës Port operators especially the ones operating in shipping have emphasized the inadequate port infrastructure such as the length of quay, depth, lack of appropriate surface to operate, and lack of railway connections and road networks around the port.

Secondly, there is also an inadequate soft infrastructure especially concerning Rail Operational System, in particular: lack of rail links with all port terminals, overall poor conditions of Albanian railway network, weak connections with network beyond Albanian borders. All these negatively affects the performance and productivity of the terminal and therefore the question of the land use v/s land area availed becomes very important.

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

In the maritime sector the main strategic objectives are:

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

Concerning Priority Action Maritime 1 and 2, MIE is working on the adoption of IMO and EU rules and regulation. Examples of regulated activities in the maritime sector include, but are not limited to, flag and port state control, maritime safety and security, environmental protection, maritime training and labor, and port health and safety. Several regulatory standards have been developed to

ensure the safety, security, and environmental sustainability of maritime and port operations. Many of these regulations are set by international organizations such as the IMO, the ILO and the EU. Since 2016, the port is certified according to ISO 14001: 2004 and 9001: 2008 standards.

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

A major issue of policy and regulatory intervention in shipping and ports is the issue of maritime and port safety, security, labor regulation, and environmental sustainability. Examples of regulated activities in the maritime sector include, but are not limited to, flag and port state control, maritime safety and security, environmental protection, maritime training and labor, and port health and safety. Several regulatory standards have been developed to ensure the safety, security, and environmental sustainability of maritime and port operations. Many of these regulations are set by international organizations such as the IMO, the ILO and the EU. The regulations adopted during the reporting period are:

- Council of Minister Decision No. 809 of 16.11.2016 “On the approval of the regulation “the implementation of International Safety management Code (ISM Code)”, which fully approximates the Regulation (EC) 336/2006 of European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 with CELEC No

32006R0336, amended by Commission Regulation (EC) No 3051/95 CELEX32008R0540. This Regulation facilitates the implementation of management and safe operation of ships as well as the prevention of pollution from ships, not only ensuring that companies operating those ships comply with the ISM Code, but also the establishment, the implementation and proper maintenance by companies of the shipboard and shore-based safety management systems and the control thereof by flag and port State administrations.

- Council of Minister Decision No. 13 of 11.01.2017 “On the approval of the regulation on “Port State Control”, which fully approximates the DIRECTIVE 2009/16/EC of European Parliament and of the Council of 23 April 2009 on port state control, CELEX32009L0016, published in the Official Journal of the European Union L131 date 28.05.2009 page 57 - 100, amended by DIRECTIVE 2013/38/EU of European Parliament and of the Council of 12 August 2013 amending DIRECTIVE 2009/16/EC on port state control, CELEX-32013L0038, published in the Official Journal of the European Union L218 date 14.08.2013, page 1 - 7. This Regulation sets up rules on PSC inspection, to make progress in compliance with the qualitative criteria for adherence to the ‘Paris MOU’, to reduce substandard shipping in the waters under the jurisdiction of Albania by increasing the compliance with international legislation on maritime safety, maritime security, and protection of the marine environment and on board living and working conditions of ships of all flags, establishing procedures on inspection and detention and Implementing a port State control system.

According to the considerations described above, the Canvas Action Plan (CAP) focuses on the infrastructural and institutional bottlenecks, envisaged as strategic for identifying tailored actions addressed to develop the Port of Durres from a cost center to a central hub for creating the future of intermodal logistics network.



*Figure 1 - Port of Durrës*

## Infrastructure cluster

### I. Stakeholders involved

The main stakeholders managing the logistics and transport flows originated by the district have been identified and have been part of the working groups as follow:

Stakeholder category	Relevant Stakeholder	Involved in the focus groups	Contribution in the CANVAS
Public National Authority	Ministry of Energy and Infrastructure	Yes	No
	Durrës Port Authority	Yes	Yes
	Albanian Institute of Transport	Yes	No
	Durrës Port Harbor	Yes	Yes
	Albanian Railway S.A	Yes	Yes
	Environmental Directory APD Durrës	Yes	Yes
	Albanian Hydrographic Service	Yes	No
	General Maritime Directory		No
Regional National Authority	Durrës Regional Council	Yes	Yes
	Prefecture of Durrës	Yes	Yes
	Municipality of Durrës	Yes	No
	Regional Directory of Environment	Yes	No
	Railway Inspection Directorial	Yes	No
Concessionaries in Durrës Port Authority	CMA/GCM	Yes	Yes
	EMS Albanian Port Operator	Yes	Yes
	Albanian Ferry Terminal	Yes	Yes
Private Agencies operating in APD	REIMAR (SHIPPING AGENCY)	Yes	Yes
	PELIKANI	Yes	Yes
	DIAMANT	Yes	Yes
	REDAN	Yes	
	VITALI (SHIPPING AGENCY)	Yes	Yes
	DUMAS AGENCY	Yes	Yes
	STELLA MARE	Yes	Yes
	GNV	Yes	Yes
	ITALB GLOBAL	Yes	Yes
	University	Aleksander Moisiu University of Durrës	Yes

### II. Actions

Following are given the details of the Key Actions defined with stakeholders.

#### ➤ Key Action n. 1



❖ Infrastructural intervention/improvements on canal depth

This action consists in the implementation of the Durrës Hub Project, aimed at resolving the bottleneck consisting in limited maritime infrastructure, and guaranteeing port competitiveness.

The 1<sup>st</sup> stage of the Durrës Port Hub project, already under implementation, includes dredging the entrance canal and basin in the front port area, reaching a maximum draft of 10.5 m. This improvement will allow the access of full loaded vessels with 30 thousand tons - DWT (Deadweight tonnage) per cargo or 1,700 TEU (Twenty-foot Equivalent Unit) per container.



Figure 2 - .....



Targets of the project are:

- new location of Quays 1&2 to bring the waterfront line at the same line with that of the redesigned Quay 4 (eliminating the turn at Quay 3),
- provision of a bearing capacity 4 tons/m<sup>2</sup> for the new berths;
- achievement of optimum conditions for the 3 phases power supply to the operating ships,
- protection of the waterfront side of the berths using fenders with energy absorption and reaction force for the ships approach up to 30,000dwt,
- safeguarding the cranes on the quay during different storms, safeguarding the ships and other operational equipment against fire.

During the design process of this project, the storehouse no. 13 has been demolished, the bridge crane has been dismantled and the backyard of Quay 1 has been adjusted by third contractor of DPA.

Future cranes will handle multipurpose operations and will have maximum capacity of 45 t and boom length of approx. 40 m. According to Master Plan of 2008, mobiles cranes are foreseen to be used on new Quays 1&2, the new quays will be provided with normal working conditions for handling general cargo such as, among others, operation of 45 tons electric-cranes on rails.

The new quay will be approx. 500 ml of length and with an extension 30 ml of width and in total of 42 ml of width.

➤ **Key Action n. 2**

*Improved infrastructure in the port/rail industry*

This action refers to the modernization of the existing Durrës-Tirana railway line and to the construction of the new railway line to Rinas Airport (TIA). The modernization of the railway line aims to the upgrade of geometric and operational characteristics of the line according to EU standards set by relevant EU Directives, to increase the effectiveness and safety of railway transport of goods and passengers between Tirana, Durrës and Rinas airport and at the same time to contribute significantly to the economic development of the Tirana - Durrës regions and of the whole country.

The railway line was examined initially through a feasibility study in December 2009 funded through WBIF and was proposed to be rehabilitated in the context of a 10 year investment program and under a medium development scenario. The proposals included the complete renewal of the track

system, repairs to many structures / station buildings / platforms and accesses, as well as the installation of a new EU compatible signaling system.

Subsequently, the railway line was studied through a detailed technical and feasibility study, which included the economic/financial evaluation of the whole Albanian railway network, rendering this section as a first priority from the socio-economic point of view. The study also covered the detailed technical study of the section and its connection to Rinas airport, where updated specifications for the rehabilitation / construction of the lines, as well as modern signalling and telecommunication systems were used.

The main objectives in terms of outputs are to rehabilitate the existing railway line from the future location of the Tirana Public Transport Terminal (PTT) to Durrës port for a length of 34.7km and also to construct a new railway line connecting the main line at the area of Domje with Rinas airport for a total length of 7.4km (4,25 km direct and 3.15 km at the junction area).

In terms of outcomes the project is expected to:

- Serve almost 1.4 million passengers per year
- Over 220,000 tons of commodities by the first year of its operation
- In 2030, these figures are expected to develop to over 1.9 million passengers and 320,000 tons respectively.

### **III. Aims**

The Aims of the implementation of the Key Actions consist in:

- The integration between ports partners in the ISTEN project, Italian ports and other Mediterranean Port in order to promote intermodal hinterland of Durrës Port.
- A further increase of the traffic volumes at the port as part of its hinterland logistics chain with reference to total traffic and intermodal traffic, including an increase in the modal share of rail traffic accessing the ports' terminals.

### **IV. Problems faced**

The major problem of the intermodal market identified during the meetings with the different stakeholders is lack of coordination, which can be seen in the daily work, where ports, private

operators (shipping companies, railroads), agents, freight forwarders, etc. carry out their own activities without any consultations or standardisation on a national or regional level.

#### V. *Timescale implementation*

	<i>Short term (by 2020)</i>	<i>Mid-term (by 2022)</i>	<i>Long term (by 2025)</i>
<b>Key Action 1</b>	Dredging of Durres Port basin feasibility study.	With own funds DPA is planning to finish the implementation of this project	Complete ongoing construction projects and implement new concession and preparation projects
<b>Key Action 2</b>	Project procurement process.	The construction works.	Construction of the missing link from the western terminal in Durres to the national railway network

#### VI. *Funding sources*

##### ➤ **Key Action 1**

The funding sources for Key Action 1 are public (State/World Bank).

The funding sources for this Action are foreseen in the **SECTORIAL STRATEGY OF TRANSPORT & ACTION PLAN 2016 - 2020**.

##### ➤ **Key Action 2**

The funding sources for Key Action 2 are public (State/World Bank).

The founding sources for this Action are foreseen in the **SECTORIAL STRATEGY OF TRANSPORT & ACTION PLAN 2016 - 2020** and in the other financing programs of Albanian Railway.

The European Investment Bank (EIB), stands ready to mobilize its financing tools and expertise in support of suitable projects. The EIB can extend support to both public and private sector activities in the form of lending, blending and technical advice.

The regulatory framework for European Structural and Investment Funds (ESIF) for 2014-2020 and the Instrument for Pre-accession Assistance (IPA) for non-EU countries provide significant financial resources and a wide range of tools and technical options.

In addition to interventions of international financial institutions, the Western Balkan Investment Framework (WBIF) provides finance and technical assistance for strategic investments, particularly in infrastructure, energy efficiency and private sector development.

### ***VII. Risk evaluation***

The first main risk connected to the implementation of the Actions, especially Key Action n. 1, is related to reaching the depth required. This is linked with the capacity of the ships that will enter in the port and the dwell time and the capacities of the market and the distribution. The risk is estimated as “low”, in consideration of the fact that the feasibility analyses have been elaborated on the basis of the existing, not incremental, demand. Also the time foreseen for the realization will be in line with other development programs.

Additionally, risks related to long term sustainability of the Actions n. 1 and n. 2 are evaluated as “low-medium”, in consideration of the limited duration of regional incentives for the modal shift (3+2 years), however mitigated by the increasing demand enabling lower costs for rail transport (virtuous circle).

### ***VIII. Implementation***

Continuous consultation with stakeholders is recommended during the implementation of the Actions, in order to monitor and evaluate the activities included in the Action Plan also by using some identified Key Performance indicators (KPIs).

- Increase of share of railway in freight transport (share of transport performances of railway in %)
- Passenger ferry and train transport (number of passengers)
- Passenger ferry and train transport (ton)

Each indicator can be evaluated since the beginning of the activities (time 0), during the implementation of the actions and at the total completion of the actions.

## Regulatory Cluster

### I. Stakeholders involved

Public National Authority; Regional National Authority; Concessionaries in Durres Port Authority; Private Agencies operating in APD; Durres University (one of the biggest universities in the country). Refers to the table above of the stakeholders.

### II. Actions

#### ➤ Key Action n. 3

#### Enhanced maritime regulatory system in line with IMO and EU standards and regulations

There is a lack of specific regulations referring to intermodal transport addressing development of terminals and services in Albania. Moreover, intermodal transport is a consequence of the needs regarding market demand, fastening traffic flows and goods manipulating process, etc. The following list includes some of the laws on the basis of which intermodal transport is organised:

- Maritime Code of Republic of Albania nr.9251 date 08.07.2004;
- Law on the Port Authority of Port of Durrës nr. 9130 date 08.09.2003;
- Law on Security Forces on ships and ports nr. 9281 date 23.09.2004;
- Decision of the Government on creation of the security forces in port of Vlore, Shengjini and Saranda nr. 171 date 28.03.2007;
- Decision on Announcement of the Raguza nr.1 and 2 as a port refuge nr. 45 date 24.01.2007;
- Law on some changes on the Port Taxes of the Republic of Albania 9769 date 09.07-2007;
- Law “On Turistic Ports” nr. 9710 date 10.04.2007;
- Order of the Ministry of Public Works, Transport and Telecommunication on the licensing of maritime Subjects, nr.10, date 23.06.2008;
- Law on “Establish the maritime Administration” nr. 10.109, date 02.04.2009;
- Order of the Prime Minister nr. 131, date 14.06.2010 “For Approval of the Structure and the Organics of General Maritime Directorate”.

In most of the cases intermodal transport is considered a local issue, which implies that local authorities are responsible for the majority of the regulations in this area. To minimize the negative impacts of freight transport, there has been some positive steps to enhance maritime regulatory

system in line with EU standards and regulations, ratifying and endorsing IMO regulations and EC rules on maritime safety, security, environmental protection, and coastal management.

In 2017 there were some initial discussions on necessary steps to ratify recent amendments to MARPOL and SOLAS, including GHG amendments (MARPOL) and Container Weight Verification Requirement (SOLAS).

The ratification procedure of Annex. VI of MARPOL Convention has started and it has been ratified in February 2020.

Nowadays, there are ratified SOLAS 74'&78, but there are not yet ratified SOLAS '88 and Agreement 96' under discussion to be done by MIE and TA.

The problem of personnel is expressed in the absence of qualified personnel for intermodal transport based on the EU standards and regulation.

It is necessary to establish a curriculum for acquiring vocation and professions in the field of multimodal and intermodal transport in line with new laws and ratified regulations of EU. It is necessary to define vocations and professions in the sector of intermodal transport and prescribe mutual recognition of vocations, professions, diplomas etc.

### **III. Aims**

The Aim of the implementation of the Key Action consist in:

- Creating and reorganising the Maritime Administration Institutions in line with IMO and EU standards and regulations;
- Increasing the capacities of the personnel who works in the Maritime Institutions in compliance with the European standards;

### **IV. Problems faced**

After consultations with stakeholders, the following problems/criticalities emerged:

- the major problem of the intermodal market is lack of coordination, which can be seen in the daily work, where ports, private operators (shipping companies, railroads), agents, freight forwarders, etc. carry out their own activities without any consultations or standardisation on a national or regional level.
- most of the persons working in the transport sector are well prepared for the specific sector they work, but with the low basic knowledge of the national and international laws and regulations.

Also the program of schools and faculties for education of personnel is not adapted to the needs of intermodal transport systems. University of Durrës Aleksander Moisiu prepares in the faculty of Navigation the personnel who can work in the maritime sector but with low knowledge of intermodal transport.

It is necessary to introduce a system of incentives and preferential treatment for developing interest in the education of personnel for intermodal transport.

**V. Timescale implementation**

	<i>Short term (by 2020)</i>	<i>Mid-term (by 2022)</i>	<i>Long term (by 2025)</i>
<b>Key Action 3</b>	Ratify missing major annexes of MARPOL and SOLAS.	Initiate discussions on steps to ratify ICZM, IMO EU MRV regulation, and other related rules.	Review ratification process and outcome including any EU rules and IMO regulations that might be proposed or introduced during 2016-2020.

**VI. Funding sources**

➤ **Key Action 3**

The funding sources for Key Action 3 are public (State/EU funds).

Also can be used funds from Grants, Projects and Programs that support the raise of capacities, and other specific alternatives linked with maritime sector and transport.

The regulatory framework for European Structural and Investment Funds (ESIF) for 2014-2020 and the Instrument for Pre-accession Assistance (IPA) for non-EU countries provide significant financial resources and a wide range of tools and technical options.

In addition to interventions of international financial institutions, the Western Balkan Investment Framework (WBIF) provides finance and technical assistance for strategic investments, particularly in infrastructure, energy efficiency and private sector development.

The European Maritime and Fisheries Fund as well as Horizon 2020, which targets Blue Growth as one of its focus areas for RTD, can lend key support to implementation of different actions and projects.

LIFE program are open also to non-Member States and are explicitly mentions cross-border actions.



## **VII. Risk evaluation**

The first main risk connected to the implementation of the Actions, is the EU accession date of Albania: Accession had a strong and positive impact on macroeconomic development and political stability of Albania. The risk is estimated as “low”, in consideration of the fact that the EU accession is open but the current situation slowdown the process.

Additionally, risks related to long term sustainability of the Action is evaluated as “low-medium”, based on the objectives of the government and the Development Strategy is to ensure harmonization with the EU transport regulatory framework for creating common market conditions and safety standards in the region.

## **VIII. Implementation**

Continuous consultation with stakeholders is recommended during the implementation of the Actions, in order to monitor and evaluate the activities included in the Action Plan also by using some identified Key Performance indicators (KPIs).

- Number of ships/ferries/yachts/boats leaving Albanian ports
- Passenger ferry transport (number of passengers)
- Passenger ferry transport (ton)
- Containers traffic - Port of Durres (TEU)

Each indicator can be evaluated since the beginning of the activities (time 0), during the implementation of the actions and at the total completion of the actions.

## Conclusion

Durrës Port Authority is involved in the last years in very different initiatives of the EU, especially EU projects which aim to improve infrastructure, coordination and collaboration between stakeholders in transport business in order to perform a better traffic flow. Those projects also aim to create environment friendly activities in order to adapt to the EU requisites and to reach the international standards.

Improvement of the navigational capacities of the port such as deepening the access channel, basin and the quaysides will make it possible for the port to accommodate bigger ships and this will result in bigger incomes for the port.

Based on the European and SEETO regional transport policies, as part of the strategy of intermodal transport, is very important to clearly define the role and importance of intermodal transport in order to achieve the cooperation and coordination of individual modes of transport. The priorities should be directed towards institutional organization and management system, financing of project, scheduling the building of transport infrastructure and procurement of transport capacities customized for intermodal transport.

## Annex I - CANVAS Action Plan

Stakeholders involved	Key Actions	Aims	Problems faced	Time scale implementation (for key action)
<ul style="list-style-type: none"> <li>Port Authority of Durrës</li> <li>Maritime Terminal operator (AFTO, DCT, EMS)</li> <li>THE ALBANIAN RAILWAYS S.A. (HSH)</li> <li>Freight Forwarders (ASC, Egnatia 1, Liburnet 1)</li> <li>Shipping agency</li> </ul>	<ul style="list-style-type: none"> <li>1 - Increased public investments in hard &amp; soft infrastructure</li> <li>2- Increased private investments in the port/rail industry</li> </ul>	<ul style="list-style-type: none"> <li>Improved port attractiveness and competitiveness</li> <li>Increased traffic volumes at the port</li> </ul>		<ul style="list-style-type: none"> <li>1 - Medium-Long term (2022-2025)</li> <li>2 - Short-Medium term (2020-2022)</li> </ul>
<b>Funding sources</b> <ul style="list-style-type: none"> <li>Private/Public funding</li> <li>Grants to support the modal shift to rail in the region</li> </ul>		<b>Risk analysis</b> <ul style="list-style-type: none"> <li>Depth required</li> <li>Long term sustainability</li> </ul>		

Stakeholders involved	Key Actions	Aims	Problems faced	Time scale implementation (for key action)
<ul style="list-style-type: none"> <li>• Public National Authority</li> <li>• Regional National Authority</li> <li>• Concessionaries in Durrës Port Authority</li> <li>• Private Agencies operating in APD</li> <li>• University</li> </ul>	<p>3 - Enhanced maritime regulatory system in line with IMO and EU standards and regulations</p>	<ul style="list-style-type: none"> <li>• Creating and reorganising of the Maritime Administrative Institutions in line with IMO and EU standards and regulations;</li> <li>• Increasing the capacities of the personnel that works in the Maritime Institutions in compliance with the European standards;</li> </ul>	<ul style="list-style-type: none"> <li>• Missing consultations or standardization on a national or regional level.</li> <li>• Inadequate personnel working in the internodal sector.</li> </ul>	<p>3 - Medium - Long term (2022 - 2025)</p>
<b>Funding sources</b> <ul style="list-style-type: none"> <li>• Private/Public funding</li> <li>• Grants, Projects and Programs that support capacity building initiatives</li> </ul>			<b>Risk analysis</b> <ul style="list-style-type: none"> <li>• EU accession date</li> <li>• Long term sustainability</li> </ul>	

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