



SHQIPËRIA 2030

INTEGRATED, COMPETITIVE, DESTINATION



AKPT
AGJENCIA KOMBETARE E
PLANIFIKIMIT TE TERRITORIT



INTEGRATED CROSS-SECTORIAL PLAN FOR THE **COASTAL BELT**




SHQIPËRIA 2030


INTEGRATED, COMPETITIVE, DESTINATION

INTEGRATED CROSS-SECTORIAL PLAN FOR THE **COASTAL BELT**





This plan was drafted with the invaluable contribution of a large number of experts from various fields of economic, environmental and social development, as well as specialists, technicians, employees of state administration, professors and representatives of various fields of academia, members of non-profit organizations, business representatives, local government representatives, and various citizens who contributed, through their active participation, in a number of consultative meetings, to the preparation of the vision for the sustainable development of the Coastal Belt for the next 15 years. The plan is the result of the joint contribution and unremitting efforts of the specialists of the National Territorial Planning Agency (NTPA) and the Ministry of Urban Development (MoUD), who worked for almost two years to finalize this document, which is the first of its kind in speaking about the Albanian shores and which brings forward an integrated framework of the territorial developments and sets out a long-term quality development model for our shores.



Process Leader

Eglantina Gjermeni

Minister of Urban Development

Coordinators

Adelina Greca

Director General
National Territorial Planning Agency

Nertil Jole

Director of Territorial Development Policies
Ministry of Urban Development

A special gratitude for his contribution throughout the process

Hans-Juergen Cassens, GIZ Albania

Head of working group

Albana Koçollari

Head of Directorate at the NTPA

Working group

Shpendi Balilaj, Deni Klosi,
Anisa Qorri, Bledi Dimo, Doris Alimerko, Eleana Beruka, Ismail Broli, Taulant Dano,
Ledio Allkja, Ernest Shtepani

Technical planning consultants

Angelo D'urso, international technical consultant on urban planning

Wilhelm Schulte, planning expert, former General Director of Urban and Landscape Planning at the
Ministry of Urban Development and Environment, Hamburg, GIZ

Jan Drews, planning expert, Director of Berlin-Brandenburg Planning Department

TABLE OF CONTENTS

10 Acronyms

12 List of tables, figures, maps, graphs

1

16 Integrated Cross-Sectorial Plan for the Coastal Belt

- 18 1.1 Objective
- 18 1.2 Methodology
- 21 1.3 Legal framework
- 24 1.4 Policies and strategies in the European level where this plan is based on
- 28 1.5 Importance of the Coastal Plan

2

32 The coast in the international and national context

- 32 2.1 General international context
 - 34 2.1.1 The history and perspective of strategic interconnection
- 37 2.2 General national context
 - 38 2.2.1 Demographic changes in the coast
 - 42 2.2.2 Identifying four spatial belts

3

46 Territorial analysis

46	3.1 Water system	70	3.4.2 Fishing
49	3.2 Urban system	72	3.5 Natural system
52	3.2.1 Development in the main coastal urban centres	72	3.5.1 Environment in the coast
56	3.3 Infrastructural system	72	3.5.2 Protected environmental areas in the Coast
56	3.3.1 Strategic transport networks in international and national level	76	3.5.3 Endangered areas
58	3.3.2 Coastal transport infrastructure	80	3.6 Economy and tourism
62	3.3.3 Infrastructure and energy	80	3.6.1 Coastal areas contribution in the economy
63	3.3.4 Information and Communication Technology	80	3.6.2 Economic and social analysis
64	3.3.5 Sewage system and water supply infrastructure	88	3.6.3 Marine economy
64	3.3.6 Waste management	90	3.6.4 The role of tourism in the coastal areas
68	3.4 Agricultural system	90	3.6.5 Tourism typologies
68	3.4.1 The role of agriculture in the coast	96	3.7 SWOT analysis

TABLE OF CONTENTS

4

100 Vision, Objectives and Policies

- | | | | |
|-----|---|-----|--|
| 100 | Vision | 113 | ASO.1 Development of agricultural system |
| 103 | 4.1 Improving quality of life and the urban system | 115 | ASO.2 Development of product cycle and supporting infrastructure |
| 103 | USO.1 Orientation towards a sustainable urban development | 116 | 4.4 Environmental protection and development of water and natural systems |
| 106 | USO.2 Preserving the traditional architecture and revitalising the localities inland | 116 | EnSO.1 Accessing and activating the network of environmentally protected areas |
| 108 | 4.2 Improvement of mobility and development of infrastructural system | 117 | EnSO.2 Regeneration of the landscape in the free natural areas |
| 109 | ISO.1 Integration in the Mediterranean infrastructural network | 117 | EnSO.3 Development of waste management networks |
| 109 | ISO.2 Improving infrastructure and increasing access to the coastal area | 118 | EnSO.4 Facing the climate change |
| 110 | ISO.3 “Soft” tourism infrastructure | 118 | 4.5 Sustainable economic development |
| 111 | ISO.4 Transport development and access increase in the maritime area | 118 | ESO.1 Sustainable economic growth in the coastal belt |
| 113 | ISO.5 All-year energy coverage for the coastal belt | 121 | ESO.2 Development of marine economy |
| 113 | 4.3 Development of agricultural system and improving the quality of agricultural products | 121 | ESO.3 All-year diversified tourism development |
| | | 123 | ESO.4 Transforming the Albanian coast in a clean and unique destination |

5

128 Strategy and proposals of territorial development

- 128 5.1 Integrating the Albanian coast in the Mediterranean region
- 129 5.2 Coastline potentials
- 132 5.3 Regional development poles
- 136 5.3.1 Primary actions in the development of poles
- 137 5.4 Coastal spatial organisation and the use of territorial systems
- 138 5.5 Development of urban system
- 138 5.5.1 Centres hierarchy in the coastline
- 140 5.5.2 Urban centres consolidation
- 141 5.5.3 Urban centres densification
- 142 5.5.4 Urban poles regeneration
- 143 5.5.5 Informal areas integration
- 144 5.5.6 Inclusive community spaces
- 144 5.5.7 Energy efficiency
- 145 5.5.8 Urban centres mobility network
- 147 5.6 Improvement of mobility and development of infrastructural system
- 147 5.6.1 Mobility in national and international level
- 147 5.6.2 Roadway transport
- 150 5.6.3 Railway network
- 150 5.6.4 Water transport (ports and marines)
- 151 5.6.5 Airway transport
- 152 5.6.6 Energy infrastructure
- 153 Information and communications technology/ICT
- 153 5.6.8 Water supply networks
- 154 5.6.9 Waste, sewage and polluted water treatment
- 155 5.7 Development of agricultural system and improving the quality of agricultural products
- 159 5.7.1 Land use in agriculture, in four belts of the coastline
- 162 5.8 Environment
- 162 5.8.1 Development of the network of environmentally protected areas

TABLE OF CONTENTS

6

164	5.8.2 Reforestation of free natural areas
165	5.8.3 Risk management from natural disasters
165	5.8.4 Urban and industrial waste management
166	5.8.5 Preservation and management of underground and overground water resources
166	5.8.6 Taking mitigation and adaptation measures against risks and climate change
173	5.9 Economy and tourism
174	5.9.1 Economic areas (territorial development in support of regional economy)
176	5.9.2 Mineral resources, energy, water
178	5.9.3 Tourism
181	5.9.4 Touristic potentials in the coastline
182	5.9.5 Tourism in the coastal zones
199	5.9.6 Capacities of beaches

204 Territorial land use regulation

205	TR1- Definitions on land use
205	TR2 - Consolidating urban centres
212	TR3- Consolidating and regenerating rural centres
215	TR4- Developing regional rural poles
216	TR5- Economic development areas
217	TR6- Developing poles of tourism and recreational type
221	TR7- Regional strategic road networks
223	TR8- Infrastructure, energy and telecommunications
224	TR9- Protecting and developing environmental spaces and ecosystems

7

228 Strategic projects

228 Table of strategic projects

252 Glossary

254 Bibliography

256 Appendix 1

280 Appendix 2

288 Additional maps

8

248 Indicators, monitoring and assessing

248 8.1 Plan monitoring and assessment

249 8.2 Development indicators

Acronyms

AIDA Albanian Investment Development Agency
 NTPA National Territorial Planning Agency
 RDA Regional Development Agency
 EU European Union
 BID Business Improvement District
 EP Economic Profit
 ESPON European Observation Network for Territorial Development and Cohesion
 FAL Convention "On creating facilitations for international maritime traffic", London 1965)
 GEF Global Environment Facility
 GIZ Deutsche Gesellschaft für Internationale Zusammenarbeit
 IAP Ionian Adriatic Pipeline
 IBA Important Bird Areas
 ICAM Integrated Coastal Area Management (Integrated Coastal Area Management)
 ICZM Integrated Coastal Zone Management (Integrated Coastal Zone Management)
 FDI Foreign Direct Investments
 INCA Institute for Nature Conservation in Albania
 INSTAT National Statistics Institute
 IPA The Instrument for Pre-accession Assistance
 IUCN International Union for Conservation of Nature
 JICA Japan International Cooperation Agency
 KFW National Development Bank for Development
 NWC National Water Council
 LBS Protocol on Mediterranean protection from land-based sources and activities
 LSMS Living Standards Measurement Study
 MARPOL International Maritime Convention "On preventing pollution from ships", 1973, amended by protocol of 1978
 MES Ministry of Education and Sports
 MA Ministry of Agriculture
 MARDWA Ministry of Agriculture, Rural Development and Water Administration

MSLI Ministry of State for Local Issues
 MEI Ministry of Energy and Industry
 IMCA Integrated Management of Coastal Area
 ME Ministry of Environment
 MTI Ministry of Transport and Infrastructure
 MEDTTE Ministry of Economic Development Tourism, Trade and Entrepreneurship
 MUD Ministry of Urban Development
 BNO Biological needs for oxygen
 UBN Unsatisfied Basic Needs
 NBSAP National Biodiversity Strategy and Action Plan
 LGU Local Government Unit
 CNO Chemical needs of oxygen
 OPRC-HNS Convention "On prevention of hazardous and noxious substances for the sea
 SO Strategic Objectives
 P Policies
 GDP Gross Domestic Product
 CSIP Cross-Sectorial Integrated Plan
 NP National Park
 NSP National Sectorial Plans
 MP Management Plan
 GNP Gross National Product
 GNP General National Plan
 PPP Public-Private Partnership
 GNTF General National Territorial Plan
 SPPMCA Strategic Plan for Protected Maritime and Coastal Areas
 MNR Managed Natural Reservoir
 RA Republic of Albania
 SDG Sustainable Development Goals
 SELEA Strengthening of Environment Law Enforcement in Albania
 AGS Albanian Geological Service
 SPA Specially Protected Areas/
 Specially Protected Areas
 TAP Trans Adriatic Pipeline
 TEN-T Trans-European Transport Networks
 TID Tourism Improvement District
 CIT Communication and Information Technology
 TOD Transit-Oriented Development
 WSSS Water Supply and Sewerage Services
 UN United Nations

UNDP United Nations Development Program
UNEP United Nations Environment Program
UNESCO United Nations Educational, Scientific
and Cultural Organisation
UNFCCC United Nations Framework
Convention on Climate Change
UNWTO World tourism organization
DCM Decision of Council of Ministers
EIA Environmental Impact Assessment
WB World Bank
MPA Maritime Protected Area
TDMR Tirana-Durres Metropolitan Region

Tables, Figures, Maps, Graphs

Tables

Table 3.1 Information on rivers
Table 3.2 Quality of river waters
Table 3.3 Changes in population distribution
Table 3.4 Level of urbanization in the country based on the EU classification
Table 3.5 Construction typology in Shengjin
Table 3.6 Construction typology in Durres
Table 3.7 Construction period in Vlora, Himara, Saranda
Table 3.8 WSSS Performance Indicators
Table 3.9 Population projection
Table 3.10 Distribution of economic sectors in value
Table 3.11 Distribution of economic sectors in percentage
Table 3.12 GDP per capita
Table 3.13 Employment in the public sector
Table 3.14 Employment in agricultural sector
Table 3.15 Employment in the private sector
Table 3.16 Unemployed job-seekers
Table 3.17 Poverty indicators
Table 3.18 Ratio of domestic and foreign investments
Table 3.19 Tourist flow in the country
Table 3.20 Tourist flow in the cultural attractions
Table 5.1 Centres hierarchy
Table 5.2 Types of tourism development in the first zone
Table 5.3 Types of tourism development in the second zone
Table 5.4 Types of tourism development in the third zone
Table 5.5 Types of tourism development in the fourth zone
Table 5.6 Beaches capacity
Table 5.7 Attractions, services and accommodation in the seashore
Table 7.1 Strategic Projects
Table 8.1 Indicators monitoring

Figures

Figure 1.1 Planning instruments interdependence
Figure 3.1 Summarised diagram on the typology of territorial development over the years
Figure 3.2 Velipoja development over the years
Figure 3.3 Shengjin development over the years
Figure 3.4 Durres development over the years
Figure 3.5 Vlora development over the years
Figure 3.6 Himara development over the years
Figure 3.7 Saranda development over the years
Figure 4.1 Sustainable development
Figure 4.2 Sustainable urban development
Figure 4.3 Revitalising local areas inside the territory
Figure 4.4 Preserving traditional architecture from the new development initiatives
Figure 4.5 Integrating in the Mediterranean infrastructural network
Figure 4.6 Accessing regional centres inside the territory
Figure 4.7 Activation of potencial areas through infrastructure
Figure 4.8 Covering the coastal belt with energy throughout the year
Figure 4.9 Energy efficiency in construction
Figure 4.10 Empowering the agricultural sector and prioritising this sector for economic development

Figure 4.11 Increasing natural protected areas
Figure 4.12 Economic development for the coastal belt
Figure 4.13 Creating different tourist clusters
Figure 4.14 Increasing competitive and comparative advantage
Figure 4.15 Developing maritime economy
Figure 4.16 Transforming the seashore into a unique destination
Figure 4.17 Extending the length of the tourist season

Maps

Map 1.1 Impact that tourism has in the economic development of the countries in the Mediterranean
Map 1.2 Ratifying status of the Barcelona Convention and its Protocols
Map 2.1 International context (European belt banana)
Map 2.2 Strategic position
Map 2.3 Espon 2050 Vision
Map 2.4 Geographic information about the coast
Map 2.5 Coastal zones
Map 3.1 Rivers
Map 3.2 Coastal territory and the expansion of urbanisation in national level
Map 3.3 Pan-European corridors, strategic axes
Map 3.4 Maritime and aerial transport
Map 3.5 Road and railway infrastructure
Map 3.6 Agricultural potential
Map 3.7 Environmentally protected areas
Map 3.8 Endangered areas
Map 3.9 Coastal tourism
Map 3.10 Cultural and historical heritage monuments
Map 5.1 Potential of Mediterranean region
Map 5.2 Coastal, agricultural, historical/cultural and maritime belt
Map 5.3 Four poles of regional development in the coastline
Map 5.4 Centres hierarchy
Map 5.5 Environment
Map 5.6 Economy
Map 5.7 Types of tourism for the first zone
Map 5.8 Types of tourism for the second and the third zones
Map 5.9 Types of tourism for the fourth zone
Map 5.10 Tourism

Graphs

Graph 2.1 Ratio of population number versus buildings
Graph 2.2 Average density
Graph 2.3 Ratio of residential buildings versus building actually occupied by residents
Graph 2.4 Population capable to work
Graph 2.5 Ratio of residential buildings versus second residence
Graph 2.6 Density people/km² versus density of buildings/km²
Graph 3.1 Services offered by WSSS
Graph 3.2 Urban waste collecting coverage
Graph 3.3 Urban and inert waste generation
Graph 3.4 The main economic sectors that experienced a growth in 2013 as compared with 2012
Graph 3.5 Increase terms of Export-Import for 2013 as compared with 2012
Graph 3.6 Services sectors in 2013 as compared with 2012
Graph 3.7 Gross fixed capital formation



Integrated Cross-Sectorial Plan for the Coastal Belt

Content

18 1.1 Objective

18 1.2 Methodology

21 1.3 Legal framework

24 1.4 Policies and strategies in the European
level where this plan is based on

28 1.5 Importance of the Coastal Plan

Integrated Cross-Sectorial Plan for the Coastal Belt

Introduction

The integrated cross-sectorial plan will be the constitution of the coastal region development, which will promote a sustainable economic development, social integrity and protection of the nature assets for the next 15 years. Coastal areas are a national asset and as such, these areas are not only subject of interest for the landlords or inhabitants of these regions but also are subject of interest for all Albanians.

This coastal space needs to be studied and treated as:

- **binomial land-sea** important **national** asset and **integral** part of the **Mediterranean network**;
- **well-managed space, where the needs for economic development and the local ones, are harmonised** with the necessity of protecting cultural, natural and historical assets;
- authentic destination, **diverse and clean**.

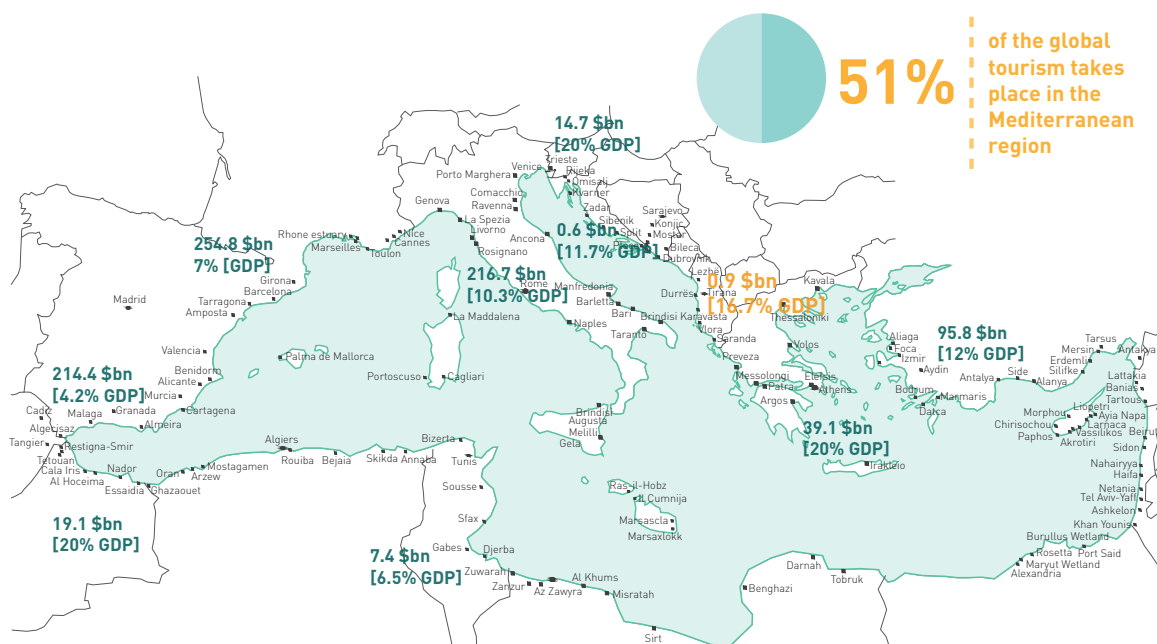
In this planning document, the focus remains in the territorial development interactivity and its impact in the economic growth and social welfare, not only of the residents of the Coastal Belt but also the ones that live within such territories. It is expected that the

implementation of this plan, which includes an integrated strategy of managing the Coastal Belt, impacts the economic growth and develops the people's welfare in the whole country.

In this plan there are described certain opportunities that these zones have to offer in many sectors and several scenarios of interaction, where the assets of the coastal belt can be interlinked with each-other, thus being transformed from 'sleeping beauties' into taking a more active role into the much wanted economic growth.

Among other things, this plan also highlights the development potential that comes from the tourism sector, by taking as reference the best practice implemented in the Mediterranean basin, where the Albanian coast also belongs to.

Even though we are not maximising the benefits coming as a result of our very-favourable geographical position, not only in the tourism sector but also in other sectors, and being based on the Albanian and international statistics, it is concluded that one of the most important sectors which also has a significant impact in the economy, having a wide margin of further growth in the short-term future, is the sector of tourism.



Map 1.1 Impact that tourism has in the economic development of the countries in the Mediterranean¹

Even if tourism is considered as being a sector with high economic contributions, in some countries of the Mediterranean region this is not considered to be the case (Spain with 4.2% of GDP, France with 7% of GDP, Italy with 10.3% of GDP), but for the countries situated in the Balkans and the countries situated further south of the Mediterranean region, this is one of the most contributing sectors in their gross domestic product.

These countries include: Croatia [20% GDP], Montenegro [11,7%], Greece [20%], Turkey [12% GDP], Morocco [20% GDP] and Albania [16,7 % GDP]. (Map 1.1)

The coastal plan aims to harmonize the long-term vision with the territorial development strategies. This plan tries to minimise the inequalities in its development phases, making possible for the physical space of the coastal areas to be integrated and have a functional interconnection with the inner zones of the territory, by also improving policies and public investments program with the aim of further stimulating private investments that positively assess the special and natural characteristics of the coastal areas.

This plan also aims to create a better relationship between the requests for private

investments and the sustainable territorial development, in protecting and safeguarding the historical, cultural heritage, the protected nature areas, and in the same time in preventing certain investments in areas that are considered as being dangerous for the life, nature and environment.

This plan takes into regard the directives of UN and EU on sustainable development, developing coastal areas, obligatory directives on environmental protection and the national legislation on territorial planning, environment, heritage, water sources and agricultural resources.

In drafting this plan, national and international experts were included, and the plan was consulted in public hearings with members of relevant communities which are part of these areas, with members of local government, with the business community and with other stakeholders.

The National Territorial Planning Agency expresses the deepest gratitude for all the contributors in drafting this planning document which is very important in developing the Albanian Coastal Belt.

¹ INSTAT, WB, WTO

1.1 Objective

Drafting and implementing an integrated policy of developing the coastal area is one of the governmental priorities in the context of sustainable development of the Albanian territory lead from planning processes and all inclusive consultations. This document is one of the steps taken in the firm but not easy journey, of setting control over the territory and to precede the developing phases with clear knowledge and vision.

During the long years of the post-socialist transition, we have eye-witnessed or continue to witness even today based on the consequences, the transformation occurred in the landscape of our country, as a result of a total lack of direction in terms of territorial development and 'the freedom' to do anything anywhere. Other studies have illustrated facts and have issued conclusions regarding the damages caused from this 'collective behaviour' and from the deliberate or unintentional institutional passivity, thus this document will not commit to treat the same subject, but is triggered by it and has as mission to set out an alternative vision and opportunity that the history of rashly consumption of capital and territory not be repeated again in our territory.

Planning means decision-making and actions based on information and use of opportunities.

The Albanian coastal area, characterised from a dense and diverse concentration of economic and natural resources, has been and continues to be under the pressure of high demand to utilise and exploit its resources. If this pressure is not directed and oriented since when approached initially, it risks to produce an unsustainable development, it can do unrecoverable damages to the natural resources and very specific ecosystems of the region and can have a negative impact in the continuous degradation of the urban and natural landscape. If the right steps are not followed, as development should be leaded by planning documents and the principles of sustainable development, we will have undesirable effects and we will lose a lot from it. What is truly aimed from the policy-making and implementing institutions, from agencies impacting the territorial development and from other stakeholders, is to turn Albania in a

destination of sustainable and competitive investments in the region.

To materialise this aim in the higher chains of policy-making, the National Territorial Council of Albania, on the 7th of March 2014 approved the initiative of designing the Integrated Cross-Sectorial Plan for the Coastal Belt, aiming to develop and manage effectively this national asset. The objective of this planning process is to highlight the natural and added values of the Coastal Belt and in creating an action strategy that will determine the most appropriate way of developing the region through rational use of territory and its resources and assets, having a high focus on taking care about the ecosystems.

The planning document for the Coastal Belt, drafted in the end of this long process, summarised in this document, aims to put the right relationship and equilibrium between the development coming from the human activity and the natural resources in the territory.

The vision, development strategy and policies contained in The Integrated Cross-Sectorial Plan for the Coast (ICSP for the Shore) *represent the highest act of territorial planning for all Coastal Belt, which will serve as general reference framework and will be used to direct the drafting of other successive planning documents, regional and local plans included.*

In itself ICSP for the Shore, is based and is fully oriented from the vision, strategic objectives and policies of the General National Territorial Plan (GNTP).

1.2 Methodology

A coordinative and integrating approach is the main pillar where the territorial planning is going to be based upon in the years to come. By this we understand a methodology lead from the dialogue and consultancy processes with all relevant factors and stakeholders. This methodology is based on a detailed assessment of the territory through collecting and updating continuously the information and economic, social and infrastructural indicators. Based on the interaction between the reality faced in the terrain and the wishes and needs of all factors and stakeholders, we can draft an

implementable plan in achieving qualitative development for the Albanian Coastline. The Integrated Cross-Sectorial Plan for the Coast gives the required development vision for the coastline. This plan directs sectorial developments that have national importance in the areas of tourism, environment, transport, energy, agriculture, culture, etc., and also the urban development in the territories administered by municipalities.

Like any other planning document that has a national impact and has a sectorial focus (NSP), the content of ICSP for the Shore, is determined from law no. 107/2014, "On planning and developing the territory", found as follows:

- a) Sector analysis document;
- b) Strategies and objectives of sector development;
- c) Proposal based on territorial designation,
- d) NSP Regulations;
- e) Maps accompanying and reflecting the content of each of the above mentioned points;
- f) Study of the environmental strategic assessment;
- g) Economic, social and financial assessment, implementation phases and the necessity for important administrative and legal changes;
- h) Action plan;
- i) Indicators used for the monitoring process.

This plan can be used as a guideline on the utilization of the land along the Coastal Belt, but has no mission in showing detailed development conditions for the constructions in the shore. These details are given from general national plans or other detailed plans drafted for certain zones of national importance.

The methodology that is used in defining the proposals for development along the Coastal Belt is based in the principle of:

1. protection of certain layers-zones that have international, national, regional and local importance and excluding such zones from construction/intensive urban development.

2. prioritising projects for each sector.

Based on this methodology it can be assured that:

- **Firstly**, the protection of environmental and cultural international and national importance zones (national parks); thorough monitoring and improving conditions for zones that have a high risk of erosion, land-sliding, flooding or other areas that have negative phenomena as a consequence of climatic changes; having regard to the urbanised zones (decision no. 5, date 29/12/2014 of NTC), that supports densification and consolidation of existing urban zones and not the spread of new developments outside the defined space.

- **Secondly**, finalization of international priority projects; connecting national infrastructure with the international corridors (ports, airports, railways, corridors-highways); development of national infrastructure and public transport.

- **Thirdly**, protection of 6 layers of agricultural land, olive groves layer, fruit terraces layer, viticulture layer, pastures layer and forests layer.

- **Fourthly**, identification of areas that have priority for tourism development based on the current sectorial legislation on tourism; revitalisation, regeneration and development of historic localities which are abandoned or have a seasonal development.

The Integrated Cross-Sectorial Plan for the Shores, has a formal and legal character. It ensures:

- the integration of sectorial policies, objectives and projects;
- defining land utilization based on the priorities;
- the coordination of sectorial interests to solve conflicts between them in order to give way to projects and investments that have a national importance;
- a referring and obligatory framework to be followed for the general national plans, that have to take into account the objectives, priorities and regulations on land utilization, all coming from ICSP.

The coastal territory structure based on ICSP:

- **The territorial space/zone** – protected and planned to be protected areas (for the nature, agriculture, forests, etc.).
- **Restructuring in regions** – 4 regions, 11 functional zones (from regional divisions and functional zones of the Ministry of State for Local Issues, 4 vertical sections (strata) and 4 horizontal zones (from the Integrated Cross-Sectorial Plan for the Shores).
- **Restructuring of constructed zones** – determining constructed zones and their urban texture; limiting urban spread, concentrating newly constructed buildings in existing constructed zones that have a high density.
- **Hierarchy of urban centres** (in the coastline area) – determining the hierarchy of urban centres: 6 primary urban centres; 2 secondary urban centres, 4 tertiary urban centres, 60 local centres (from which some of them will be more specialised, profiled in a specific sector such as economy, tourism, agriculture, etc.).
- **Infrastructure in European, national and regional scale.**

Main elements of infrastructure based on the key sectors of developing the Coastline Belt:

Transport, energy and infrastructure

Airports, ports, railways, highways, transport, logistics and energy hubs, regional stations of energy production, sewage treatment plants, urban waste treatment plants, other plants similar to the aforementioned.

Economy

Economic centres, mines, places to explore for minerals, industrial zones, agricultural poles for collection, distribution, trading and processing the domestic agricultural products. Alternative poles used to strengthen the local economy, based on their production and development characteristics.

Culture

Places/centres that have a global cultural importance (that are part of the list of world heritage, protected by UNESCO), historical cities, monuments of cultural heritage of national importance, museums, other important place where there are organised different cultural events, cultural and exhibition centres, other centres similar to the aforementioned.

Tourism

Hotels, resorts, existing or planned marines (focused in current inhabited zones), specific sightseeing places, regional hiking, climbing itineraries and other itineraries that are done to visit monuments and other places with great nature potential, bicycles itineraries, agrotourism and similar local attractions as the aforementioned.

Integrating tourism with agriculture and the nature in increasing the contribution to the GDP.

Sport

Rafting, diving, sailing with sail boats, riding bicycles in the mountainous areas (mountain bike), riding bicycles, cycling tours, 'off-road' cars tours, other sport activities similar to the aforementioned.

1.3 Legal framework

The Integrated Cross-Sectorial Plan for the Shore is based in a wide legal framework, where the main part is planning and territorial development legislation, where the general legal framework of directly and/or indirectly interconnected sectors is included, such as the legislation in the areas of environment, agriculture, transport, energy, water, etc., including the relevant by-laws and other decisions from the Council of Ministers that are related with directives of the relevant Ministry that works on planning and with the National Agency of Territorial Planning.

Amendments in the legislation that regulate the construction sector and the planning discipline, that are rewritten as a result of passing from the regime of law no. 8405, date 17.09.1998 "On Urban Planning", into law no. 10119, date 23.04.2009 "On Territorial Planning" (amended again in 2013), mark a strong turn regarding the approach on territorial planning in Albania. The new law, through the new spirit and concepts it presented, opened the way to pass from a "regulating" plan for the urban zones, destined only for the urban territories (inside the yellow line), in a territorial scale planning regardless of the type of the territory or the utilisation of land, thus taking into consideration as subject of planning, not only the urban territory but also the agricultural and natural one, together with all underground and surface water resources.

Law no.10119 date 23.04.2009 "On Territorial Planning" describes the levels of planning instruments: national, regional, local, inter-local, which are classified as general, sectorial and inter-sectorial. At the moment law no. 107/2014 "On Territorial Planning and Development", presents the concept of planning documents based on the levels of government. The responsible authority on drafting the national sectorial planning document ensures to have a horizontal dialogue and consultancy between national planning authorities and a vertical one between the national and local planning

authorities but also with a wide group of factors and stakeholders in the beginning and during the drafting phases of the process.

In this specific case, the initiators and drafters are MoUD and NTPA which, in the same time, are responsible to guarantee the implementation of law on territorial planning and development. For what is mentioned above, ICSP for the Shore has been drafted based on law no. 10119, date 23/04/2009 "On Territorial Planning", and has further continued in implementing law no. 107/2014, and its implementing provisions.

In 2013, the National Territorial Council based on decision no. 1, date 8/10/2013, redraws the attention on the Coastal Belt and its sustainable development through taking several emergent steps in freeing it from the unplanned constructions and in specifying the procedure of drafting The Integrated Cross-Sectorial Plan for the Shore. The second step dates on March 2014, and consists in the approval of the initiative of drafting The Integrated Cross-Sectorial Plan for the Shore (decision no. 14, date 07/03/2014 of NTC) Speaking about the territory of influence, the border of ICSP is based on the administrative borders of the municipalities, as described by the territorial-administrative reform of 2014 but is drafted as a legal document for the Coastline Belt, which border is redefined from NTC based on decision no. 1, date 08/10/2013.

The legal framework where the drafting of this document is based, is composed of:

1. Law no. 10119, date 23/04/2009 "On Territorial Planning", as amended, Article 29 states that: "The instruments of integrated planning" describe a balanced and integrated development between the local and national levels and the creation of mutual importance and interest between one or more national and local planning authorities. These instruments are used for the shores, cultural, natural, environmental heritage and other areas of specific importance or interest.
2. Law no. 107 /2014 "On planning and developing the territory", article 17 describes

the following: "Sectorial National Plan", is drafted from the Ministries, having the intention of a strategic development on more sectors, based on the areas of competence such as; national security, energy, industry, transport, infrastructure, tourism, economic areas, education, sport, cultural and natural heritage, health, agriculture and waters;

3. DCM no. 671, date 29/07/2015 "On approval of the regulation on territorial planning", which describes unified regulations for the structure, the content and the procedure of drafting, implementing, detailing and monitoring the plan implementation process, in order to achieve uniformity of the form and structure of the planning documents described in law no. 107/2014;

4. Decision no. 1, date 08/10/2013, of NTC "On emergent measures of intervention to protect and rehabilitate the environment in several areas with national importance and the procedure of drafting the Integrated Cross-Sectorial Plan for the Shore";

5. Decision no. 14, date 07/03/2014 of NTC - "On approving the initiative of drafting The Integrated Cross-Sectorial Plan for the Shore".

Other legal documents with the working group has been referred to², are:

6- The maritime law, based on the national legal framework, law no. 9251, date 8/07/2004 "Maritime Code of the Republic of Albania", as amended,

7- Decision no. 553, date 02/06/2009 of Council of Ministers "On announcing, categorising and naming the port of 'Vlora-1', in Vlora bay as "an open port for international traffic";

8- Decision no. 306, date 25/03/2009 of Council of Ministers "On announcing, categorising and naming the port of 'Porto Romano' – as an open port for international traffic";

9- Decision no. 747, date 24/10/2012 of Council of Ministers "On announcing, categorising and naming the port of goods 'Limjon-Saranda' as an open port for international traffic";

10- Law no. 93/2015 "On tourism";

11- Law no. 111/2012 "On integrated management of water resources";

12- Law no. 8752, date 26/3/2001 "On establishment and functioning of structures for land administration and protection", as amended;

13- Law no. 8906, date 06/06/2002 "On protected areas";

14- DCM no. 676, date 20/12/2002 "On announcing as protected areas all the monuments of the Albanian nature";

15- DCM no. 266, date 24/04/2003 "On administering the protected areas";

16- DCM no. 267, date 24/04/2003 "On procedures of proposal and announcing protected and buffer areas";

17- DCM no. 807, date 04/12/2003 "On rules of authorisation for use of the caves";

18- DCM no. 86, date 11/02/2005 "On creating management committees for the protected areas".

The Integrated Cross-Sectorial Plan for the Coast is based on and implements the international legislation.

The legal framework and international conventions where this plan is based upon, are:

1. On Ports

- Law no. 9428, date 13/10/2005 "On the adherence of the Republic of Albania in the Convention "On facilitation of International Maritime Traffic (London, on 9th of April 1965);

- Law no. 9277, date 23/09/2004 "On the adherence of the Republic of Albania in the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 and the protocols of 1976, 1990 and 2002.

2. On pollution:

- Law no. 9594, date 27/07/2006 "On the adherence of the Republic of Albania in the International Maritime Convention "On the prevention of pollution from ships", as amended by the protocol of 1978 (MARPOL 73/78);

- Decision no. 480, date 25/07/2012 of Council of Ministers "On the approval of the National Plan of Emergency "On reacting against

² Every public or private investor that wants to invest in the Albanian coasts has to be acquainted and abide with the relevant legislation and the approved decisions related to this zone.

maritime pollution in the Republic of Albania”

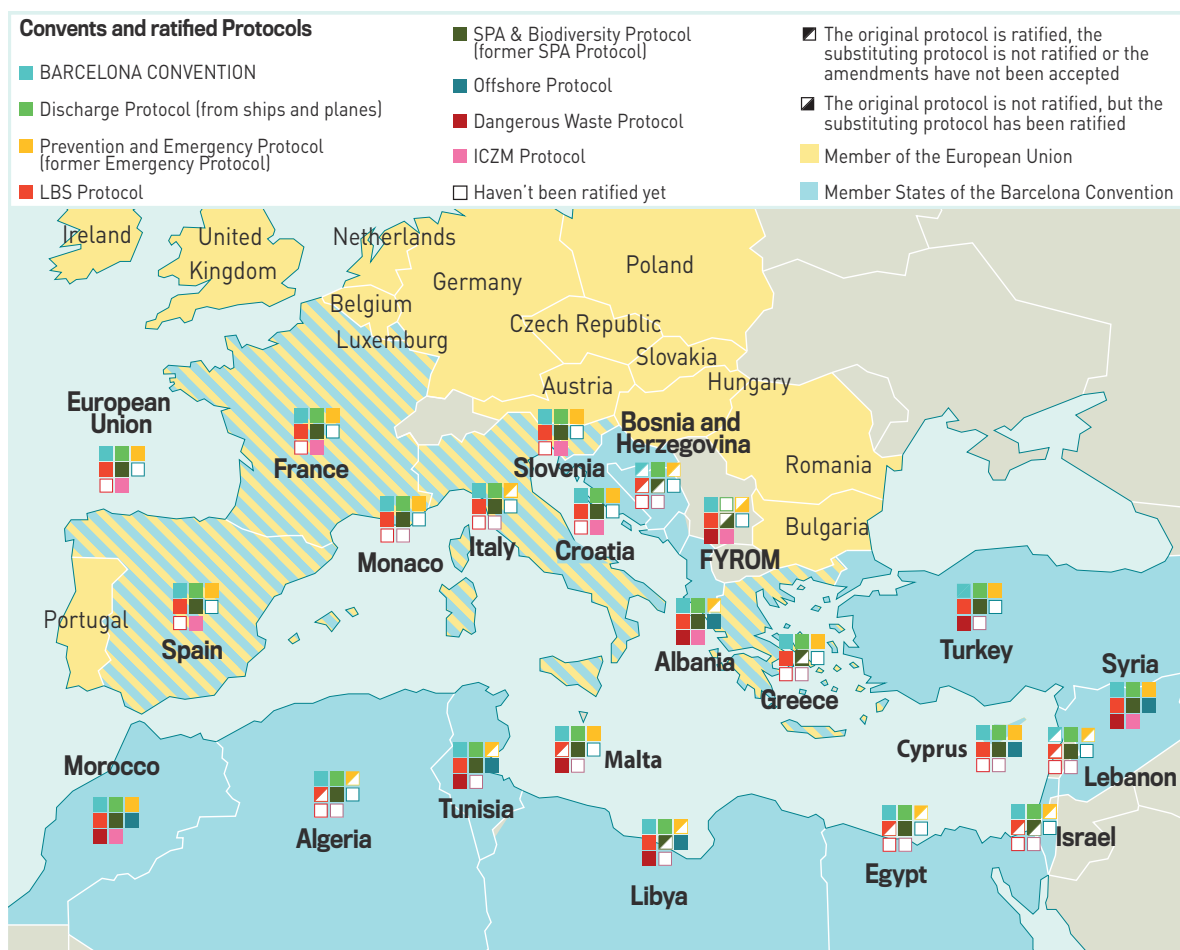
- Law no. 89/2012 “On the adherence of the Republic of Albania “On preparedness, response and cooperation to pollution incidents by hazardous and noxious substances (OPRC-HNS) 2000”;
- Law no.10 224, date 04/02/2010 “On the adherence of the Republic of Albania in the International Convention “On civil liability for oil pollution damage”, 2001;
- Law no. 9292, date 21/10/2004 “On adherence of the Republic of Albania in the International Maritime Convention “On the establishment of an international fund for compensation for oil pollution damage”, 1992.

3. Marine environment

- On the adherence of the Republic of Albania in the Convention “On protection of the marine environment and the coastal region of the Mediterranean, (Barcelona Convention)”;
- Law no. 8950, date 06/06/2002 “On protection of marine environment from pollution and damage”, 2002, as amended;
- On the adherence in the Paris Memorandum of Understanding “On the port state control”;

4. On heritage

- Abide to the international regulations for certain sites that have gained protection status from UNESCO in Albania such as: Gjirokastra, Berat, Butrint.³



Map 1.2 Ratifying status of the Barcelona Convention and its Protocols
(UNEP Mediterranean Action Plan (MAP))

³ [http://www.transporti.gov.al/files/userfiles/Legjislacioni_perafruar/Transporti_Detar/ligj_nr_8690_date_16-11-2000_per_mbrotjen_e_mjedisit_detar_dhe_te_zones_bregdetare_te_detit_mesdhe_si_dhe_te_6_protokolleve_shoqeruese_\[2\].pdf](http://www.transporti.gov.al/files/userfiles/Legjislacioni_perafruar/Transporti_Detar/ligj_nr_8690_date_16-11-2000_per_mbrotjen_e_mjedisit_detar_dhe_te_zones_bregdetare_te_detit_mesdhe_si_dhe_te_6_protokolleve_shoqeruese_[2].pdf)

1.4 Policies and strategies in the European level where this plan is based on

Integrated Cross-Sectorial Plan for the Coasts is drafted taking into account the policies and directives of the international conventions, mainly European ones, for the integrated management of the coastal areas, and also being specifically focused in their definitions and references for the Albanian coastal region. Main principles that guide this document, are based on the recommendations of United Nations on the environment and development, 1992. Inhere it was recommended that the coastal areas need to draft and implement programs of integrated management of coastal zones (ICZM) in correlation with their specific conditions and requirements.

Albania adheres in the Barcelona Convention "On protection of the marine environment and the coastal region of the Mediterranean", ratified in 2000 by law no. 8690, date 16/11/2000 "On the adherence of the Republic of Albania "On the Protection of the Marine Environment and the Coastal Region of the Mediterranean", and the 6 accompanying Protocols". These six Protocols are as follows:

1. Protocol for the prevention of pollution in the Mediterranean sea by dumping from ships and aircraft or burning them in the sea;
2. Protocol concerning cooperation in preventing pollution of the Mediterranean sea from oil and, in cases of emergency, from other hazardous substances;
3. Protocol for the protection of the Mediterranean sea against pollution from land-based activities;
4. Protocol concerning specially protected areas and biological diversity;
5. Protocol for the protection of the Mediterranean sea against pollution resulting from exploration and exploitation of the continental shelf and the seabed and its subsoil;
6. Protocol on the prevention of pollution of

the Mediterranean sea by trans-boundary movements of hazardous wastes and their disposal.

In year 2010, another Protocol of the Barcelona Convention is accepted, as approved by law no. 10 234, date 18.2.2010 "On adherence of the Republic of Albania in the Protocol "On integrated management of the Mediterranean coastal area" of the Barcelona Convention On the Protection of the Marine Environment and Coastal Region of the Mediterranean".

- Barcelona Convention, obliges the parties to ensure a sustainable utilisation and management of the coastal zones, in order to preserve the natural habitat of the shores and its natural sources and ecosystems.

For this purpose, the parties:

a- Will set in the coastal zones, starting from the highest water level achieved during the winter, an area where no construction should take place. Having in mind, among others, that the zones that are directly and negatively impacted from the climatic changes and natural disasters, this zone cannot be less than 100 metres wide, based on the implementing provisions found in paragraph (b) as follows. Will continue to apply stronger national measures in setting the width of this space.

b- Can adapt, based on the objectives and principles of this Protocol, the aforementioned provisions:

- on projects of public interest;
 - on zones that have specific geographical limitations or other local limitations.
- c- Will notify the organization for the national legal instruments for the aforementioned adjustments;
- d- Parties are also going to put effort on guaranteeing that their national legal instruments include criteria of a sustainable positive exploitation of the coastal zones. Having regard of the specific local conditions, these criteria would, among others, include the following:

- Identifying and restricting access for outer protected areas, open spaces that are going to have access restriction in place, if needed,

and areas where urban development and other activities are going to be prohibited;

- Limiting the expansion of directly proportional urban development and creation of new transport infrastructure along the coastline;
- Guaranteeing that concerns regarding the environment will be integrated in the regulations on managing and exploiting the public maritime territory;
- Ensuring free pass and access for the public in the sea and in the coastline;
- Restricting, or if needed, prohibiting the move and parking of vehicles and the movement or anchoring of the sailing vessels in fragile natural zones in land or sea, including beaches and dunes⁴.

Albania needs to continue the implementation of Barcelona Convention, especially ICZM Protocol. Its directives are an integral part of the policies document ICTS Coast.

- Ramsar Convention is another important Convention drafted in 2nd of February 1971, as amended by Protocol dated on 03/12/1982 and other amendments dated on 28/05/1987. The purpose of this Protocol is to preserve and maturely utilise water zones, and based on the international cooperation, contributing in a sustainable world development. Albania has signed this Convent in 1995. This Convent is focused on the following points:

1. Careful and sustainable utilisation of every water zones;
2. Addressing suitable water zones to be included in the list of "Water zones with international importance" (Ramsar list) and ensuring that they are effectively managed;
3. International cooperation in cross-border water zones, having a special focus on the study and protection of species living in these areas.

Until today, Albania has included, based on this Convention, 4 water ecosystems:

1. Karavasta Lagoon, is part of the Ramsar Convention since 29/11/1995, and holds the number 781 in the Ramstar register of wetlands of international importance;
2. Çuka Channel-Butrint-Stillo Cape, part of Ramsar Convention since 28/03/2003, holds the no. 1290 II Category of IUNC-it on the

Categories of Managing Protected Areas;

3. Shkodra lake and Buna river, part of Ramsar Convention since 02/02/2006;
4. Prespa lakes, part of Ramsar Convention since 03/07/2013.

ICSP Coast is supported on the principles and directives of ICZM Protocol

As part of the obligations arising from signing the Barcelona Convention and by analysing the ICZM practices, it is assessed that the announcement of protected areas and their integrated management becomes a priority. It is important to highlight that the general principles of the Protocol are included in the relevant legislations concerned with protected areas and environment, but also in other legislations such as that of territorial planning and development.

The objective of ICSP for the Shore, in the framework of ICZM, is to ensure a vision and development strategy that will guarantee prosperity for the short-term future and to protect and preserve the coastal zones for the future generations, where the integrity of the coastal ecosystems always remains a priority.

The main aim is to achieve a balance position, that is directed from the specific territorial conditions, between planning activities that have a developing, economic, social and cultural character, that have an, as low as possible, impact in the environment and the protection and preservation of the natural habitat. Based on the principles of the Barcelona Convention, ICSP initially proposes to learn and then to integrate the natural elements and the social-cultural ones that are related to the hydrology, geomorphology, climate, ecology, economy, tradition and culture, in order to prevent and minimise the possible negative effects during the development phases.

One of the ICSP objectives is to instruct relevant institutions in having a periodic monitoring of the development in the Coastal Zones, using the mechanisms of data collection, production and processing, based on an integrated monitoring platform.

⁴ http://www.pap-thecoastcentre.org/about.php?blob_id=56
http://www.mjedisi.gov.al/files/userfiles/Biodiversiteti/Konventa_Ramsar_teksti_Alb.pdf

SUSTAINABLE DEVELOPMENT GOALS OF THE 2030 AGENDA “ON SUSTAINABLE DEVELOPMENT”, United Nations⁵

1. End poverty in all its forms everywhere
2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture.
3. Ensure healthy lives and promote well-being for all at all ages.
4. Ensure inclusive and quality education for all and promote lifelong learning, for all.
5. Achieve gender equality and empower all women and girls.
6. Ensure clean accessible water and sustainable management for all
7. Ensure access to affordable, reliable, sustainable and modern energy for all.
8. Promote inclusive and sustainable economic growth, full and productive employment and decent work for all.
9. Build resilient infrastructure, promote sustainable and inclusive industrialization an

⁵ <http://www.un.org/sustainabledevelopment/development-agenda/>

10. Reduce inequality within and among cities.
11. Make cities and residencies inclusive, safe, resilient and sustainable.
12. Ensure sustainable consumption and production patterns.
13. Take urgent action to combat climate change and its impacts (taking into consideration the agreement that was signed in the UNFCCC forum).
14. Conserve and sustainably use the oceans, seas and marine resources to achieve sustainable development.
15. Sustainably manage forests, combat desertification, regenerate and promote sustainable use of land ecosystems, halt biodiversity loss.
16. Promote just, peaceful and inclusive societies to achieve sustainable development, to ensure access in the justice for all and to construct effective, inclusive and accountable institutions, in all levels.
17. To strengthen the measures on implementation and to revitalize the global partnership for sustainable development.

1.5 Importance of the Coastal Plan

Based on the territorial analysis and planning strategies, policies and instruments in place, the working group that drafted the Integrated Cross-Sectorial Plan for the Shore, has prepared the document of vision, policies, regulations and proposal plan, that are going to be presented as follows and that are an integral part of this document.

The foundations of this document are composed of some main objectives, that are correlated with the aforementioned international objectives, such as:

- Environmental protection in general and biodiversity in specific.
- Protection and promotion of cultural heritage and its interaction as an important asset in developing the tourism sector;
- Growing institutional capacities, in order to achieve sustainable and effective territorial management;
- Determining the detailed strategy/is on managing the coastal zone/s;
- Territorial structuring based on the specific natural and socio-cultural characteristics.

Above all, the objectives determine the importance of this planning document, which serves initially for the integrated management of the coastal area to take place, being one of the most important territories of Albania, either looking at it in the point of view of natural assets that are found in it, or from the economic, social and cultural development perspective of the country. There have been efforts before to draft documents on integrated management for one part of the Coastal Belt but the essential difference this time is that the current planning document includes everything because it refers to the coastline as a whole, and is drafted bearing in mind the territorial-administrative reform, having particular references on the local government units, primary responsibility of which is to manage the Coastal Belt.

The main principles of ICSP for the Shore are summarised as follows:

1. Preserve the ecological integrity of the Coastal Belt, by issuing stable limitations on the use of natural sources and resources;
2. To guarantee the use of natural sources and resources in a fair and stable way to ensure that these are going to be vital life sources for the generations in the future;
3. To insure the management of common resources based on pre-defined and pre-agreed rules, in a fair and equal way from authorities that are liable on managing the trans boundary zones;
4. To recognise and support the planning process of a wide range of values of integral zones such as: economic, cultural, social, ecological etc. values;
5. To ensure transparency of the process and of the decision-making procedures;
6. To promote the public-private partnership and cooperation;
7. To enable the professional capacity building in the area of territorial planning and management;
8. To enable a mechanism/methodology on data collection, processing and analysing based on monitoring the developments in the territory.

The Integrated Cross-Sectorial Plan for the Coasts was drafted by interrelating every other cross-sectorial policies written for this region. A crucial element is the collaboration and coordination of many factors and stakeholders that were part of this process that lasted for more than 2 years.

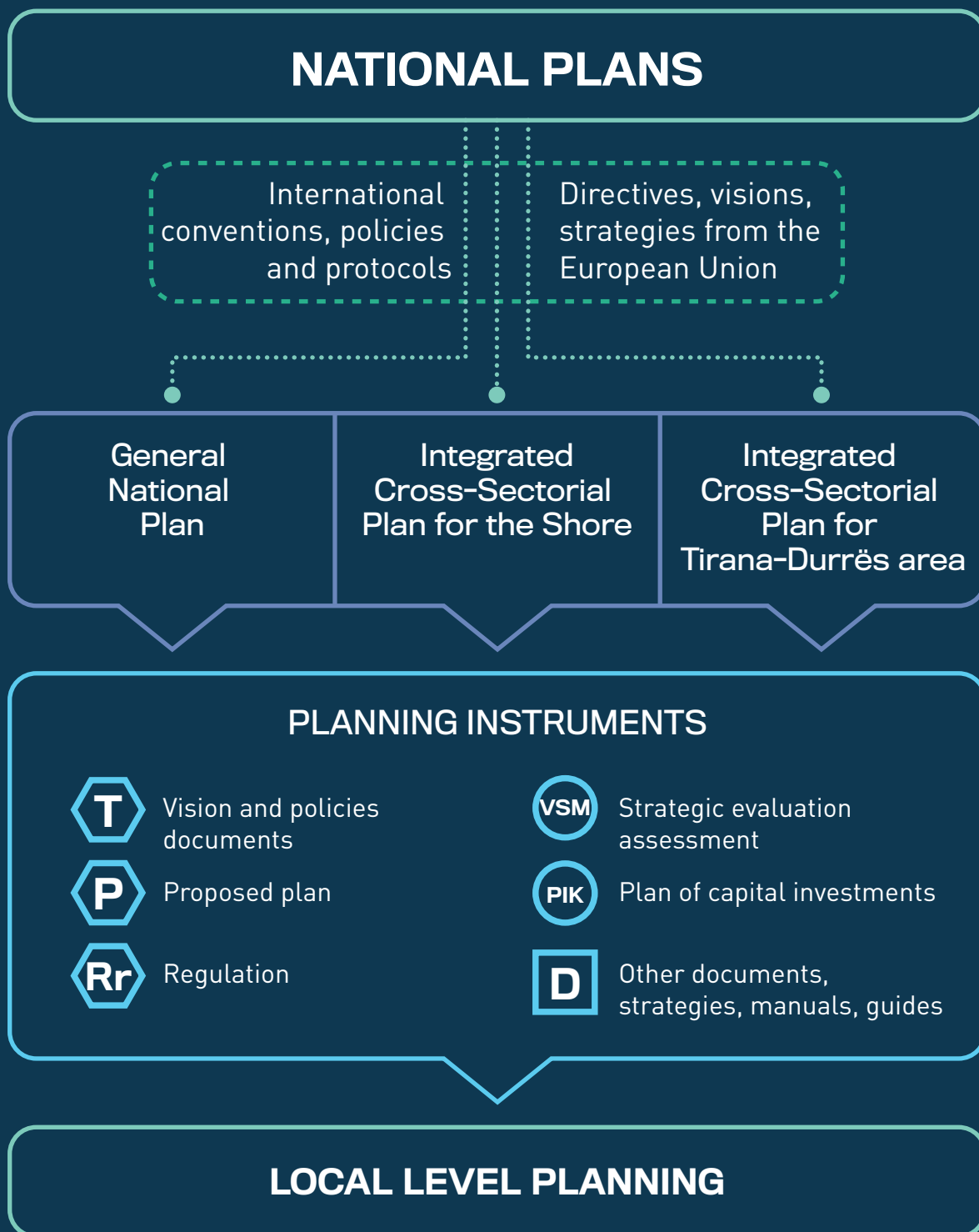


Figure 1.1 Planning instruments interdependence



The coast in the international and national context

Content

- 32** 2.1 General international context
- 34** 2.1.1 The history and perspective of strategic interconnection
- 37** 2.2 General national context
- 38** 2.2.1 Demographic changes in the coast
- 42** 2.2.2 Identifying four spatial belts

The coast in the international and national context

2.1 General international context

Albania is situated in the South-Eastern part of the European Continent, it is part of the Balkans Peninsula situated in the Western part of it, and has a wide access to the sea, Adriatic and Ionian seas, which are part of the Mediterranean. Albania has favourable conditions of connecting the Western part of Europe with the Eastern one and further on with Asia. Also it connects the Northern part of Europe with the Southern one and further on with Africa. This geographical position makes up one of the core values of Albania⁶ and the foremost roadmap where national and regional territorial planning documents are based on.

The wide access in the Adriatic and Ionian seas makes Albania an important area of the geopolitical crossroads of historical developments in the region and based on this, the importance of the coastal areas of our country has been and will always remain strategic.

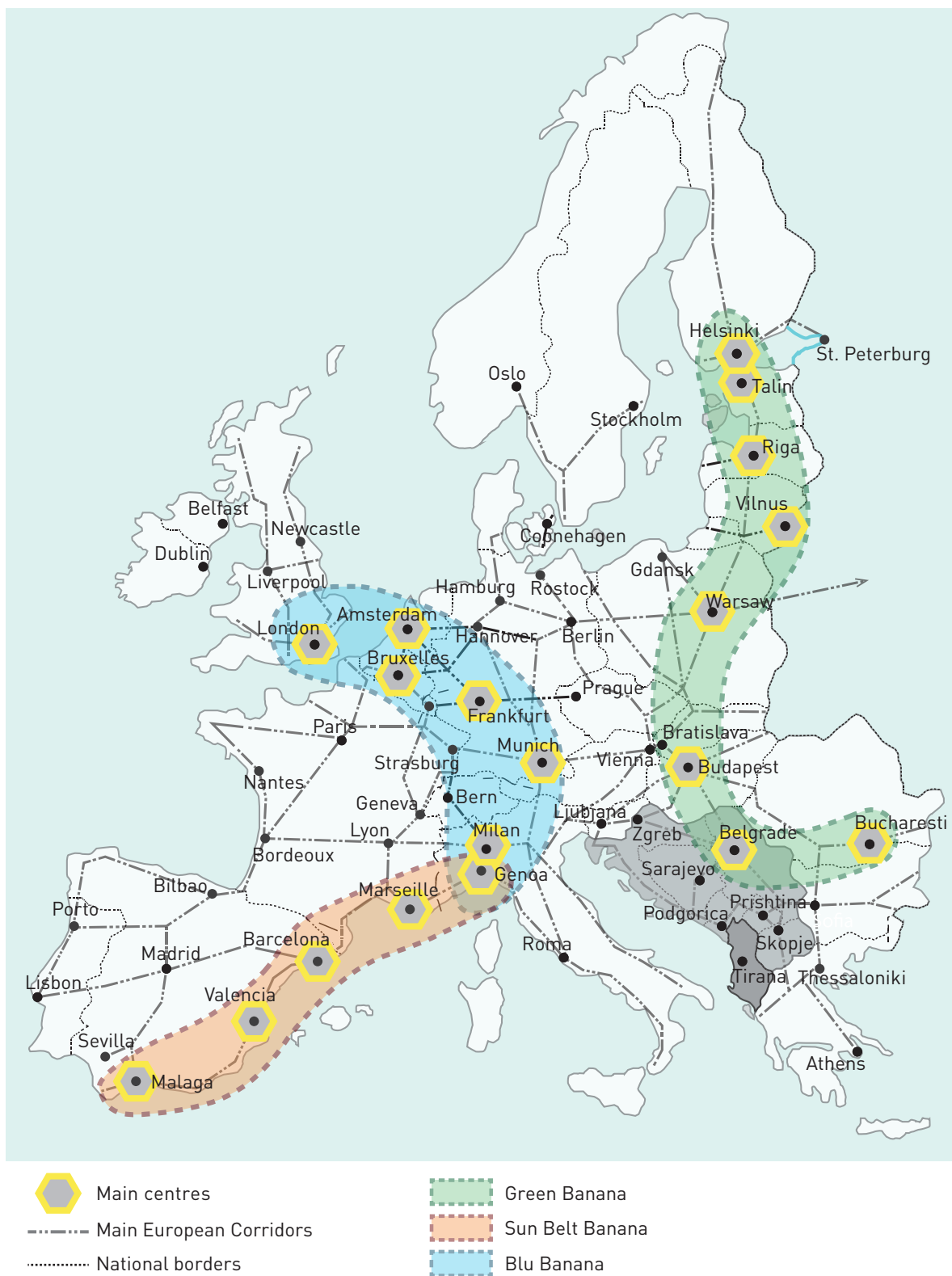
The coastal areas represent one of the most important zones of the territory because of

its position, natural values, biodiversity and cultural and historical heritage it possesses. The fast pace of development dynamics, especially after the 90s, hasn't left too much space for proper studies in this zone, which would have preceded its strategic developments, to utilise for development the important geographical position in regional scale and to wisely and adequately use the numerous natural, cultural and human resources.

Climate

Another important factor that characterises the Mediterranean and its surrounding territories, is the climate. The winter season is soft, and the summer season is hot and dry. Climate in the northern coastal region of the Mediterranean, is colder and wetter as compared with the southern one, which is directly impacted from the Sahara. Far from the shore, in the inner parts of the continent, this climate takes continental traits and becomes even colder. Flora is mainly composed of bushes and evergreen forests. Albania has a Mediterranean (subtropical) climate, based on its geographical position.

⁶ <http://arkiva.km.gov.al/?fq=brenda&gj=gj1&kid=54>



Map 2.1 International context (European belt banana)

Maritime Space

Albanian shores are in contact with two seas, where in the north part the shores give access to Adriatic sea and in the southern part, to the Ionian sea. The north part is called "Lower Adriatic", because the average depth is 1000 m. From the Drini river estuary, the depth of Adriatic sea reach an average of 215 m and from this point, heading south, in the direction of Ionian sea, the depth of the waters is progressively raised. If the deepest point in the Adriatic sea is 1330 m, the deepest point of Ionian sea is 4206 m.

Adriatic and Ionian seas are part of the Mediterranean, known from the ancient times as "Mare Nostrum" (our sea, the common sea) Mare Nostrum is surrounded by three continents: Europe, Asia and Africa; 27 states with different cultural traits, ancient languages, developed cities from the ancient times to the modern days; important traditions in transporting goods, in international cooperation, historic, political and economic developments have happened in this region; but also many wars have been fought that have had their impact in the later collaboration of coastal areas of the Mediterranean. (In map 2.2 there are shown some of the most important connections in the Mediterranean coming from the ancient times). In the modern days, Albania as being part of the Mediterranean, is member of international conventions and honours the common obligations that come from them.

2.1.1 The history and perspective of strategic interconnection

Development of Albanian shores in the history

Albania, being in a strategic geographical position in the region and based on its natural traits, is characterised by having many resources, and has played an important role from the ancient times to the modern days, as a meeting point or as a crossing point of some of the transport routes that connect all 3 continents, thus Europe, Asia and Africa but also has been the battlefield and an invasion goal for many invaders that have invaded this place for many centuries.

In the ancient, Illyrian times, the Albanian territory has been a strategic pivotal point, as it offered the fastest way for the Western Europe to connect with the Eastern part, thus the connection between Roman and Byzantine Empires. Durrës has been one of the most important cities of the ancient times, because of its position in the Adriatic sea and in the region. The latter historical changes, such as the invasion from the Ottoman Empire, reduced the importance of Durrës port in the international arena. The World War II and the placement of the communist regime, reduced even more the economic and social development that could be brought to the country from the use of its strategic land and sea position as a connecting bridge between three continents. (Map 2.2 Strategic Position)

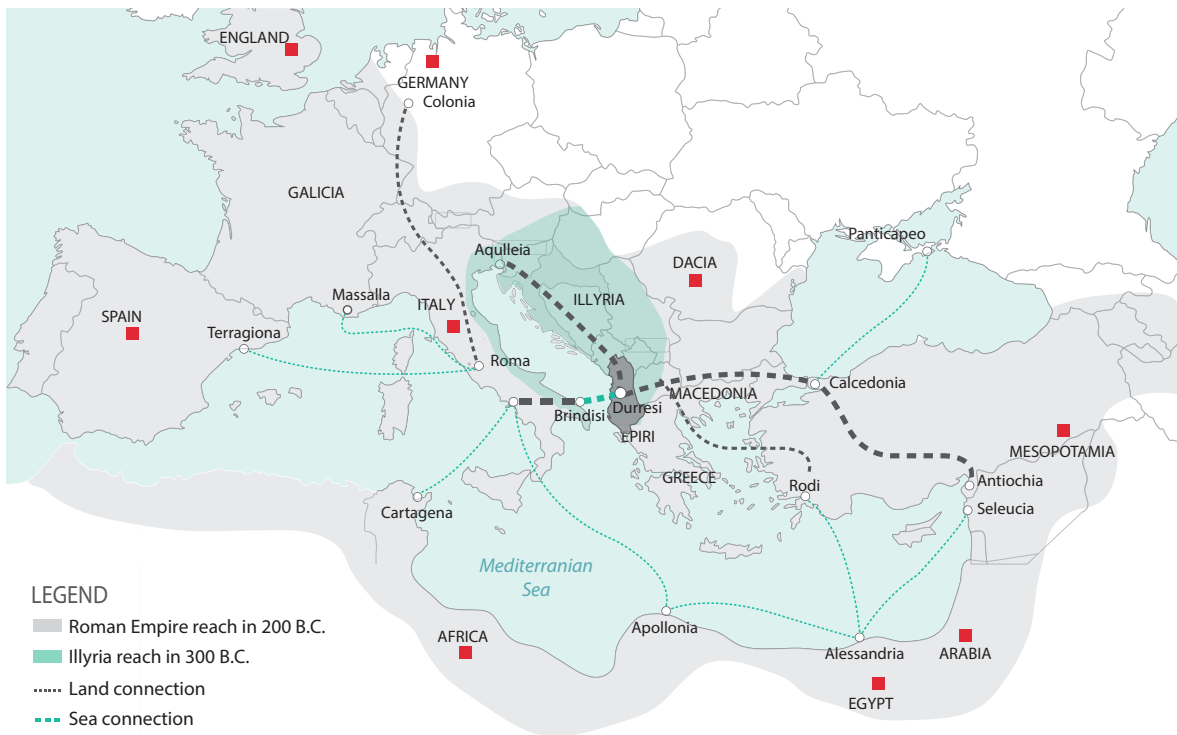
Strategic perspective and interconnection⁷

Pan-European corridors are a good opportunity that have to be used in strengthening the relations and integrating the country in the European territorial system. Albania is influenced from two of these corridors: Corridor VIII and Corridor X. In the meantime, not only the connecting infrastructure, but also the services, transport facilitation and creation of logistic, economic and tourist areas in the whole country, even in the places that have strategic sense and opportunities, will have an impact in the economic integration of the country in the region and in Europe. In achieving a competitive development in the European level it is important to be part of the connecting network of the Balkans and Europe region, and politically be integrated in the European development strategies.

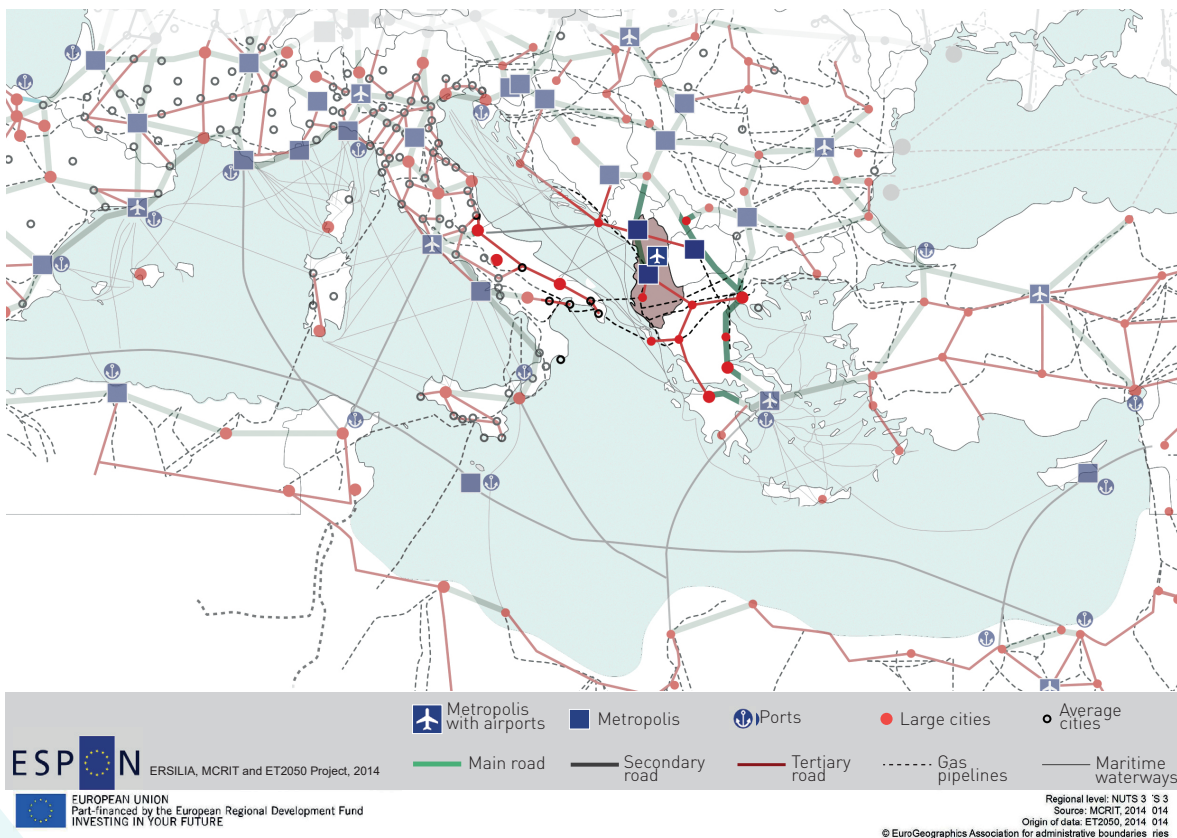
ESPON predicts the strengthening of Albanian bounds with this system. In 2030, based on the predictions of ESPON, our country and the other countries of the Balkans region are going to be developed as central basis and will be integrated in this network.

The positive progress of Albania in the European Union integration process is an optimistic indicator in achieving the aforementioned results. (Map 2.3 Espo Vision 2050)

⁷ http://www.et2050.eu/attachments/article/523/ESPON_Vision-Scenarios_2050.pdf



Map 2.2 Strategic Position



Map 2.3 Espon Vision 2050



Map 2.4 Geographic information about the coast

2.2 General national context

The Republic of Albania shares a border with Montenegro in the North, with Kosovo in the North-East, with Macedonia in the East, whereas in the South and South-East Albania shares a border with Greece. In the West, Albania accesses Adriatic and Ionian Seas. Length of the borderline of the Republic of Albania is 1094 km; from which 316 km are sea border, 48 km river border and 73 km lake border. Albania is part of subtropical wet climate zone of the northern hemisphere and part of the Mediterranean climate zone as well.⁸

Physical territory of Albania is very diverse. The mountainous territory is part of the Mediterranean Alps ridge, having diverse geological horizons and spatial multiform. Starting from North to the South and from East to the West, Mesozoic era limestone create the mountainous zones of the Albanian territory, with a height that sometimes overpasses 2000 m above sea level. The average height of the relief of our country is 708 m, twice as much as that of Europe. Chromium, iron-nickel, copper, coal, oil and gas are some of the most important underground minerals found in Albania. Also the territory has a diverse geomorphology and hydrography, when compared with the relatively small territorial surface area. The main forms of the Albanian coastal relief, starting from North to the South, are: accumulative and rocky shores which have very narrow beaches or abrasive shores.

Flat zones represent sea, river and mountainous water stream terraces, especially in Ionian sea. The Western Lowland, in its complexity, has resulted in expanding its territories in the direction of the sea, excluding only some zones where the reverse phenomenon is observed, thus the erosion of the sea territory. From 1918 until 1978, the area that is gained from falling tides is approximately 3500 hectares. Worthy of mentioning, not only for its production

capabilities but also for the interesting geographical position in the Albanian territories, is the Myzeqea field. This field can be considered as a triangle that extends from Durres to Elbasan, in the eastern part and up to Vlora in the southern part. Other important, highly fertile fields include: Kakarigi field in the north, the fields around the Butrinti lake area in the south, Xara field and Bistrica valley. Many of these zones are flooded by the overflow of waters in days of heavy rain, such as:

- a) water coming from the Montenegrin border up to Rrjoll village;
- b) from Shengjin up to Ishem;
- c) from Lalzi Bay to Bisht Palle;
- d) from Durres to Karpen;
- e) from Spille village to Vlora;
- f) from Orikumi bay to the small terraces of Orikumi streams, up to the border with Greece.

- Rocky zones of the Albanian shores are represented by rocky mountain slopes that reach up to the coastline. There are two types of rocky structures: hard rocks, limestone composure and soft rocks made up of clay, sand and conglomerate rocks. Hard rocks do resist to the sea waves whereas soft rocks are eroded, thus such terrains are unsuitable for construction.

- In the coastline there are found many geological formations divided based on different material deposits:

- Deluvial-eluvial deposits are found in the whole area and are mainly represented from clay, sub-clay and sub-sand. These are soil deposits and are not cemented; these are mainly found as compressed structures.

- Alluvial deposits are deposits coming from rivers and are represented from sub-clay, sub-sand, sand and gravels. These are mainly found in river estuaries from the north to the south. Their thickness is several metres.

- Deposits coming from the sea are found in the whole coast and are represented by sub-clay, clay, sub-sand, river origin, peat, sand, chalk, processed gravels and big quantities of

⁸ <http://arkiva.km.gov.al/?fq=brenda&gj=gj1&kid=54>

sand. Their thickness is several metres up to several hundreds of metres.

- Neogene deposits (N) are found in the Cape of Rodon, Currila area, in Turra Tower and in the area extended from Vlora to Saranda, forming every hill found in this area. These are mainly represented by clay, alevrolite and lower quantity of sand. These are poorly cemented with a clay material of beige colour and are heavily exposed to the water and other atmospheric agents' activity. On this formations there are always found eluvial and deluvial deposits.

- Paleocene deposits (Pg3) are found in areas from Vlora to Saranda, mainly from Borshi to Nivica. These deposits have a meridional direction and are represented from the foreshore deposits. These are represented by clay, alevrolite and conglomerate rocks. These are found in layers, with thickness from several centimetres to dozens of metres.

- Paleocene deposits (Pg1-Pg2) are represented by limestone rocks in form of plates and limestone rocks in form of layers. These have grey to white colour, very wrinkled and in many places they have created a beautiful landscape, that attract a large variety of visitors (some of them are near the Kakome Bay up to areas near Saranda)

- Cretaceous deposits (Cr) are represented by thick layer limestone up to massive limestone. These can be found in the whole area, from Nivica to Borsh, and in general they make up the protective crown of the shores from the strong winds coming from the East. They create high mountains, with rocks that have several cracks on them and few karst. They are grey to white colour and are forestless, but have a lot of summer pastures.

- Jurassic deposits (J) are represented by cracked limestone and averaged developed karst. These can be found near Pigeras and

in general are covered from newer deposits aforementioned above. These are grey limestone that have little high attitude plants and many summer pastures.⁹

2.2.1 Demographic changes in the coast

Migratory changes in Albania have mainly been oriented from the eastern to the western part of the country, being that the coasts are places that offer better living opportunities in the major part of it and have a better coverage with services as compared with the eastern zones inside the territory. During the last two decades there was an increase of urban population and intensification of construction in this area. This has brought an important concentration of the population in the coasts with the numbers going up to 1 million residents. Nevertheless, a big part of this space continues to remain rural and to be utilised either for agricultural functions or for natural ones.

Coastlines are spread in 12 local government units, as a result of implementing the territorial and administrative reform and the population in these units is 437 634 residents, based on the information published by INSTAT. These amounts makes up 13.2% of a population of 2 800 138 residents (based on the same source). The population in the main coastal cities such as Durres (113 249 residents), Vlora (79 513 residents) and Saranda (17 233 residents) make up to 49.1 % (209 995) of the whole population residing in these 12 units (427 634). The population projection of local units taken in this study, going along the coastline from north to the south (Velipoja-Xarra) is showed in Graph 2.2.

Durresi is distinguished for its high population density, 496.99 residents/km², whereas the zone of Shkodra district has the lowest density, 55.97 residents/km². From the projection showed in Graph 2.2, we can highlight the

⁹ <http://www.gsa.gov.al/>

changes in the northern part of the coastline, where we have a combination of high density centres and low density ones. This can be seen in the graph that has the most noted highs and lows (Shenkoll- Katund i Ri). The lowest density is part of the southern zones of the coastline (Kote-Lukova), which is distinguished for the uniformity of population spread in relation with the territory.

The human gender ratio

The human gender ratio in 35 national government units taken for this study is 100.8% men to 100 women, a figure which is relatively higher than the value of 100.4% of human gender ration in national level. The highest human gender ratio in favour of men is found in Shenkoll, 110.9% men to 100 women, whereas Synej has the ratio of 89.2% in favour of women. In the central part of the coastline it is observed that the human gender ratio is in favour of the women.

Population capable to work

The population capable to work is shown in the following graph: Age group from 15 – 64 makes up to 67.7% of the resident population. The highest percentage capable to work is found in Durres, Fier and Vlora hitting the 68% mark. Whereas Tirana has the lowest percentage, 65%. Nevertheless we can say that the population found in the coastlines is relatively young.

Buildings and dwellings

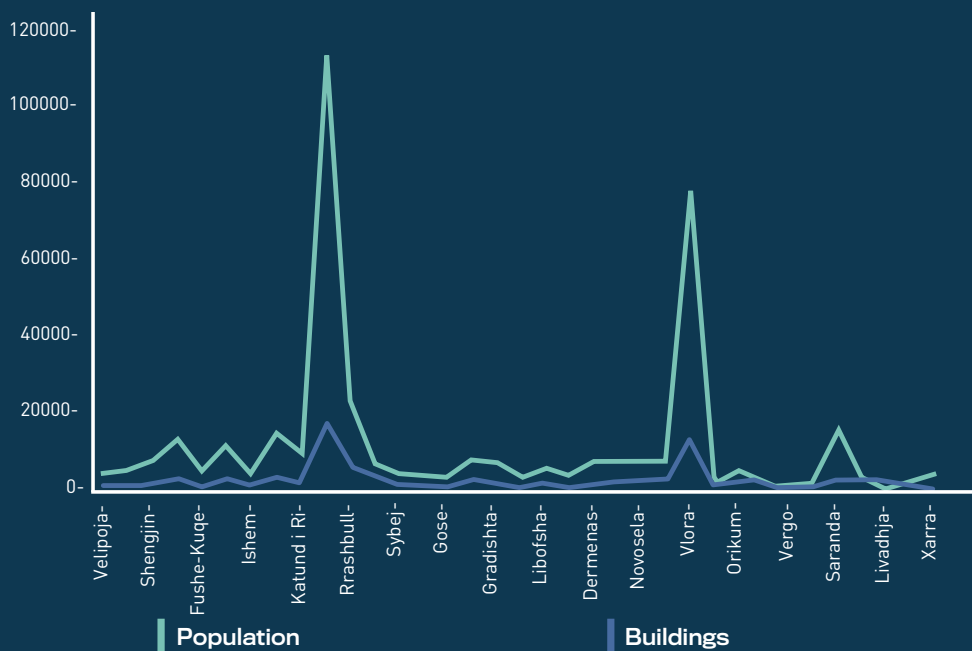
Dwelling in 35 national government and administrative units in the Coastal Belt make up 15% (106 577) of buildings nationally (598 267). Number of buildings(non-collective) in the shores is 205 174, from 1 012 062 building found nationally, that make up to 17% of all buildings. The random uninhabited number of buildings in the coastline area is 23% of the total number of buildings in the whole nation, whereas the buildings that are constructed for seasonal tourism or as part of second residences make up 34% of the total number. From the total number of random buildings

in 35 governmental and administrative units, the uninhabited buildings make up 45%, from which 32% are buildings destined for second purposes or seasonal buildings. The projections along the coastline of the aforementioned information are shown in the following graphs. From the graphs we can understand that the uninhabited stock of buildings is high in Shengjin, Durres, Levan, Qender Vlore, Vlora, Orikum, Himara, Saranda, Aliko and Livadhja. Golem has a high range of uninhabited buildings, but that are destined for seasonal purposes.¹⁰ (Census 2011 - INSTAT)

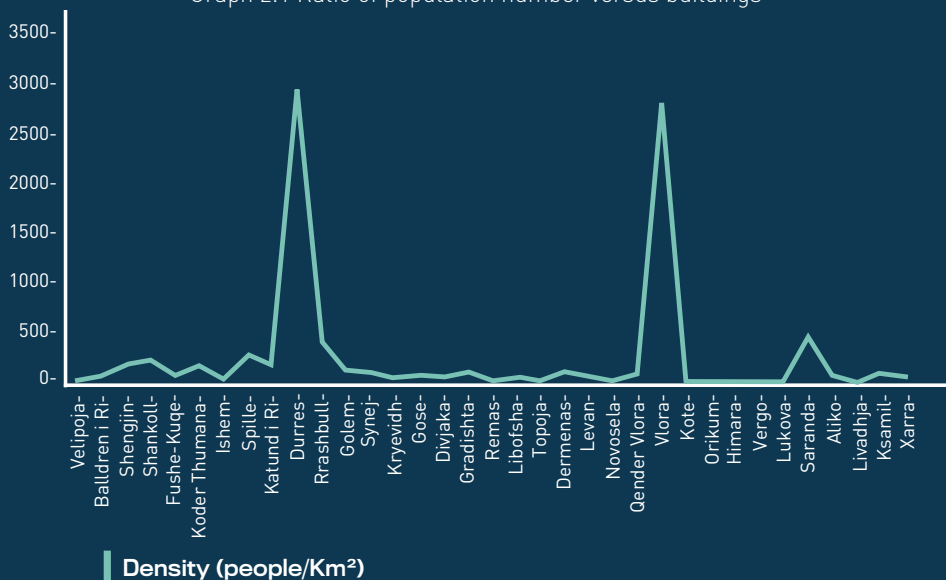
The construction density for the coastline zones

In Graph 2 and 2.6 an urbanization tendency is noticed in Shengjin, Shenkoll, Thuman Hill, Sukth and Rashbull, because the habitability density is relatively high as compared with the construction density of residential buildings. We can identify very clearly the main residential centres: Durres, Vlora and Saranda.

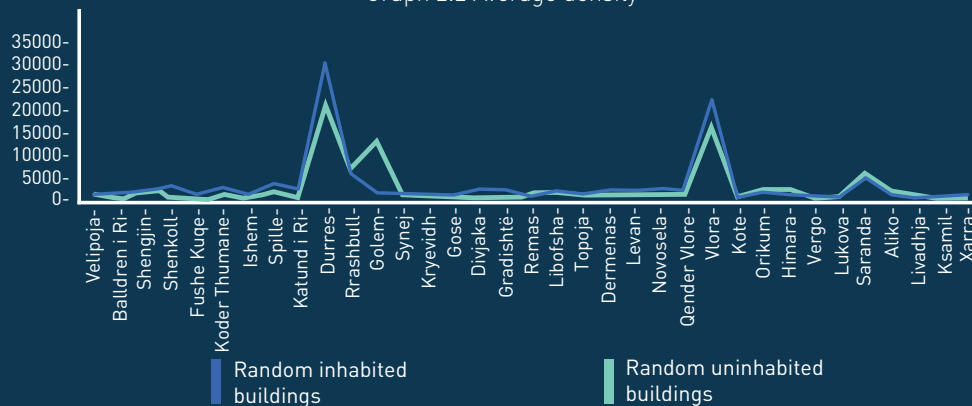
¹⁰ INSTAT, May 2014



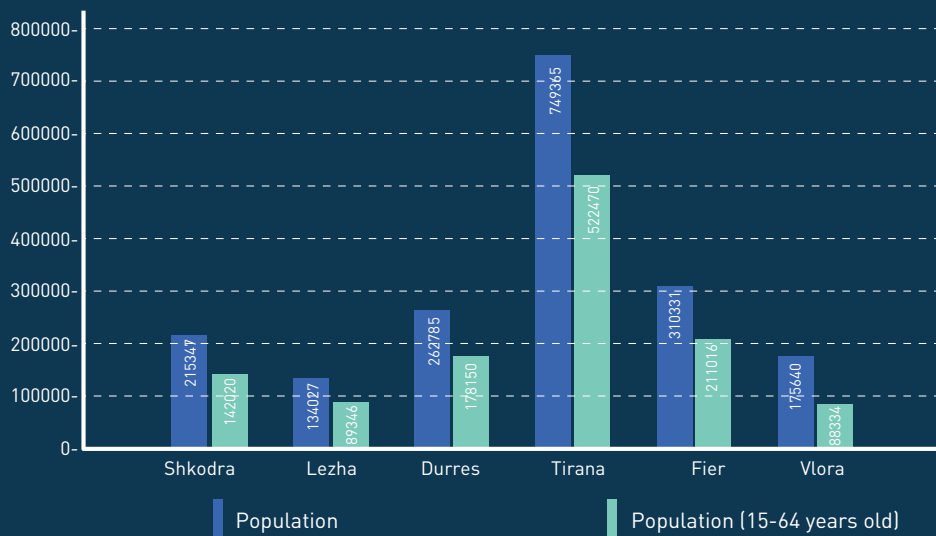
Graph 2.1 Ratio of population number versus buildings



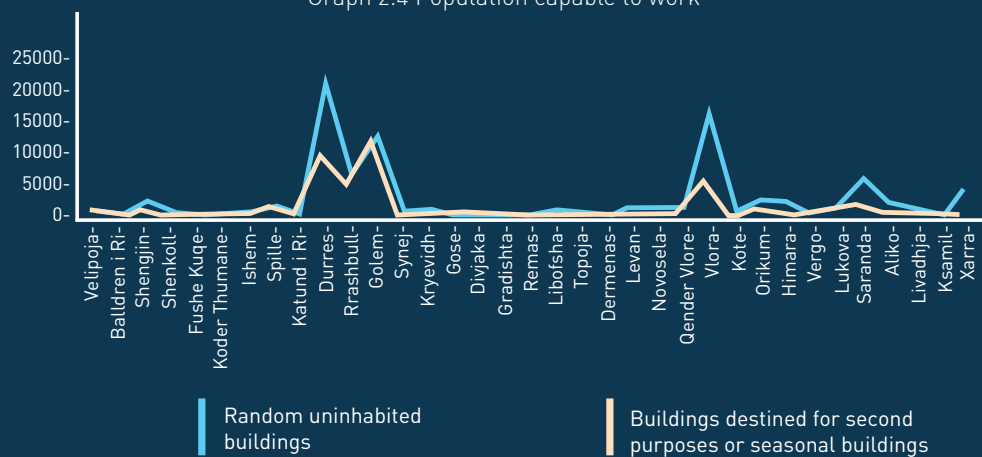
Graph 2.2 Average density



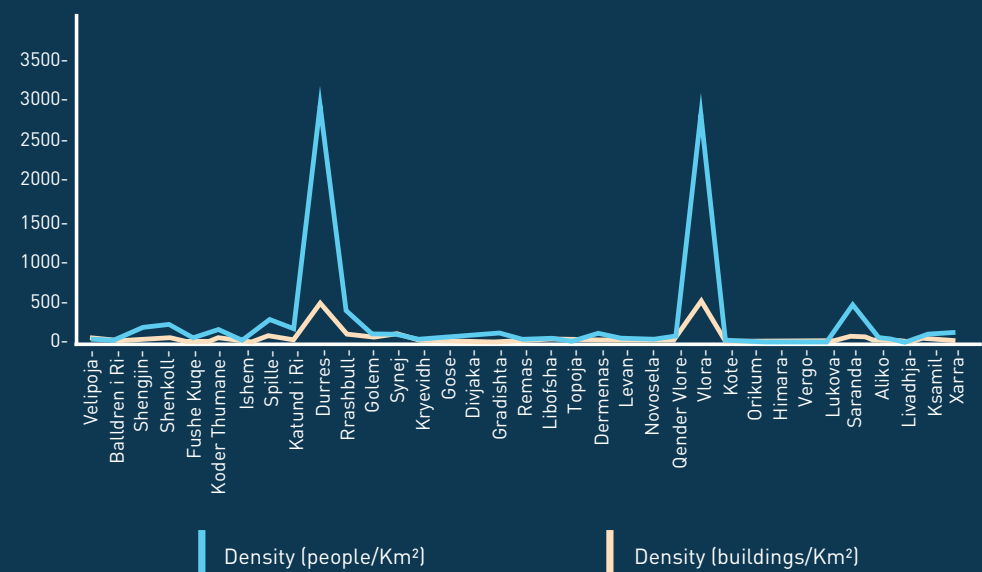
Graph 2.3 Ratio of residential buildings versus building actually occupied by residents



Graph 2.4 Population capable to work



Graph 2.5 Ratio of residential buildings versus second residence



Graph 2.6 Density of people/km² versus density of buildings/km²

2.2.2 Identifying four spatial belts

Based on thorough analysis, with the aim of getting information about the above mentioned territory and its strategic planning, there have been identified four spatial belt areas that have distinct traits from one-another. We want to highlight that the territorial extent and broadness of each belt, is determined from the broadness of physical identifiable characteristics in that zone as stated below. These are generalising characteristics that serve the purpose of this study.

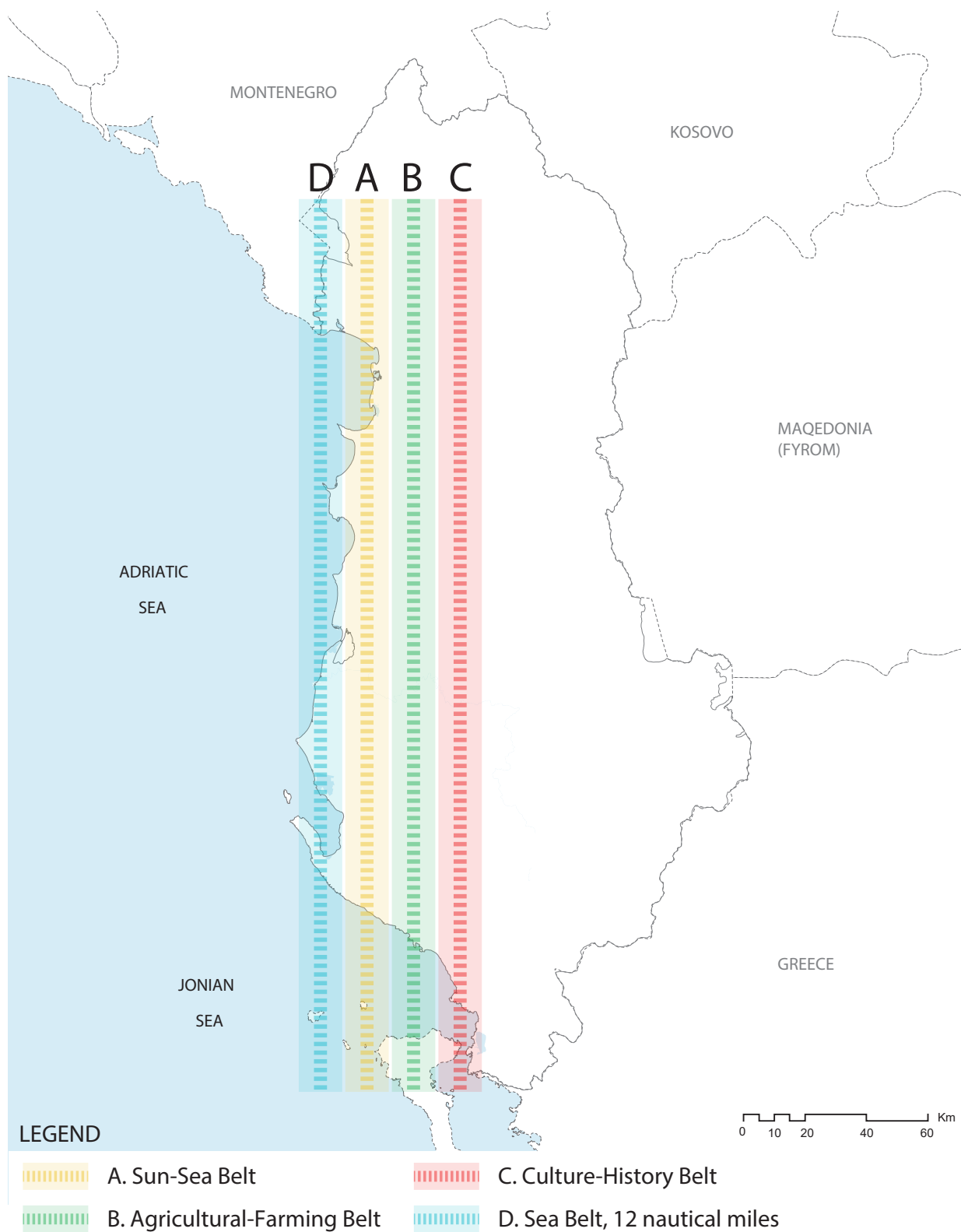
- **First belt** is characterised from the urban development and the tourism infrastructure in the space known as “sun-sea belt”. In this zone there are included every development that is related with the coastline tourism such as: cities of the coastline and their infrastructure, hotels, holiday houses or residences that are rented in the tourist season, bars, restaurants, discos, etc. The cities composing this zone are Durrës, Vlorë, Lezhë, Sarandë, Velipojë, Himarë, Ksamil and Duvjaka. This zone is the first line of contact with the coastline and the urban developments are characterised from rapid pace based on the market demand. As a consequence of the construction pressure in many coastal areas and because of the lack of control over the territory for a relatively long period after the 90s, the lack of proper investment in infrastructure has had a negative impact in this zone and not only. Thus, **investment prioritisation in infrastructure and planned development is one of the priorities of ICSP of the Coast.**

- **The second belt** can be defined as the agricultural belt, where there are included vast field areas and low hills, and is composed of cities of secondary importance regarding the coastline (such as Shkodër, Fushë-Krujë, Tirana, Kavajë, Lushnjë, Fier and other smaller areas). In this zone we can detect a high agricultural production. Such areas include the field of Kakarëq, Milot, Gjonëm, Myzeqe, Novoselë, Nartë, Hoshtimë and Shushica Valley, Dukat, Vurg and Konispol. In the meantime, some cities in this zone have direct connection with the dwellings of the first zone, relating to food products distribution.

Some examples include: Velipojë-Shkodër, Duvjaka-Lushnjë, Fushë-Krujë-Hamallaj (Lalzi Bay). Whereas some other cities of the second zone, which based on the geographical position and the lack of connecting infrastructure have no strong communication links with the main coastline, have created an economic independence from the tourism development. Part of soft terrain hills and rocky ones in Western Albania is known for farming, thus creating diverse varieties for the coastline tourism. So, **interconnecting this zone with the first coastal zone is another priority of ICSP for the Shore.**

- **Third belt** includes cities and residences that are more in depth of the territory, that have important cultural, heritage, folkloric, polyphonic, music, arts values, etc. Cities of this zone are Krujë, Elbasan, Berat, Tepelenë, Permet and Gjirokastrë. The geological and territorial composition have created a significant distance between them and the “tourism gates”. This belt is almost disconnected with the other two and the connectivity between them is relatively long in terms of time and difficulty (referring to the scale of the country). This characteristic creates disconnection with the other zones included in ICSP for the Shore, but in the same time creates an opportunity to enjoy the various landscapes and monumental values that have an impact in diversifying the tourism package. Thus, **creating effective ways of having a more efficient interconnection of this belt with the first coastline belt, during the whole year, makes up the third priority of the proposals of ICSP of the Coast.**

- **Fourth belt** is the maritime space enriched with flora and fauna, underwater heritage found in the bottom of the sea and in the underground as well, including beaches, ports, berthing place and the land territories, lagoons, river estuaries, the lake parts that access the sea. Coastline length is 316 km. The territorial waters go up to 12 nautical miles, including waters of different depths and substrate. **ICSP priority is to throw the first steps in strategic planning of the coastline area, where values and options provided from this zone have to be interlinked.**



Map 2.5 Coastal zones

3

Territorial analysis

Content

46	3.1 Water system
49	3.2 Urban system
52	3.2.1 Development in the main coastal urban centres
56	3.3 Infrastructural system
56	3.3.1 Strategic transport networks in international and national level
58	3.3.2 Coastal transport infrastructure
62	3.3.3 Infrastructure and energy
63	3.3.4 Information and Communication Technology
64	3.3.5 Sewage system and water supply infrastructure
66	3.3.6 Waste management
68	3.4 Agricultural system
68	3.4.1 The role of agriculture in the coast
70	3.4.2 Fishing
72	3.5 Natural system
72	3.5.1 Environment in the coast
72	3.5.2 Protected environmental areas in the Coast
76	3.5.3 Endangered areas
80	3.6 Economy and tourism
80	3.6.1 Coastal areas contribution in the economy
80	3.6.2 Economic and social analysis
88	3.6.3 Marine economy
90	3.6.4 The role of tourism in the coastal areas
90	3.6.5 Tourism typologies
96	3.7 SWOT analysis

Territorial analysis

Introduction

The territorial analysis of the coastline, due to the diversity of the territory, is developed based on the spatial belts explained in the previous chapter and also based on the territorial systems: water, urban, infrastructural, agricultural and natural. Being that the coastline is also composed of a national importance territory on tourism development, the analysis of this sector takes an important place in the chapter of territorial analysis, even though tourism is not regarded as a system on its own, based on the sectoral legislation principles in power. But tourism as a sector is highly impacted from the territorial developments and vice versa.

The spatial belts make possible for a regional level interpretation of the coastline starting from the maritime space up to the inside parts of the territory, showing the identity of the territory based on the potentials it presents.

The territorial analysis ends up with SWOT Analysis, which presents, in a summarised way, the conclusions of the territorial analysis.

3.1 Water system

Rivers make up a significant part of the Albanian territory, where more than 152 rivers and ponds form 8 long rivers with streams starting from south-east and ending in the north-western regions, mainly towards the shores of the Adriatic Sea. Almost 65% of the streams of these rivers are found inside the territory of Albania. Due to the irregular rainfalls, the rivers are impetuous, corrosive (in the eastern part of the country) and mainly form wide and curved riverbeds in the western lowland. Near rivers there are found many cities and other residential areas but also industrial, agricultural and farming areas. River waters are mainly used for agricultural irrigation, as drinkable water and for energy production (Drini, Mati, Bistrica, etc.)

The mountainous landscape of Albania is intersected from three large river valleys:

- 1. Drini river valley**
- 2. Shkumbin river valley**
- 3. Vjosa river valley**

All these three largest rivers of Albania create important natural basins for the panorama and the geography of the country, starting from the mountainous ridges in the north-east and north-west of Albania down to different forms found in the coastline, such as large

River	Length km	Basin km ²	Average flow rate m/s	Modality of flow l/s/km ²	Flow ratio max/min	Minerals Mg/l
Buna	31	5.187	320	-	5.3	-
Drini	285	14.173	352	24.8	5.1	257
Mati	155	2.441	103	42.6	9.3	222
Ishmi	74	673	20.9	31.0	5.9	461
Erzeni	109	760	18.1	24.0	11.2	-
Shkumbini	181	2.441	61.5	25.2	13.2	-
Semani	281	5.649	95.7	16.9	13.7	440
Vjosa	272	6.706	195	29.1	7.2	355

Table 3.1 Information on rivers

bays, lagoons, capes, etc. Such geographical panoramas are: Drini bay, Karavasta lake and Vlora bay. In the meantime, rivers stemming from the country's rich territory, such as: the navigable Buna river, (flowing out of Buna river and separates Albanian with Montenegro); Mati, Ishmi, Erzeni and Semani rivers. Also, from the overground water resources in the Albanian territory, we need to take into the account 247 natural lakes. Whereas 800 other lakes are artificial ones.

The quality of river waters

Population increase and the economic activity has had a direct and indirect impact in the quality of river waters. Based on the Environment Situation Report 2011, from 22 monitoring stations, only in 7, or 32% of the monitoring stations, the quality of waters is ranked as category I and II (very good/good). 5 stations, or 23%, of them ranked as category III, thus moderate state. In a poor or bad situation, ranked as category IV-V, there are 10 stations or 45% of the overall monitored stations. In this category, there are included river waters of Tirana, Lana, Ishmi and Gjanica, as a consequence of urban water manifold discharge. Also the situation is alarming regarding the phosphor, ammoniac concentration and the quantity of organic matter, based on the These potential resources should be protected from:

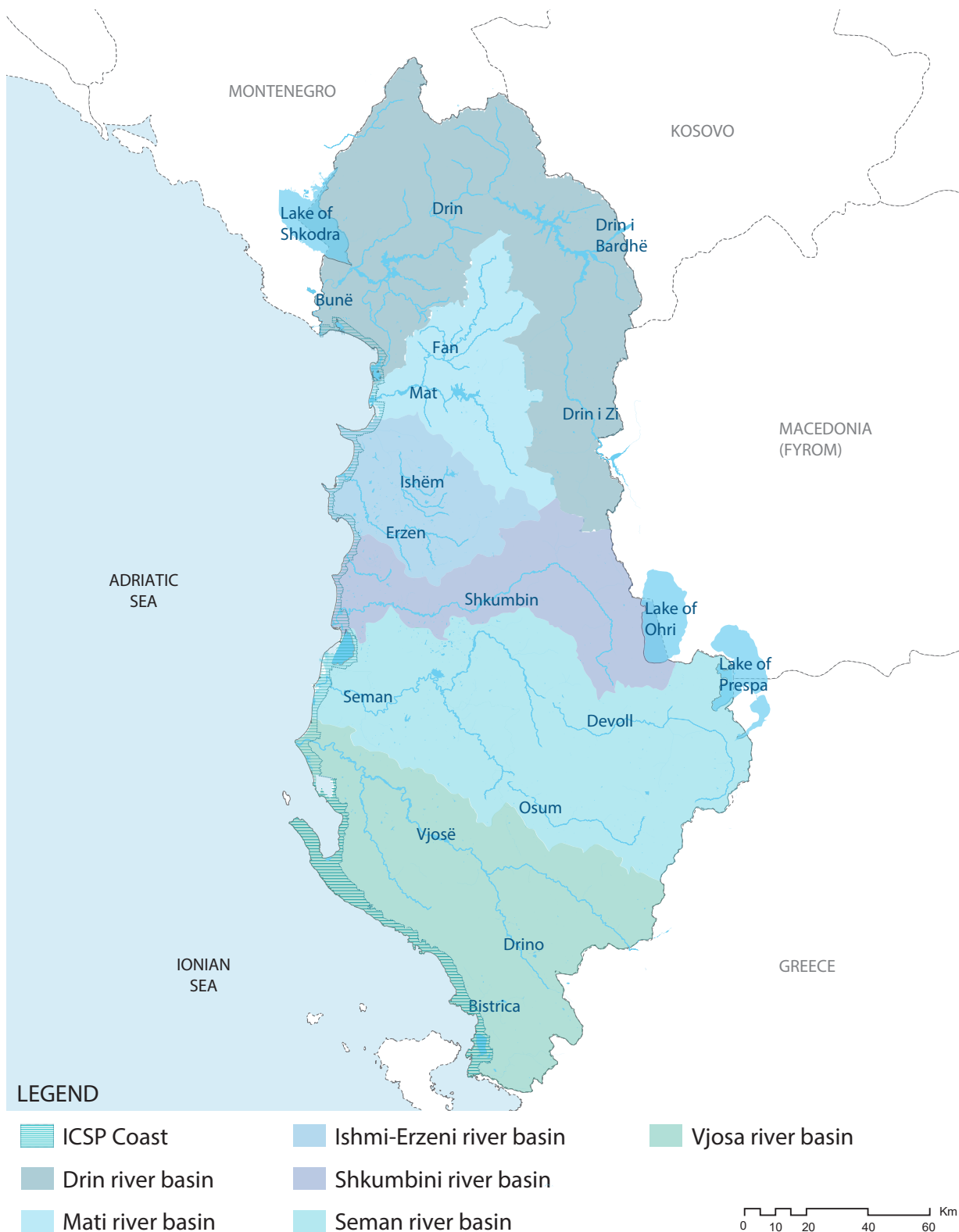
- pollution from discharging urban untreated water and solid waste;
- pollution from discharging solid and liquid industrial materials;
- pollution from discharging solid matter, mainly from mines and processing factories;
- pollution from fuel extraction and refining;
- damage of flora and erosion.

To conclude, the water pollution, beside the impact it has in the water reservoir ponds, it also presents hazards for the coastline and the coastal lagoons. The low quality of water is also hazardous for human health. It also impoverishes the natural values and tourist areas of the coastline, which have significant consequences for the development of the country.

Quality of river waters - Monitoring of 22 stations	
Categorisation	Number , %
Category I and II (very good - good)	7 stations, 32 %
Category III (moderate level)	5 stations, 23 %
Category IV - V (poor - bad)	10 stations, 45 %

Table 3.2 Quality of river waters¹¹

¹¹ http://www.mjedisi.gov.al/files/userfiles/Monitorim_Mjedisor/Cilesia-e-Ujerrave.pdf



Map 3.1 Rivers

3.2 Urban system

The urban, infrastructural and economic developments of the territorial space in the coastline have deep roots in the history of the Albanian territory. Some of the most economic developed and large cities in terms of population, situated in this zone, are: Shkodra, Lezha, Durres, Vlora, Fieri, Saranda. These cities have played an important role in the economy of the country, by creating a development program based on their adequate position, such as the development of ports transport, agriculture and farming, processing and production industries, educational, health services, etc.

During the 90s, the area of western lowlands was one of the main zones that received migrating population from the northern, eastern and south-eastern regions, who relocated there seeking a higher living quality. The need for employment, shelter and other private activities, led to an increase in construction and economic structures along the main roadways (road axes that connect the most developed cities of the country).

Along the coastline an almost uninterrupted linear urban and services system is noticed, which starts at Shkodra and follows the main roadway system, passing through Albania to

end up in the south regions of Ksamil and former Xarra commune. In a simultaneous way with the needs for employment and shelter and with the increase of the economic income, a second phenomena was noticed in the coastline, which was related with the request for second residences or holiday apartments for the upper middle class of society. This phenomena was associated with requests for an added tourism infrastructure that has modern standards.

Focusing more on the urban developments of the main cities, we can highlight three phases, starting from 1990 up to today:

- a) The first phase is the transition from a planned and controlled sector into an informal one, which dominated for more than 20 years.
- b) The second phase corresponds to the consolidation of the informal sector tendency and with the emergent requests of formalising this sector.
- c) The third phase (present situation) is the effort of following a sustainable urban development, where the priority is to take control over the territory and to direct the development through planning documents and through planning as an inclusive process.

LGU	Changes in population 1989-2011	Changes in population 2001-2011
Velipoja	-28.6 %	-9.14 %
Shengjin	16.03 %	18.86 %
Durres	36.91 %	14.63 %
Vlora	10.96 %	2.40 %
Himara	-67.79 %	-13.91 %
Saranda	-9.26 %	-13.3 %

Table 3.3 Changes in population distribution¹²

¹² INSTAT, Maj 2014

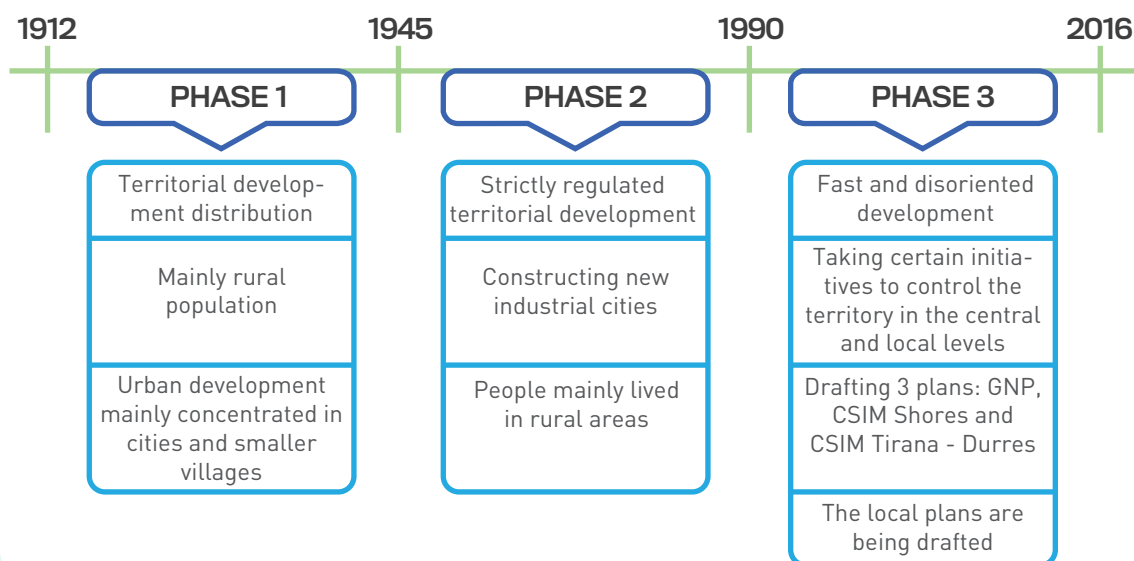


Figure 3.1 Summarised diagram on the typology of the territorial development over the years

Planning processes need to be focused in finding better and more efficient ways in solving the territorial and social issues caused from the fast and chaotic development. Some of the challenges are listed as follows:

- lack of services, adequate shelters, relatively high level of unemployment and poverty in the rural areas;
- overpopulation of coastal cities and uncontrolled urbanisation, where the required optimal living conditions and services are not supplied;

- urban expansion consuming the agricultural and natural land;

- non appreciating and in some cases, damaging the common urban, natural and cultural areas, as a result of fulfilling the requests for habitation or development;

- lack of a modern standards public transport; lack of rail transport, interconnecting road infrastructure of deep areas of the country with the coastline, cycling infrastructure, etc.;

- lack of underground and overground infrastructure, such as sewage systems, water supply, internet and energy.

LGU	High density	Medium density	Low density	% Urban	% Rural
Velipoja	-28.6 %		x	0	100
Shengjin	16.03 %	x		54.7	45.3
Durres	36.91 %	x		80.4	19.6
Vlora	10.96 %	x		55	45
Himara	-69.79 %		x	0	100
Saranda	-9.26 %		x	95.1	4.9

Table 3.4 Level of urbanisation in the country based on the EU classification¹³

¹³ INSTAT, Maj 2014



Map 3.2 Coastal territory and the expansion of urbanisation in national level

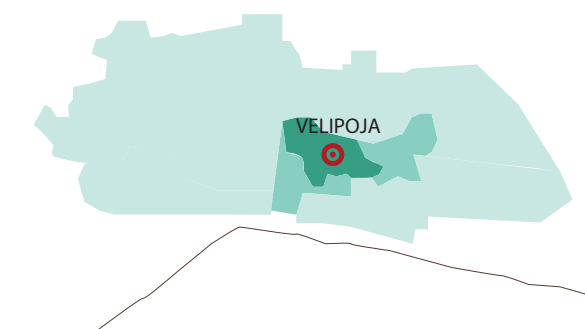
3.2.1 Development in the main coastal urban centres

Urban development in Velipoja

Velipoja is a tourism centre of Shkodra district, that has a diverse landscape, where sea, sand, river, deltas, islands, hills, forests, fields and lagoons are interlinked. It is a territory composed of early population, that has a rich ethnic-folkloric tradition. Velipoja has important tourism potentials, where there are mentioned the natural beauties of Vilun Lagoon, pines, clean sands, general biodiversity of the area, agriculture and cultural elements such as traditional celebrations, where it is noted the one of Shen Koll, all of which are traits that make Velipoja an attractive place to visit. The tendency of unplanned development has impacted the quality of tourism infrastructure, services and the landscape of this area.

Urban development in Shengjin

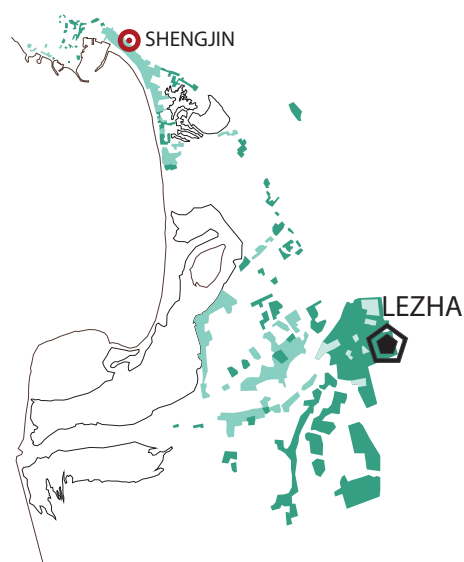
The administrative region of Shengjin is situated in the northern part of the country. It is extended in 13 km along the Adriatic coast and is one of the most important territorial resources for the future of this region, from the tourism point of view. Shengjin is a place that mainly has a tourism character, but also has a developed fishing industry. Shengjin is also characterised for its activity in agricultural area, needed for the urban and tourism development of this area. In 1962, 1964 and 1965, there were drafted certain regulatory plans for this place and for its shores, on the base of which Shengjin was developed, a city that has an urban structure that is extended along the only entry roadway axis, thus creating a linear urban development. As in other coastal areas, even here we face informal construction, that are mainly found in former wetland of Kune and in the hills. Inside the old urban structure, development consists of high buildings that serve as residences and hotels.



LEGEND

Until 1990 1990-2007 2007-2015

Figure 3.2 Velipoja development over the years



LEGEND

Until 1990 1990-2007 2007-2015

Figure 3.3 Shengjin development over the years

Construction Typology		
	ha	%
Low buildings	40	50
Mixed buildings	16.5	20
High buildings	23.5	30
TOTAL	80 ha	100%

Table 3.5 Construction typology in Shengjin¹⁴

¹⁴ INSTAT, May 2014

Urban development in Durres municipality

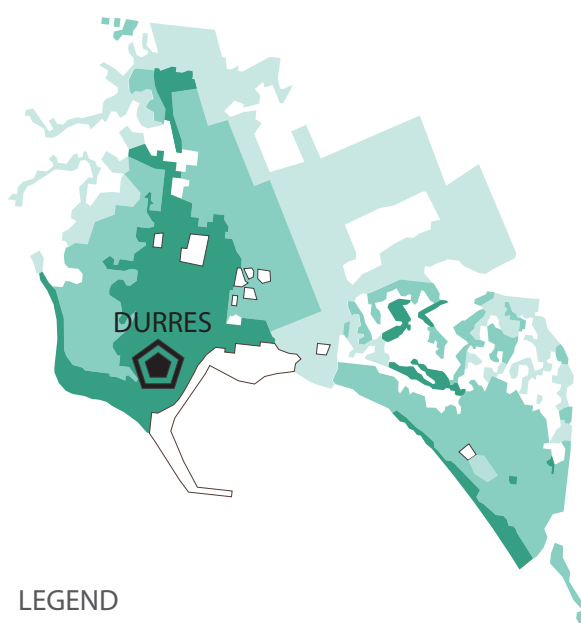
Durres is the second largest city of Albania, based on the population number and the degree of economic development. The economic profile of Durres city development is supported in industry (because of the presence of Durres Port and Porto Romano and other economic areas around it), in tourism (as a result of its proximity with Tirana, the national roadways axis and the airport, the rich cultural heritage), and also in the services sector.

The ancient city of Durres represents a continuation of the structure from where the new city is based. In-between 1945-1990, Durres has had certain urban developments, that followed the stream of social-realism and beside the quality of construction, the structure of the city was based on planning.

The beach areas of Durres has been uninhabited until 1930. In this period there are seen the first developments in the shores, that had a typology of one or two floors villas that belong to the stream of Italian rationalism of the beginning of XX century. After 1990, the population migration in the area of Durres exerted a higher pressure for informal development to take place, spread in the area of "former Wetland". The expansion phenomena of formal and informal development affected some years later even the first line of the coastal areas, with high multi-residences buildings but also one-floored holiday apartments.

The development of the coastal area, Port-Golem area, Currila and Durres hills

The informal development in the shores has created an unsuitable territory for healthy and long-term tourism development, which should serve as an example that shouldn't be repeated in other territories of the coastline. These construction typologies need to adhere to Barcelona Convention in terms of the distance from the shore and the protection of coastal vegetation, especially in sandy shores that have a high erosive tendency. The same problematic situation is found in the hills areas of Durres, where erosion is present in areas that once were very panoramic but today they stand there, overly-constructed, showing a clear lack of planning vision.



LEGEND

Until 1990 1990-2007 2007-2015

Figure 3.4 Durres development over the years

Municipality	Type of building					Number of residences in the building			
	Total	Houses Individual	Semi-detached houses	House in sequence or terrace	Apartment buildings	1	2	3-4	5+
Durres	18 634	14 442	1 746	851	1 595	14 434	2 275	732	1 193

Table 3.6 Construction typology in Durres¹⁵

¹⁵ INSTAT, May 2014

Urban development in Vlora municipality

Vlora bay is recognised for its numerous natural sources, for its biodiversity and ecological corridors, for its numerous archaeological, historical and cultural assets. As such, this city is one of the areas with the highest tourism potential in the country, that is also related with its access to the sea. This area is characterised for its industrial developments (because of the port and industrial areas around it, fishing), for services in general and specifically in the tourism sector, but also for agriculture and farming. The coastline length of Vlora city is 90 km.

Even though Vlora is one of the few cities that has preserved the urban structure by not significantly changing the existing structures, the informal buildings have occupied free territories in peripheral areas or in abandoned industrial territories. In Vlora district there can be identified four construction typologies: apartment residencies (3, 4 or 5 floors) constructed in socialism era (in the 70s); traditional private houses and apartment-houses that date back in the 20s; private houses constructed in the recent years (1 to 3 floors, with a space of 100-150 m² for every floor); new many-floored buildings (5 to 13 floors) of a high construction quality, that serve as residences and hotels, for massive summer tourism.



Figure 3.5 Vlora development over the years

Urban development in Himara municipality

Himara municipality includes a territory of 132 km² and has an integrated and diverse relief. In Himara, the areas that have urban purposes are mainly concentrated in-between the hills and agricultural lowlands and further to mountain edges. Developed settlements have a generally opened urban structure and are composed of a group of settlements constructed in proximity to each-other, in a non-urban context. Until today, the whole area has preserved a relatively coherent identity, based on its historical, geographical and cultural specifics (language, religion, ethnicity). Beside this, even in Himara, as everywhere else, there has been a high pressure to construct and develop in an informal way.

The urban arrangement of the residence centres in Himara follows a double line: from one side a linear development based on the national roadway and on the other, an organized and integrated spatial environmental units structure. The efforts of replacing the agricultural economy with tourism, seem to have created a tendency of intensive development in the coastal areas. Himara is a city of a secondary level in terms of population number and in terms of services and economic conditions it offers. Himara is mainly reliant on tourism, agro-tourism, agriculture, farming and fishing.

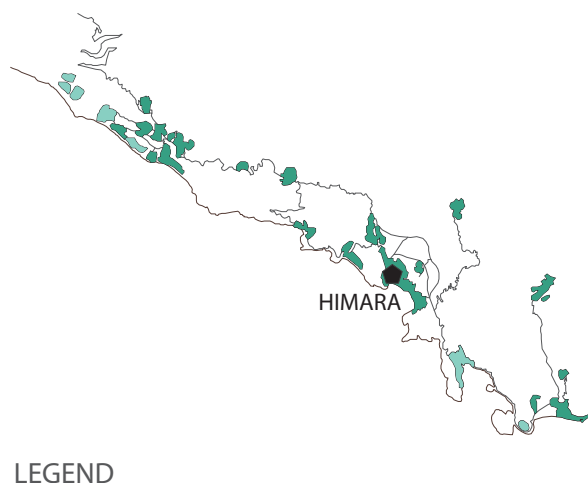


Figure 3.6 Himara development over the years

Urban development in Saranda municipality

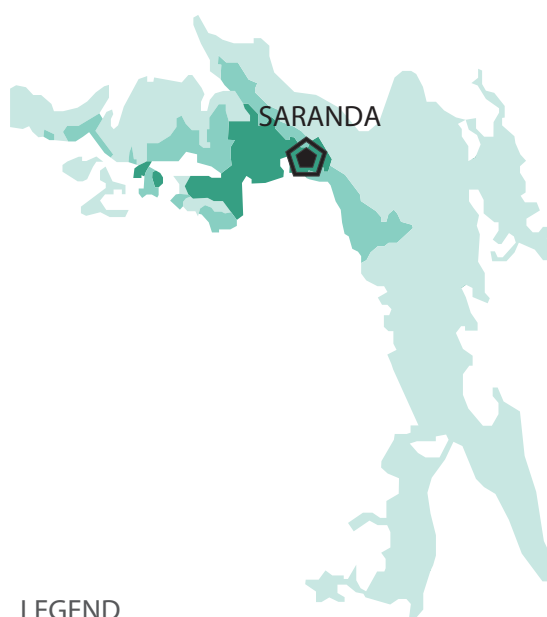
Based on the statistics, Saranda had its biggest development in the 30s with the construction of the firsts public buildings. In the population registrations of 1967, Saranda was inhabited by 8 700 people. The population number of Saranda district (based on the statistics of 1993) was 53 730 people, whereas the surface area is 1 097 km². In this period of time, the number of visitors per year wasn't higher than 50 000 people.

Tourism development in Saranda has steadily increased after 2000. This has caused a rapid development of buildings used for hotels, but also used for private houses or apartments. The urban development of Saranda city has had an extraordinary transformation after the 90s, which has completely changed the urban and territorial structure of Saranda, transforming it from a modest urban centre that had a urban development in conformity with its geographic traits, into an overpopulated urban centre that has a high construction concentration, not suitable with the hilly ground and its geographical boundaries. The most negative aspect of this development was the closure of the coastline from high buildings, which reduce the panoramic values of this zone, from the tourism point of view. Also this rapid development, not supported in a well-planned and long-term vision, has brought significant issues in its functioning as a tourism centre during the summer season, where traffic, urban noise pollution and urban density bring a lot of discomfort.

Saranda's economy is supported by the tourism sector, where cultural heritage has a significant weigh in it. An important role in the cities economy is played by agro-culture, agro-tourism, fishing and aqua-culture.

Ksamil's area development and the southern shores of Saranda

Informal development in the coast of Ksamil, again has created an unsuitable territory for healthy and long-term tourism do be developed, which should serve as an example of what not to do in other territories of the coastline.



LEGEND

Until 1990 1990-2007 2007-2015

Figure 3.7 Saranda development over the years

Municipality	Construction period							
	Total	Until 1960	1961-1980	1981-1990	1991-2000	2001-2005	2006-2011	Not known
Vlora	14 284	1 085	1 089	1 273	4 726	1 145	735	4 231
Himara	2 668	511	347	127	172	97	71	1 343
Saranda	2 786	144	242	220	669	407	313	791

Table 3.7 Construction period in Vlora, Himara, Saranda¹⁶

¹⁶ INSTAT, Maj 2014

Conclusions

Territorial analysis of the coastline and its surroundings bring out a novelty in terms of studying this territory based on its distinctive traits, thus “separating” it for study purposes in four vertical layers, that will make up the basis of drafting the vision for a steady development:

- First layer is characterised from urban and infrastructural developments in what is known as the “sea-sun area”.
- Second layer can be determined as agricultural layer, where there are included wide territories and where the economic base is composed of agricultural and farming activities.
- Third layer includes those territories that are more inland from the coastline, that have cultural, heritage, folkloric, polyphony, popular traditional music, art and handicraft values, etc.
- Fourth layer has a maritime character, because it is composed of maritime territorial space and is characterised from maritime transport activities, aqua-culture, recreational coastal tourism.

Migration in Albania is mainly oriented from the eastern to the western side, being that the coastline is a territory that offers better living and working conditions, has a softer relief and more suitable climatic conditions and a better coverage in terms of services. After the 90s, a period when the western lowlands attracted migratory population from the northern, eastern and south-eastern regions, the need for work, shelter and other private activities increased the construction and economic structures along the main road axis. Along the coastline it is clearly noticed the formation of a linear urban and services system, which is almost uninterrupted, that starts in Shkodra and ends up in Konispol. Some of the most economically developed cities, that are situated near the coastline, are (ranked based on their geographical position): Shkodra, Lezha, Durres, Fier, Vlora and Saranda.

3.3 Infrastructural system

Pan-European Corridors

Having the intention of bringing countries of this continent nearer to each other and based on the convergence of their interests, the Pan-European Transport Conference was created, with the support and coordination of the European Commission. Organised for the first time in Prague (1991), it determined the general lines of the project in developing a pan-European transport network. Whereas in the second meeting, organised three years later in Crete (1994), it determined the general strategic corridors of the projects, named as “Pan-European Corridors”, which are a total of 10. Use of term ‘corridor’ is based on the fact that constructing the transport infrastructure does not only include the roadways, but also railways, airways, ports and navigation control systems. Observing that the determined network of corridors was very schematic, the third meeting organised in Helsinki (1997) evolved afterwards in expanding transport corridors, adding up connections between roadway corridors, (named as ‘primary lines’) with connecting lines (named as ‘branches’) in the regions that were more economically underdeveloped. [Map 3.3]

3.3.1 Strategic transport network in international and national level

Pan-European and national strategic corridors, where some of them are developed slower than the others, are:

- Pan-European Corridor VIII;
- North-South axis;
- Road Durres - Kukes – Morina;
- Road of Arbri;

These are strategic corridors that have a direct impact in the economic development of the regions within the country, but also in the economic and cultural exchanges between the Balkans and European countries. The roadway infrastructural changes in Albania have been mainly focused in the roadway network and less focused in maritime, railway and airway networks. It is necessary to highlight the fact that the geographical position and the suitable topography enables the development of every kind of transport and thus connecting Albania with other Balkans or European countries.

Corridor VIII (Adriatic Sea - Black Sea)

Corridor VIII is one of the 10 transport corridors determined in the Pan-European Transport Conference. The main line of this project is developed in the Italian ports of Bari/Brindisi towards Durres - Tirana - Pogradec - Skopje - Sofia - Plovdiv - Burgas/Varna. The start of this corridor from the Italian ports, diverting from what was determined in the Pan-European Transport Conference (Durres had been previously determined as the initiation point of this corridor), is agreed by GD VII of the European Commission, remaining on hold for a formal approval in the next meeting of the Conference. The road conditions in Bulgaria and Macedonia are mainly good but not so good in Albania. Whereas the railway network shows two interruptions: in Albanian-Macedonian border (65 km) and in Macedonian-Bulgarian one (55 km). Not taking into account these interruptions, the length of the railway network is roughly 1200 km. Corridor VIII, is a strategic and an essential part of economic development of the countries where it passes to, such as Albania, Macedonia and Bulgaria. It connects important economic centres of the region, such as Durres and Tirana, Skopje, Sofia, Burgas, Varna and Plovdiv and also connects two large

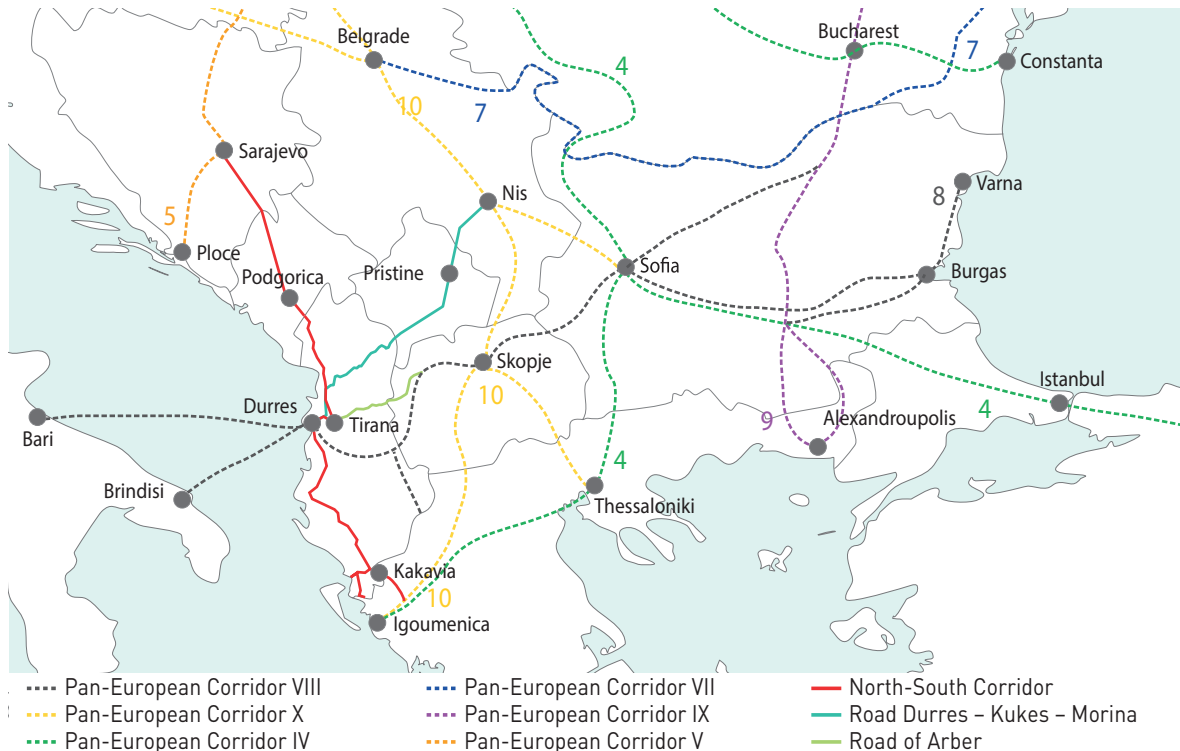
ports, Durres port in the Adriatic Sea with Varna port in Black Sea.

It is important for our country for these corridors to get constructed and to strengthen the connections of 'branches' with the Pan-European Corridor VIII, such as:

- Road Durres-Kukes-Morina, otherwise known as 'Nation's Highway' (170 km long);
- Arbri Road;
- North-South axis.

It is also necessary to achieve the connection of multi-modal transport with neighbour countries, such as Montenegro and Greece, in order to fulfil the Vision Albanian 2030, for a multidimensional development of the country.

Nationwide, the connection of the national transport network with the local one, remains weak and highly disrupted. From the territorial analysis that were done in the coastline, it results that there are significant issues in this sector. The local infrastructure is a major factor in the economic and social development of the local centres and regions, thus ICSP proposes a wide range of projects in this sector.



Map 3.3 Pan-European Corridors, Strategic axes¹⁷

¹⁷ https://reconasia-production.s3.amazonaws.com/media/filer_public/88/c7/88c792eb-21e3-4764-8465-890157797889/corridor_status_report_2000_2001_en.pdf

3.3.2 Coastal transport infrastructure

The inhabited centres of the coast, in the major part of them, are accessible from roadways. Some of them, the largest ones, are connected with the railway network, Ionian coastline excluded because of its harsh terrain. The issues of transport infrastructure are perennial and seasonal. These issues are related with high inflows of movement in the national axis and in the primary and secondary inhabited centres, and also related to the lack of parking spaces. Perennial issues are mainly faced in the northern part of the Adriatic (but also in certain areas of the southern Adriatic), where because of urban informal expansion, the movement space in national corridor is consumed, thus not being able to invest in widening the national roads. In the urban national roads there are many daily movements related to work (commuting) and the economic activity spread along them, transforming them in economic axis as well. The obsolete railways cannot contribute in coping with the movement inflows which causes movement of the population in the national axis mainly with personal transport vehicles. The vast range of transport road vehicles, almost every time, surpass the carrying capacities of them and as such, are the main cause for several issues where the two most important are quality of living (losing time in the traffic, psychological distress, many accidents) and quality of air that again impacts quality of living. Local inflows, during high season, are interlinked with the visitors inflow and many times the photography of national connecting axis, is not the postcard that we want to promote.

Seasonal issues are faced in almost every coastal tourism centres, where the number of visitors and vehicles exceed the carrying capacities of them. Most of the coastal tourism centres are unplanned and unprepared to attend the capacity which they face every year. The expectations do not comply with the investments done in adapting the residence centres into tourism ones. Hard work is made to promote Albania and its tourism centres as a destination for domestic and foreign visitors, and we are all proud that the statistics show increasing number of holiday visitors that rest in the coastal tourism centres year by year, but we shouldn't forget that these centres

should be equipped with the required infrastructure to function as such. Among others, the development of public transport and alternative services in transport infrastructure, will create easiness in the rapid access of the shores and this will have a positive impact in the development and promotion of coastal space.

Maritime transport ¹⁸

1/3 of the Albanian borders have access to the sea and for this reason our country is considered as having favourable natural conditions to develop the maritime sector. The infrastructure of maritime transport requires funds to construct and maintain ports, as starting and ending points of the maritime itinerary, and as the connecting hubs between the maritime and land transport. We have finished construction for six maritime ports, four of which serve for passengers and goods transportation and are administered from the state, whereas two other ports operate based on a concessionaire agreement for hydrocarbon transportation.

- **Port of Durres** is situated 38 km far from Tirana, in the northern part of Durres bay. It is the main port of Albania, being defined as the main gate of Corridor VIII, where there are processed up to 75% of the import-export goods having processing capacities of roughly 4 million tons of goods per year. In this port there are processed ferries with passengers, RO/RO, containers, goods, general, bulk freight and fuel vessels.

- **Port of Vlora** is the second most important port and is situated approximately 90 km in the south of Port of Durres. It is defined as the second entry gate of Corridor VIII. In this port there are processed ferries with passengers and vessels with goods, covering approximately 10% of the export-import merchandise.

- **Port of Shengjin** is a sea port in the northern part of Albania. Beside the goods and passengers processing, this port is also utilized to anchor fishing vessels.

- **Port of Saranda** is the most southern port of Albania. After finishing the construction of Limjon port, Saranda port is mainly used only as a port for tourism reasons and for passengers transport.

¹⁸ Ports - Ministry of Transport and Infrastructure (2015)



Map 3.4 Maritime and aerial transport

- **Porto Romano** is situated 6.5 km in the north of Durres Port. This port is the main component of the largest industrial and energy park in Albania and serves to transport fuel and liquefied gas.

- **Vlora 2 (Petrolifera Terminal)** is situated near Port of Vlora and serves to transport fuel and gas products.

Airway transport

“Mother Teresa” international airport is the only international functional airport with a capacity of 1 million passengers per year; having a strategic position right in the centre of Albania; only 17 km from the capital city; 32 km from Durres, the largest port of the country; situated in the centre of corridors and most important connecting roads of the north with the south and central areas of Albania with the eastern parts; situated in the most business concentrated road axis. Being based on the minimal distances analysis to offer flights services, it is assessed that the country needs two other operational airports, one in the north and one in the south. In the north part of the country it is now constructed Kukes Airport, that doesn't offer passengers services at the moment. Whereas the southern airport needs to be determined from the feasibility study, following the instructions of GNP.

Roadway transport

Currently, the connections inside the country from north to the south and from east to the western sides are possible, but have different efficiencies. Over the years there have been investments made in local roads, to improve the access, mainly in tourism locations that have a high natural, cultural and historical interest. In areas where coastal plan is drafted, it is noticed a change in infrastructure between the urban and rural areas, starting from roads safety, methods of asphaltting, safety standards, signals, lighting, etc. In urban areas, the infrastructure is mainly in a good condition, whereas in rural ones, loads of issues are observed. Also the infrastructure is not always suitable to connect points of interest with each other. If we take Durres case for instance, in order to go to Lalzit Bay, you have to take a turn in Maminas, because passing across villages is impossible. In Durres there is found Kallmi

beach, but because of the terrain and bad road conditions, it is very difficult to get accessed by vehicles. This has resulted that some shores, that have a high tourism potential, remain unfrequented from tourists.

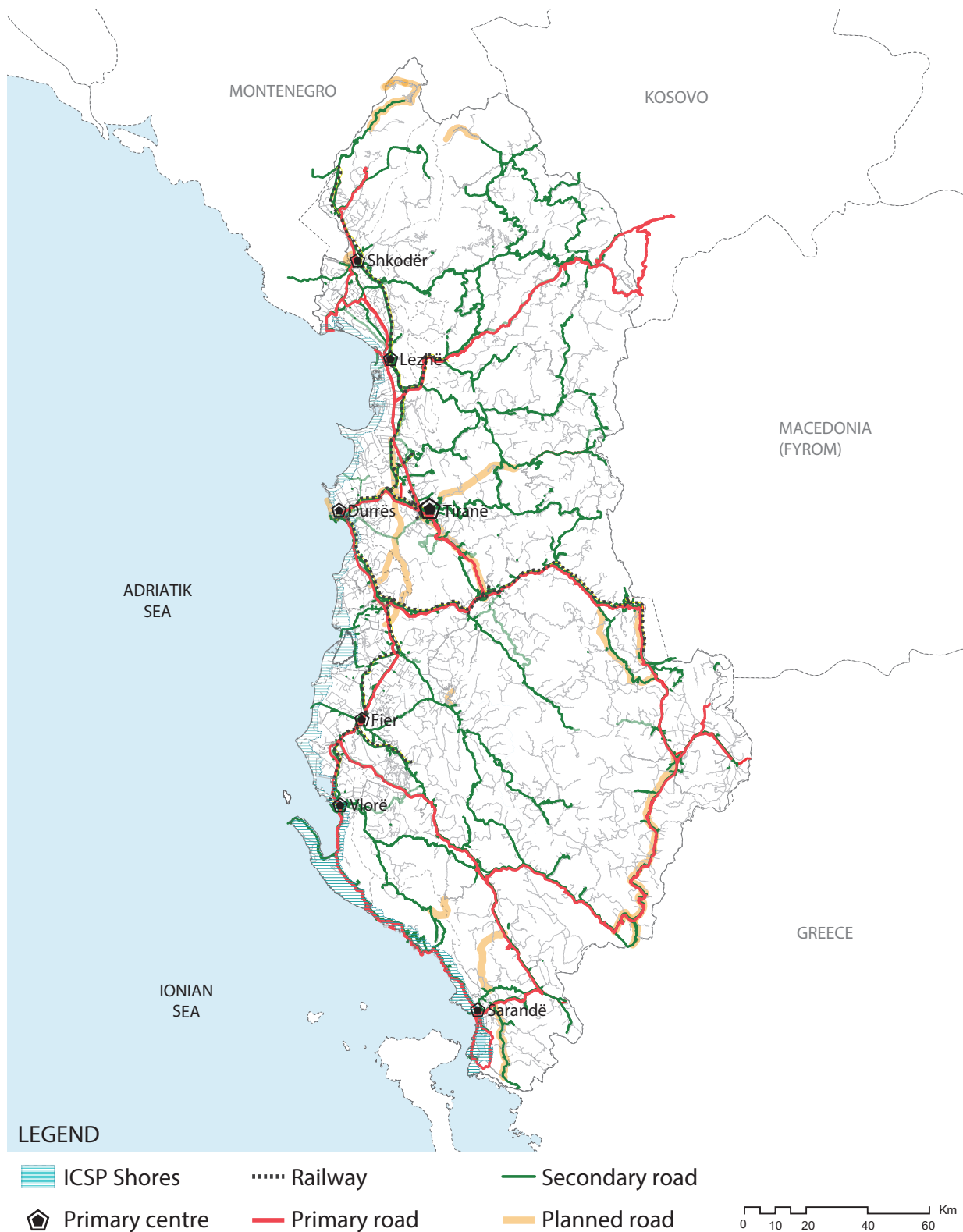
Roads connecting rural and urban areas are relatively in a good condition, but in the inside parts of these zones, thus secondary roads, the conditions deteriorate, for instance Torovica, that has only one main road, and is the shortest way to get to Velipoja, is unused because of its bad condition, thus this place remains unfrequented from tourists.

Railway transport

Railway in Albania has a vertical direction and is crossed in certain zones from railways with horizontal direction, mainly in the coastal areas where the largest cities are found, in terms of population. This system starts from the north, from Shkodra to Vora, Durres and Rrogozhina, afterwards in Rrogozhina is separated into two main branches, one that goes to Elbasan and the other in Vlora. Durres is the centre of railway transport, because of its connection with the main port of the country and with the capital city. The use of railway transport for goods and passengers has declined over the time, because of the deterioration of railway infrastructure and services. Today, the railway passengers transport is attractive mainly because of the low travel prices but this type of transport is not competitive in terms of quality with the road transport. Railway services of passengers is subsidized from the state budget.¹⁹

It is necessary to improve the railway network and service, for passengers and for goods transportation. It is very understandable that these changes would improve the roadway transport on the other side. In revitalising the infrastructural system, the main and secondary coastal urban centres will be positively impacted in their economic development.

¹⁹ <http://www.transporti.gov.al/>
<http://www.kryeministria.al/al/programi/zhvillimi-ekonomik/infrastruktura>



Map 3.5 Road and railway infrastructure

3.3.3 Infrastructure and energy

Currently in Albania the only source of energy production is water, through the hydro-power stations built in streams of big rivers but also in streams of smaller ones. It is worth noting, in the frame of this study, that our country has characteristics that have a significant potential in renewable energy production such as solar, wind or biomass energy.

Solar energy²⁰

Albania has very favourable climatic conditions to utilize solar energy. The high intensity of solar radiation, the duration of such radiation, temperature and air humidity, Mediterranean climate, with a mild and wet winter and hot and humid summer, define a higher than average energy potential in utilizing the solar energy. Solar energy is a very promising source of energy for the future and has a high utilisation potential as it is an inexhaustible resource, it is the greatest natural resource spread everywhere in the world in higher quantities than the needs for energy consumption; it is cleaner and based on the information to date, does not present risks for environmental pollution.

It is worth mentioning that the western parts of Albania, especially south-eastern areas, measure a significant solar energy that goes up to 2200 kWh/year. Hence, for every m² of horizontal area in these regions, during the period November–March it can be produced up to 380 kWh/year, while the territorial average for this period is roughly 340 kWh/year. The territorial distribution of sun (quantity of hours with sun) and especially the relative solar power, in the whole territory is up to 2400 hours of sun, whereas in the western parts is 2500 hours of sun and in Myzeqe field can even go up to 2700 hours of sun. Myzeqe field, Vrina and Vurgu are the most favourable regions of Albania from the natural energy potential point of view.

Wind energy²¹

Wind can be also considered as an important source of energy production. The average

wind speed in Albania changes from 1.6 m/s in Peshkopia to 4.6 m/s in Xarra. The main wind directions in our country are in the north-west - south-east and south-west - north-east directions, with a dominant direction towards the east. In the inland, the direction and intensity of wind timely varies from an area to the other. High speed values are observed in Kryevindh, Xarra and Durres stations, which means that the wind speed in these areas can be used as renewable energy sources. This form of energy is yet to be utilised but there is observed an increase interest for investments. It is observed that the most suitable places to build wind farms are the coastal zones, starting from Lezha down to Butrint, Vjosa gorges, central mountain massif and Devolli region.

Geothermal energy²²

Geothermal resources of Albania have been assessed as being sources of warm waters coming from underground layers, that have a suitable temperature to be used as an energy source. The geothermal situation has two directions that can be utilised to gain geothermal energy:

- Thermal sources with a low enthalpy and maximal temperature of up to 80°C. These are natural resources or wells that are vastly found in the Albanian territory.
- Use of deep vertical wells for geothermal energy, where a high number of abandoned oil and gas wells can be used for heating intentions.

Thermal water in Albania are the second source of geothermal energy. Albania has a vast resource of thermal waters. These resources are famous since the ancient times. These thermal waters have a low enthalpy and maximal temperature of 60°C in Elbasani spa, in Ishmi well 1/b, whereas in Kozani-8 well, the temperatures go up to 65.5°C.

Ardenica geothermal area is situated in Myzeqe region, in the east, north and western parts of the city of Fier. In this region, the geothermal reservoirs are sandy water collectors of molasses formation. Ardenica

²⁰ IRENA-http://www.mjedisot.info/index.php?option=com_content&view=article&id=2488:irena-studim-mbi-energji-ne-rinovueshme&catid=24:aktiviteti-njerezor&Itemid=224

²¹ <http://www.mjedisot.info/index.php/te-tjera/klima/3214-energji-nga-era-zonat-e-preferuara-shengjini-dhe-karaburuni>

²² <http://akbn.gov.al/images/pdf/energji-te-rinovueshme/Energjia-gjeotermale.pdf>

reservoir has a heat of 8.19×10^8 GJ and geothermal energy resources of 8.19×10^6 GJ. All wells situated in this area are currently liquidated, meaning that now this area has a potential to become a geothermal zone.

Biomass energy²³

Biomass in our country is highly assessed as being a energy source and closely related with firewood. In 2010, it results that 93% of utilised firewood are consumed for heating and cooking and only 7% is used for other reasons. Biomass contributes, through firewood, in the country's total consumption balance with 7.76%. Supporting the biomass utilisation, in 2008 the first license was issued to construct, install and produce electrical energy from a TEC with installed power of 140 MW.

Electrical energy²⁴

In the same time that in many European countries there are taken measures in increasing the electrical energy production from renewable resources (sun, water, wind), Albania can be considered as very lucky, because almost the whole electrical energy consumed comes from hydro power stations (low level of CO₂ emission). Our country has high hydro energy potential and currently this potential is used only in 35.4% of it. Hydro power stations fulfil 80 to 90% of the internal demand for energy, where 95% is produced from 6 large hydro power stations and the rest is produced from 37 smaller electrical central, constructed recently from the private sector. Most of the electrical energy is produced in the northern and eastern part of the country, that have some reservoirs connected with large hydroelectric plants. In the transportation process of electrical energy to the final customer in inhabited areas, almost 40% of it is lost in the distribution network. This is caused due to the long distance and because a significant part of the infrastructure has immediate needs for maintenance or replacement. Large and 'old' hydro power plants, need to continue their operations even when the maintenance is delayed; Most of them have not had the necessary servicing since when constructed and the turbines are not modern (there haven't been investments to modernise their technology). Also Albania suffers from

non-technical loss of energy in the network, that amounts up to 20%. This can be referred to either the energy that has been supplied but not paid, or to the energy that is used out of contract because of illegal interventions made in the distribution network.

Although the hydro energy is a valuable asset of the country, based on the observations made to date, reported mainly from environmentalists, it has caused certain environmental damages, such as dams and reservoirs, that cause fragmentation of river ecosystem, obliges rivers not to be able to deposit their sediments into the sea. Another issue is the fact that production is dependent from natural factors as a cause of which is not constant and sustainable during the whole time. Water flow depends on rainfall that enter in the river basins. Also hydro power stations are becoming unstable because of the solar and wind effects. Especially the seasonal fluctuations can have a negative effect in securing energy supply from these hydro power stations. In the recent years, the water levels in reservoirs sometimes has been very low levelled, thus forcing the domestic operators to purchase energy from neighbour countries to cope with the need for energy supply.

3.3.4 Information and Communication Technology

Low domestic capacities and a non-clear reflection of the size of information and communication technology (ICT), are a barrier for a factual assessment of this sector. The economic and social development of Albania, adapted with the international competitive market, passes through the massive utilisation and implementation of ICT that today is a key factor of economic productivity increase in the administration, in private business, industrial production, financial markets. In enabling to Albania an economic growth for the next ten years, based on the innovations and ICT, it is necessary for the legal, economic requirements to be strengthened and for the human resources to get the adapt qualifications. The government will work in 3 main directions by setting measurable objectives:

²³ <http://www.ere.gov.al/mat.php?idr=184&idm=190&lang=1>

²⁴ <http://aida.gov.al/faqe/renewable-energy>

- Firstly, to add and promote electronic services, e-services, for citizens and businesses. The priority will be to increase transparency and to improve services in the public administration based on the principles of the initiative Open Government Partnership.
- Secondly, massive introduction of such services in education in order to surpass the gap and to qualify the youth. Policies will be oriented towards the improvement and expansion of human capacities in order to grow the number of users and also the number of domestic e-service providers. In this way, new jobs are going to be generated in this area of the Albanian, regional and global market.
- Thirdly, consolidation of the digital infrastructure in the whole of the Republic of Albania territory, strictly adhering to the European principles of free and fair competition.²⁵

3.3.5 Sewage system and water supply infrastructure

Even though Albania is very rich in its water resources and is ranked as one of the first European countries regarding the quantity of water per capita, still there are many regions and urban centres that suffer from lack of drinkable water.²⁶

Supply of drinkable water and sewage network are relatively spread in urban areas, but this service is not always efficient and safe. The country's expectations to secure a full water supply and sewage network, are not fulfilled. That part of population that is not connected with the sewage system, does discharge sewage in septic holes or channels, rivers, seas, etc., thus causing environmental pollution. 5 years monitoring of data and comparative assessment of performance indicators has showed that the sewage service is in a low level and is developed slower than the drinkable water supply.²⁷

Over the years many investments are made by the state budget, but also from donors, in

widening the water supply systems and for the total or partial renovation of the existing one, but this approach has not been the same for the sewage system. This fact is proved from continuous monitoring of the data coming from both services. If we illustrate the aforementioned description using the data available, the situation is: in 2010 there have been 16 881 new water supply connections, whereas there are only added 8206 new sewage connections, which represent 48.6% of the total water connections. In general, 76.5% of the water consumers have connections with the sewage system. The length of sewage system in the end of 2010 was 1652 km and water supply one was 4359 km. The total number of sewage connections was 348 000, from 454 000 being the water supply ones.

People living in urban areas have a greater access to water supply supply and in collecting and removing waste water coming from water supply-sewage companies, where 76% of water supply coverage and 98% of waste water collection and removal comes from the urban areas. Population in the rural areas has access mainly in water supply where 24% of this population receives waster supply and only 2% is covered by the collection and removal of waste water. (Graph 3.1 illustrates WSS service coverage and in table 3.8 you can find the performance of this service]

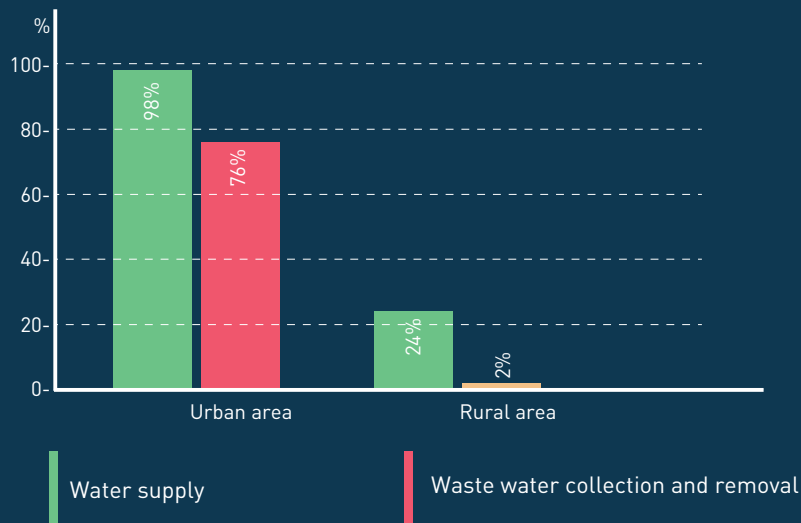
3.3.6 Waste management

Urban waste management in Albania is presented in a very poor level, but there has been a significant work done in identifying places with dangerous waste and in rehabilitating such places. This initiative was mainly undertaken from UNDP in partnership with the Ministry of Environment. Urban waste administering in our country, is a decentralised process. In the major part of the cities, the services of waste collection and transportation are done by waste management private companies, that are subcontracted from municipalities. In the major part of the municipalities, the tariff of waste management includes waste collection and transportation up to the landfills. Rural

²⁵ <http://www.inovacioni.gov.al/al/program/teknologjia-e-informacionit-dhe-komunikimit>

²⁶ Enti Rregullator i Ujit

²⁷ http://www.dpuk.gov.al/doc/raport_per_performancen_e_kanalizimeve_D.pdf



Graph 3.1 Services offered by WSS

Performance Indicators	Year			Tendency of performance	Good Performance (ERRU)	Objectives of the Sector's Strategy (2014)
	2012	2013	2014			
Coverage of Water Supply	80.8%	80.8%	80.8%	=	n/a	93%
Sewage Coverage	51%	51%	51%	=	75%	85%
Duration of Water Supply (hours/day)	10.8	11.5	12.1	↗	18	15
Coverage of the Total Cost	82.7%	84.6%	87%	↗	80%	74%
Cost Coverage O&M	106.3%	113.8%	122%	↗	100%	100%
Cashing Rate	90.9%	82 %	91 %	↗	82 %	92 %
Staff Efficiency (staff/1000 connections)	9.3%	9.5%	8.9%	↘	4/6/10	n/a
Coverage of Water Supply	67.1%	67.4%	67.2%	=	30%	54%
Coverage of Water Supply	55.1%	59%	61.2%	↗	85%	65%

Table 3.8 WSS Performance Indicators

areas are not covered from the services of waste management. The major part of the waste coming from these areas are deposited in the rivers or in the side of the road, which are then washed by water and in this way they get transferred into another piece of land until they end up in the water streams.

Currently in Albania, the management of municipality wastes is in its early stages, where there is little recycling done and where the wastes are mainly deposited in landfills. Waste separation in the source is not practised and currently waste collection is mainly done from the waste bins, of size 1.1 m³, placed in the sides of the pavement. Some of the waste bins and vehicles used to transport them are very obsolete and not in a good condition. Waste is transported in landfills, where the major part of them are out of standards and in an unsuitable and unplanned condition. Some of them are even illegal. You will see as follows the delivery of collection and depositing services for some of the districts of our country. As it is observed in Graph 3.3, during 2014, there have been generated more urban waste than inert wastes. This shows that more waste is generated from the population consumption than from the construction sector. This comes as a consequence of the increased population number in inhabited centres.²⁸

Conclusions

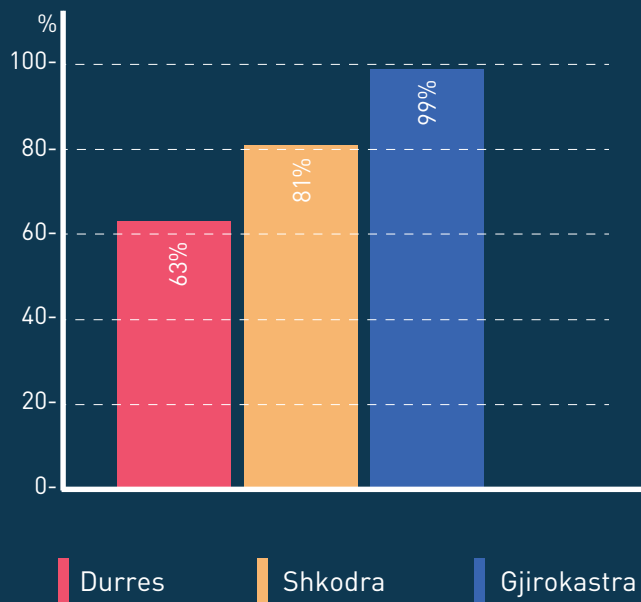
Infrastructure in the coastline needs investments, virtually in each of its sectors. Road infrastructure shows issues in the secondary and tertiary roads, where the most problematic remains the rural areas. Air and maritime infrastructure has high development potentials but requires strategic investments.

Also the energy infrastructure has high development potential, by utilising the wide range of renewable resources, based on the very favourable climate and geological conditions found in our country. Diversifying the way we produce energy needs to be the basis in future investments in energy infrastructure.

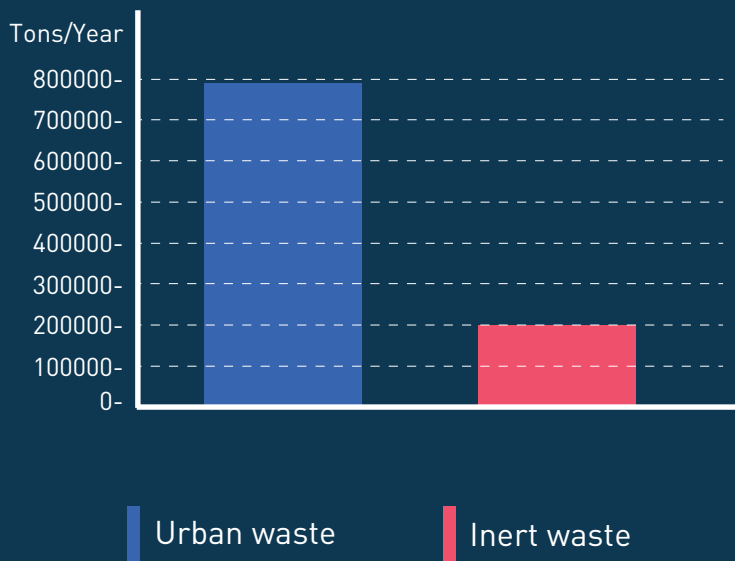
The most problematic sector from all is the infrastructure of water supply, sewage systems and waste management. Beside the rural areas, that are vastly uncovered from such services, and the infrastructural coverage is done in an informal way, urban areas also present significant challenges. Sectoral planning of such infrastructures is a necessity and needs to be followed up by the relevant investments. Regional approach in planning, is the best way to give long-term and sustainable solutions to such issues.

The priority for every local government unit that has sea access, or that has other water resources, needs to be the integrated well-management of water resources, where the core thing remains the specific measures taken to improve sewage waste water treatment systems, and also urban waste management, in order to protect such resources from human activity pollution.

²⁸ http://www.mjedisi.gov.al/files/userfiles/Mbetje/PKMMb_final.pdf



Graph 3.2 Urban waste collection coverage



Graph 3.3 Urban and inert waste generation

3.4 Agricultural system

3.4.1 The role of agriculture in the coast

In plant production sector there is observed an increased production of every cultivation. Albania, with its climatic conditions, geographical position, and with the long tradition in cultivating vegetables and potatoes, has potential opportunities to cultivate more than 60 types of vegetables. 30 types are currently being cultivated and the trend is increasing.

This fact but also other favourable factors, have made possible that in certain potential areas of the country, the production is happening throughout the whole year. The same thing is worth mentioning for the fruit-growing sector, where as a result of supporting policies, from 2007 we have a significant increase of planted surface area, with fruits plants, olives, citrus, grape vines, etc., and also improvements in irrigation, processing, etc. systems.

The specifics of this sector:

- these are fragile products that can be damaged or perished very fast, have a short durability after harvest and are demanded every day in the market;
- production and marketing for fruits-vegetables products is a global activity and the competition regulations for this sector are present,
- coping with the market demand, such as: offering a vast and continuous production of fresh fruits-vegetables;
- coping with the taste of the client and safety of selling a healthy product;
- increasing the product's value after harvest period;
- transport, storage, trading standards until the product is placed in the client's table.

Based on real conditions of demographic movements of the population, a trend of cultivating fruits-vegetables is observed, as a consequence of:

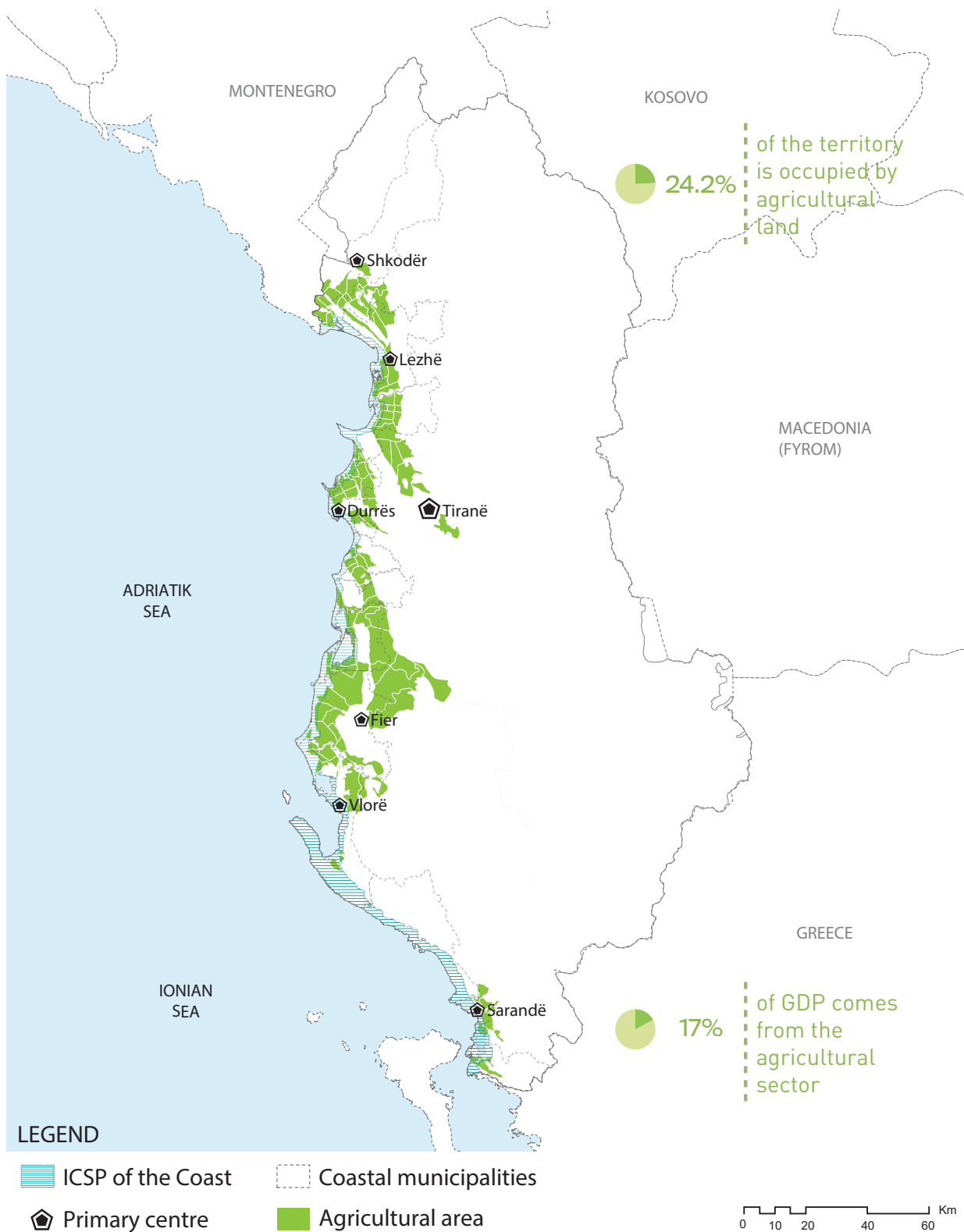
- concentrating fruits-vegetables production near the cities (development of peri-urban agriculture and improved infrastructure and marketing);
- specialised and industrialised production of fruits-vegetables in certain regions;
- increase in the surface area of protected zones;
- adding diverse products and their varieties ;
- post harvest handling;
- prevalence of supermarkets in the trade market.

Agriculture is a very important sector of the Albanian economy, not only because of the contribution in Gross Domestic Product, which is 17% of GDP but mainly because of the fact that half of the population's income sources comes from agriculture. Agriculture lands make up 24.2% of the territory and are mainly positioned in the western lowland parts and in the eastern region of Korça-Pogradec and in the Maliqi wetland.

Currently the Albanian agriculture is fragmented into small farms, with an average surface of almost 1.3 hectares. This phenomena has impacted the high price of the domestic products and has obstructed the agriculture development due to the non-efficient per unit distribution and due to the inability to apply the "economy of scale". In the recent years, the central government has made efforts in indirectly supporting the agricultural sector, through investments in the rural infrastructure and also directly through other regulatory initiatives. The financial support has had as the main objective the encouraging of developing arboriculture, viticulture, olive groves, farming and agro-processing, that have been defined as "primary sectors of the sectoral strategy of agriculture and food".

Through the Western Lowlands, the agricultural lands are allocated in three regions, where:

- Shkoder-Lezhe region has the tendency of developing agricultural cooperatives;



Map 3.6 Agricultural potential

- Myzeqe field has already created its own identity and the interest is to preserve and strengthen this identity by presenting concepts of cooperation in having an alternated development with other sectors.

- The third agriculture economic unit, is the Vrina field zone, which has introduced the agricultural cooperative concept and has created an unique identity for the area, focusing more in production of citrus.

Thus, based on the impact that agriculture has in the economy of the country and based on the object of this study, especially in areas covered from ICSP for the Shore, we highlight that **there is an urgent need to increase the level of land utilisation and formalisation of the agricultural system, mainly in collection process infrastructure.**

The fact is that until today, agriculture is seen as a “not so attractive” investment opportunity. Some of the arguments submitted in relation to this, are:

- Capital moves very slowly in agriculture, based on its organic nature;
- It is difficult to achieve economies of scale;
- Variations in land fertilisation, topography and climate, makes it more difficult to manage large enterprises if compared to other industries;
- Natural risks are high, this sector's production is low and there is a lack of financial sector financing the increase in production or technological innovations.

Cultivating the whole land surface must be an obligatory and short-term objective, something which will benefit every stakeholder, who in a way or the other are connected with agriculture.

The statistics show that actual production capacity level in agriculture is very low because of farmer's inability to secure the right inputs to produce in large quantities in the right time,

keeping the same quality. Another important factor is the lack of a clear vision, where the problems faced with production regionalism have a primary importance.

Selecting the option of production regionalism as an opportunity that contributes the increase of intensification levels, it is thought that the attention should be focused in two main direction:

- Increase in the production factors levels;
- Increase the efficiency of utilising the production factors.

Based on the results achieved in relation to the current policies of supporting individual producers, from analysis and assessments made, we can see the needs of stimulating and supporting the producers groups, in order to increase the supply of agro-industry, stimulate agricultural cooperatives alternative, stimulate employment and competition increase. The policies to date of individual support of producers have had a positive impact but it is observed that this has mainly served to fight poverty rather than support the integral agriculture and agro-processing industry development.²⁹

3.4.2 Fishing

The existing ports in the country are not working in their full capacity, thus they are not maximally utilised in order to construct a healthy economy. Also, along the coast there are found bays, that offer high development opportunities, that would further increase the potential of the sector.

Salty and fresh waters, offer the opportunity for fishing and aquaculture development. But a significant amount of what fishing represents, is mainly individual fishing, which is unregulated, uncontrolled, thus is informally developed.

In the whole coast, there are opportunities of developing fish markets, that can be placed

²⁹ Inter-Sectoral Strategy of Rural and Agricultural Development 2014-2020

near the infrastructure of existing ports connected to inhabited areas, being those primary coastal urban centres or local areas. Fish markets are an non utilised element of the coastal economy, that even though require small investments, their impact in vitalising the urban life, combined with an adequate technical implementation, can turn them in a tourism attraction.

The noted tendency in fishing sector is that our country does consume more the imported fish and exports the domestically grown one. This comes as a consequence of costs offered from imported fish which are six times lower than the domestic ones. Investments towards the decrease of production costs of the domestic fish and marketing its quality, is a primary objective in order to revitalise the maritime economy related to products of fishing sector.

Developing agriculture and aquaculture sectors in the coastal areas has a wide base where it can be supported. Regional potentials are numerous, to contribute in the development of this sector, among others. The integrated approach to this plan, is based on recording the potentials and coordinating the territorial policies in order for every sector to get maximally developed, without exhausting resources of other sectors.

- Rich natural water resources are a guarantee for development of maritime transport, fishing or aquaculture.

- Biological diversity found in our coasts is considered as being its biggest potential, which directly serves in all relevant sectors and indirectly serves in development of tourism.

- Demographic factors such as: young average age, population increase in the coastal areas, cheap labour cost as compared with the countries of the region, are some of the factors that have a positive impact in developing the maritime economy.

Nevertheless, in order to get the most out of the aforementioned potentials, a continuous investment is needed to increase

the capacities of the labour force, their education and profiling in economy branches that respond to the demand and ensure a sustainable development of coastal assets.

Conclusions

- Agriculture is one of the main contributors in the economy of the county, especially in coastal region one. But its potentials are not fully or rightfully developed because there is a lack of required organisation to achieve 'economies of scale' and a lack of suitable technology.

- Certain investments are made in the agricultural infrastructure and in the regulatory framework. Biggest investments are made in arboriculture, viticulture, olive groves, farming and agro-processing. These investments need to be supported more in order to reach the right pace of developing this sector.

- The production capacity is still low and a clear vision has to be transmitted to develop this sector and also to divert the orientation on regionalism of the agricultural product. Production needs to be supported by ensuring that the products are going to be collected and distributed and also through the creation of its processing chain, in order to increase the options on developing an agricultural economy.

Stimulating and supporting production groups, agriculture cooperatives alternatives, employment and competition, need to be considered.

Coastal tourism and the economy of the coastal areas in general, is one of the main beneficiary if the agricultural sector is developed in these regions.

For what is mentioned above, preserving the biological diversity and natural resources found in the coasts, considering as priority to maintain its qualities in front of every development investments, is an implementation duty for every future decision-making by every decision-making level.

3.5 Natural system

3.5.1 Environment in the coast

Albanian coasts are rich with sandy and rocky shores, turning it into one of the most preferred summer holiday option for many. But these shores are frequented also in other seasons, especially the ones that are inside or very near the inhabited centres.

Rapid urban development have had a significant impact in the coastal cleanliness. Adriatic and Ionian seas have hosted urban, industrial, agricultural and farming dumps. In there you can find evidence of pesticides and unprocessed agricultural chemicals, organic waste, that contain phosphor and nitrogen, viruses and pathogenic bacteria, heavy metals, etc. dumped without any control.

The population increase in some urban centres have made it impossible for the sea to do the self-cleaning process, because of the large quantity of urban waste. Beside these factors, that should have been under the management and control of local government, the long list is added by endless wastes thrown everywhere in the shores, including one of the main enemies of maritime creatures, plastic waste. River pollution, especially in the rural zones, where the valleys are often a place to deposit waste, make up another source of contamination. Even the contamination of underground waters has its own impact in this big mess.

To conclude we can say that Albanian shores are facing a great danger. If some of them are below the pollution limit, this doesn't come because they are better managed but just because such shores are not frequented as much as the others.

From the data of the Public Health Institution, the most polluted shores are found in Durrës, Kavaja, Vlora and Saranda. Whereas the shores that have a higher quality are Borshi, Dhermiu, Shengjini, Velipoja and Himara.

3.5.2 Protected environmental areas in the Coast

Although the number of protected zones has increased, there is a lot more to do in terms of managing these areas. Management of Protected Zones in accordance with the national law framework is based on the management plan. The environmental protected areas that are taken in consideration from ICSP for the Shore are as follows:

National Park Divjake-Karavasta

It has a surface area of 22230.2 ha and is situated 5 km far from Divjaka city and 40 km far from Lushnja city. In the same time, this park is part of Karavasta Lagoon, which is part of the list of Ramsar International Convention since 1994. The park is without doubts the most important zone along the coasts of the country and is one of the most important zones even in the Mediterranean. In there you can find many habitats Such as: river deltas, lagoons, sand dunes, Psammophyte, halophyte and hygrophyte flora, wild pine forests and with the presence of coarse-grained juniper (*Juniperus monosperma*). There are encountered three types of endemic Orchis plant and *Aster albanicus* plant. In the deltas there are encountered the globally threatened otter mammal (*Lutra lutra*). There are also found jackals, foxes, badgers, etc. There is a management plan.

Llogara park

Is found 40 km in the south-eastern region of the city of Vlora, with a total surface area of 1010 ha in the spatial border between Adriatic and Ionian seas. Near Llogara's 'Neck' there are found woods with very interesting crown forms, where the presence of wind masses is observed. This area has a high and important biodiversity in the Mediterranean: alpine and sub-alpine meadows, pine forest (*Pinus nigra*) other pines (*Pinus leucodermis*), Macedonian fir woods (*Abies borisii-regis*), oak (*Quercus coccifera*), Mediterranean shrubs, plants that grow on the rocks, etc. It is an area with a very rich marine and earth flora and fauna. It is an area where many endemic and sub-endemic plants are found, some of which are very rare and threatened for existence.

There is a complex management plan together with the Natural Managed Reservoir of Karaburun.

Managed natural reserve/natural park Karaburun

It is found in Vlora district and Vlora region. The current surface area is 20 000.00 ha. This zone has a high and important biodiversity for the Mediterranean: alpine and sub-alpine meadows, pine forest (*Pinus nigra*) dhe other pines (*Pinus peuce*, *Pinus leucodermis*), Macedonian fir forest (*Abies borisii-regis*), shrub (*Quercus coccifera*), oak (*Q. macrolepis*), typical Mediterranean shrubs, typical maritime rocks plants, wetlands and remains of alluvial forests, with a well-presented littoral part and developed benthos zones, with large sea-grass (*Posidonia oceanica*). It is a zone with a well-developed marine and earth flora and fauna. In the sea waters, there are encountered certain dolphins (*Delphinus delphi* dhe *Tursiops truncatus*), and other types of dolphins which risk to be extinct and that are protected from several Conventions.

There is a complex management plan which also includes the National Park of Llogara.

National Park of Butrint

It is situated in Vlora's district and in the Region of Saranda. The current surface area is 9424.40 ha. The area is protected and very attractive in terms of tourism and rest.

The islands make up a beautiful panoramic oasis where sea and land are combined, covered from typical Mediterranean plants. Under the sea there are found rich Flora and fauna, where the special ones are phanerogam (*Halophyla stipulacea*) and bivalve (*Pinna Nobilis*), different types that are also protected in Conventions where Albania adheres.

It has a rich fauna, especially reptiles and insects, where the major part of them are considered as protected species. We need to mention that the park has the ancient city of Butrint within its borders, which is part of the UNESCO world heritage.

There is a management plan.

Managed natural reserve/natural park Kune-Vain-Tale

With a total surface area of 4393.2 ha, this lagoon system and protected area, is found in Drin river estuaries. Here there are found many maritime birds and two lagoons, Ceka one with a surface area of 234 ha and that of Mexhani, with surface area of 77 ha. The most pleasant thing for the tourist is the

sandy island of Kune, with a surface area of 125 ha, found in the right of Drin river delta. Kune island is covered with lush hydrophilic plants. In this region there are found 227 types of plants. The area stores special scientific values where there are found many habitats, a very important IBA for its migratory birds, especially known for herons colony (fam. Ardeidae). In this zone you can find a typically Mediterranean forest, whereas in Mexhani lagoon and in surrounding wetlands there are found many types of birds, included those that have IBA status.

There is a management plan.

National Maritime Park of Karaburun-Sazan

This park is situated in Vlora district and has a total surface area of 12428 ha and makes up the first maritime protected area in our country. The maritime ecosystem near the Karaburun peninsula, from Saint Vasili Cape to Langadha site and around Sazan island, at a distance of 1 nautical mile (1852 m), from the coastline, is a zone with high natural heritage values. A distinguishable feature of its biodiversity are its underwater valleys of sea-grass (*posidonia*). These zone has a large variety of underwater panorama, habitats and different types of maritime flora and fauna; such as shelter, food and reproduction zone for many species of national, regional and global importance. They make up an important substrate to grow many underwater plant and animal organisms, starting from maritime algae, sponges, cnidarians, molluscs, crustaceans, echinoderms, red corals, reptiles, mammals and possible habitats for the Mediterranean seal.

Beside the aforementioned, this area is inhabited or visited from globally endangered species, such as some kinds of fish, sharks, sea turtles, dolphins and the Mediterranean seal (*Monachus monachus*).

There is a management plan.

Managed natural reserve/natural park Rrushkull

Is situated in Durres district in Durres region. The current surface area is 650 ha. This area has typical Mediterranean and alluvial forests, winter grass (*Alnus glutinosa*), elm-tree (*Ulmus campestris*) and ash (*Fraxinus angustifolia*), but also artificial forests with Mediterranean pines. It connects with

Bishtaraka lagoon and with Erzen river estuary. Winter birds inventory has identified this area as a very important IBA zone for the wet areas. Erzeni delta has high ecological importance, especially for fish reproducing in fresh waters. Here are also found dunes, halo and hygrophite plants (which is a characteristic for salty lands and places with water). Many interventions are done regardless of the status. There is no management plan.

Managed natural reserve/natural park Pishe Poro

It is situated in the district and region of Fier. The current surface area is 1500 ha. This is a zone of one of the most important deltas of the country, where there are seen the most visible sandy dunes in the whole territory (up to 4 m height), psammophyte, hygrophite, halophyte, typical of marine wetlands. It is a zone of the Mediterranean pine forests. In the clean waters of Vjosa delta, there is found the globally endangered species of otter (*Lutra lutra*). The importance of this river lies in the fact that here are found migratory fish (trout). Also this is an important area for birds, especially predatory ones (*Falconiformes*). There is no management plan.

Managed natural reserve/natural park Patok, Fushekuqe, Ishem

It is found in Lezha district in the region of Kurbin. The current surface area is 5 500.7 ha. It is a rich zone composed of wetlands and has characteristic plants of high humidity regions. In the wetlands, areas that are turned into moorland, especially in Mati estuaries, a significant number of water birds are found, that are very important for fishes. It is an area where typical halophyte plants are found (salty lands) and is one of the most important lagoons of the Mediterranean for limicola birds (*Charadriiformes*). It is the only lagoon where the endangered species of *Numenius tenuirostris* is found, thus making this place a very important IBA. Inside this zone there is still found a small trace of common oak forest (*Quercus robur*), a kind of wood that is being almost extinct in our country. The environmental situation is grave, because of permitted and non-permitted interventions. There is no management plan.

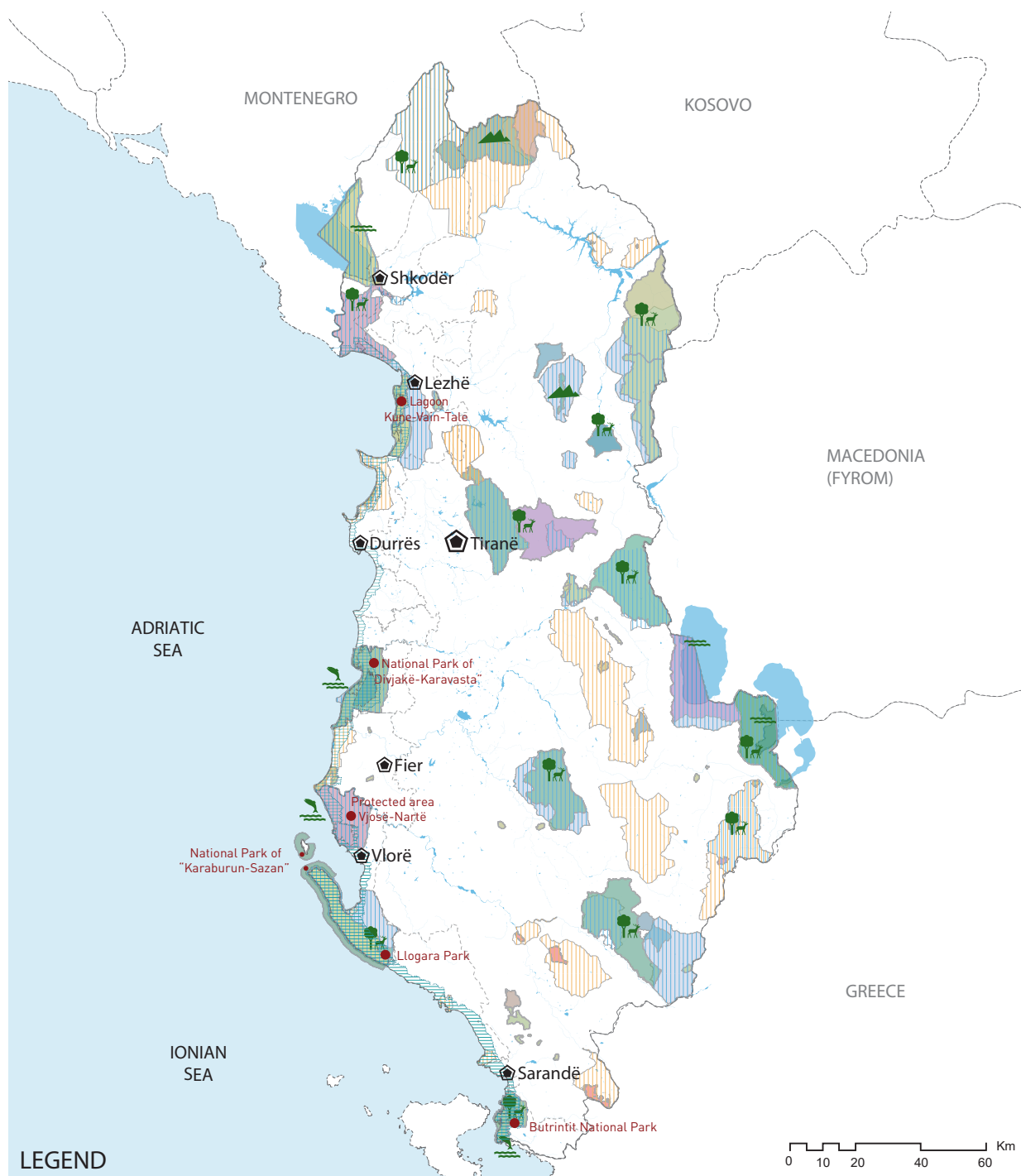
Protected landscape of Vjose-Narta area

It is situated in Vlora district and Vlora region. The current surface area is 19738 ha. It is an area where there are found wetlands, moorlands and water birds. There are found typical Mediterranean plants (salty lands), also in the northern part of Vjosa estuaries. Narta is the second lagoon in the country in terms of importance for water birds, thus being a very important IBA (20000 winter birds of 40 types), and also a feeding place for the pelican bird (*Pelicanus crispus*) and where flamingos are regularly observed (*Phenicopterus ruber*). Around the lagoon there is found a rich flora and fauna, typically observed in the Mediterranean wetlands. The zone of Zvernec is considered a coastal beauty, that being combined with its cultural and traditional assets, makes it a potential area to develop tourism. In its shores there is found a forest with cypress and mastic trees (*Pistacia lentiscus*). There is a management plan.

Protected landscape of Bune-Velipoja area

It is situated in Shkodra district and the region of Shkodra. The current surface area is 23027 ha. It is a cross-border river where Dromedary wetland is found and is a very important zone for birds. Through this river there is observed migration of some fish species, such as sea sturgeon (*Acipenser sturio*). Here it is also observed the water caltrop (*Trapa natans*). From mammals there is found the globally endangered species of otter (*Lutra lutra*). This cross-border protected area is one of the most important IBAs of the country. It is a zone with typical Mediterranean plants and of realms that are almost extinct such as the common oak *Quercus robur*. In this zone there are found animals of European importance, such as: *Phalacrocorax pygmeus*, *Lutra lutra* and jackals (*Canis aureus*). It is a lagoon that has many values, especially regarding the water avifauna, specifically the winter migratory species, a part of which is protected from Bonn Convention. The management plan is drafted but is not approved yet.³⁰

³⁰ http://www.mjedisi.gov.al/files/userfiles/Biodiversiteti/DPSMB-Janar_2016-final_miratuar.pdf



Map 3.7 Environmental protected area

Marine protected area

Despite the long coastal line and the important role of maritime ecosystem in the nature and biodiversity, history, culture, tourism and socio-economy of the country in general, in Albania there were not created marine protected areas until 2010. Existing coastal protected areas, where coastal lagoons are mainly included and rivers estuaries and deltas, the maritime habitats are taken into account, although these habitats have never been named or managed as marine protected areas (MPA).

Recently in Albania, marine researches have been developed, increasing awareness regarding the MPAs and protection of marine environment.

The first MPA is announced as being the Island of Sazan-Karaburun Peninsula on the 28th of April 2010, awarded with the status of Marine National Park (IUCN category II) covering a surface area of 12.570 ha, (almost 2% of the territorial waters).

Other proposed areas as potential MPAs, initially in 1999 from the National Strategy and Action Plan on Biodiversity (NSAPB), and lately in 2013 from the Strategic Plan on Marine and Coastal Protected Areas (INCA/ IRNSH, MMPAU, UNDP office in Albania).

12 nautical miles belt is a zone with high tourism, economic and environmental potential. Planning and integrating this area in the terrestrial space, will bring a sustainable development.³¹

3.5.3 Endangered areas

The Albanian coastal ecosystems are under a significant pressure. Risks are connected with lost of biodiversity and natural habitats, that play an important role in the health of humans, food chain and in the availability of the natural resources on economic development. Based on a study made from UNDP and INCA for the strategic plan related with the protected areas, this situation comes as a consequence of the combination of several factors:

- Deficiencies in waste management. Nearly 60% of the population lives near coastal areas. Inert wastes have had a considerable decrease as a consequence of closure of many industries, but there is seen an increase in urban waste caused from tourism development, especially in the coastal zones of Adriatic sea.
- Coastal development from tourism and urbanisation is intensified in the recent years. This has brought an increase in population number, which causes ecosystems to degrade, increases erosion, adds dumping of sewage in the sea, due to the lack of adequate construction of sewage networks, loss and fragmentation of natural habitats and endangering species that are near extinction.
- Aquaculture development can bring significant losses in the marine habitats. Use of antibiotics or collection of faeces matter, impacts the quality of water by actually reducing it.
- Another important factor that impacts the marine ecosystems is the climate change, that has brought its effects in the Mediterranean. The consequences of climate change for the coastal areas can be very grave. For instance: the global sea level based on the projections, is predicted to increase by 0.28-0.98 metres. Only this effect of climatic changes will bring big consequences in the coastal areas through loss of land territories, destruction of ecosystems and the impact it has in the the economic activities of coastal cities or villages. Some of these changes are: increase of air temperature and marine surface area; average changes and extreme rainfall; changes in the frequency and intensity of storms; increase of sea level; acidification of the oceans. Currently, some of the endangered territories from these factors, situated near the coast, are:
 - 1- Shkodra municipality, where there are found the following national level dangers: massive landslide in the area of Rrenci mountain along Gjadri field. Another issue noticed in the coastal area of Shkodra municipality is the

³¹ https://www.iucn.org/sites/dev/files/content/documents/2016/sq_rac_spa_adriatic_albania1_0.pdf#

risk of insertion of salty water in the area of Velipoja beach.

2- Lezha municipality, where the threatened area is that of Drin river estuary from New Balldren into Tale area, endangered by the coastal erosion and coastal floods (from Shengjin island) up to the Mati river estuary. Also, insertion of salty water in Shengjin island area and the coastal erosion coming from Drin river estuary up to Mati river estuary, risks this area to be flooded.

3- Kurbin municipality is endangered from floods of Mati river from Shkopet up to its estuary, and also from the coastal erosion and coastal floods that are present from Mati river estuary up to Ishem river estuary and from Fushe-Kugja up to Ishem river estuary. The endangered areas from landslides are Gallata and Vinjoll.

4- Durres municipality is endangered from floods of Ishem river, river basin from Dreven up to its estuary; it is endangered from floods coming from Erzen river and Pjezga basin up to its estuary. Also, endangered from coastal floods, are the areas from Erzen river estuary up to Rina (Cape of Rodon) and from Cape of Rodon to Porto Romano; Cape of Rodon and Bishti i Palles, in their southern areas, are endangered from coastal erosion; there are noticed landslides along the Cape of Rodon and from Shkallnur to Seferaj.

5- Kavaja municipality is endangered from coastal erosion from Karpen to Turra; there are landslides in Kryemedhenj and Seferaj.

6- Rrogozhina municipality is endangered from floods of Shkumbini river, the basin from Sinaballaj up to its estuary; it is endangered from the active landslide process happening in Domeni, Spille and Greth.

7- Divjaka municipality is endangered from active landslide process happening from Divjaka up to Karavasta.

8- Fier municipality, where from Seman river floods, the basin of Small Kallmi up to river estuary from the basin of Vjosa river

is endangered; endangered from floods are parts of basin of Fieri municipality, Drenova area up to its estuary; the coastal areas are endangered from insertion of sea water, coastal erosion and from coastal floods.

9- Vlora municipality, from Vjosa estuary up to the Triport, is endangered by coastal erosion and coastal floods; parts of Vjosa river basin situated in Vlora municipality are endangered from river floods; in the southern parts of Vlora city, the karst springs are endangered from insertion of salty waters from the sea; the coastal area are endangered from massive landslides; from Cape of Stillos up to Palasa, the coastal area is endangered by the coastal erosion.

10- Himara municipality, has a shore that is endangered from coastal erosion, this shore is also endangered from massive landslides; in Palermo bay and in Qeparo, the danger comes from insertion of salty waters from the sea; from Borsh to Lukova landslides are noticed.

11- Saranda municipality, from Nivica up to Saranda is endangered from landslides; the coastal areas are endangered from coastal erosion, where the shore is endangered from landslides.

12- Konispol municipality's coastline is endangered from coastal erosion and its shore is endangered from landslides. (Map 3.14 endangered areas)

Natural disasters happening from human-related activities:

- Velipoje, Kune-Vain, Patok-Fushe Kuqe, Rrushkull-Lalzit Bay, Karavasta, Pisha-Poro Fier, Narta and rivers estuaries are endangered from coastal erosion.

- Velipoje, Kune-Vain, Patok-Fushe Kuqe, Rrushkull, Karavasta, Pisha-Poro, Fier, Narte, Butrint, Rrushkull, Vjose-Narte etc., where hunting is practised from foreign and local hunters, overfishing, illegal fishing and use of prohibited devices, are endangered from birds and wild animals persecution.

Taking into account the fragility possessed from this ecosystems and balancing the socio-economic and cultural aspects, it is necessary to ensure the ecosystems elasticity and to promote their sustainable development.

Albania is part of Barcelona Convention for the protection of marine ecosystems of the Mediterranean and its protocols. In these protocols there are given certain directives on a series of collaborative and coordinative processes to be undertaken, in order to protect these ecosystems, to protect the biological diversity and to cope with pollution challenges that have to be implemented when local coastal municipalities general plans are drafted, and in their implementation through other planning or territorial development instruments.³²

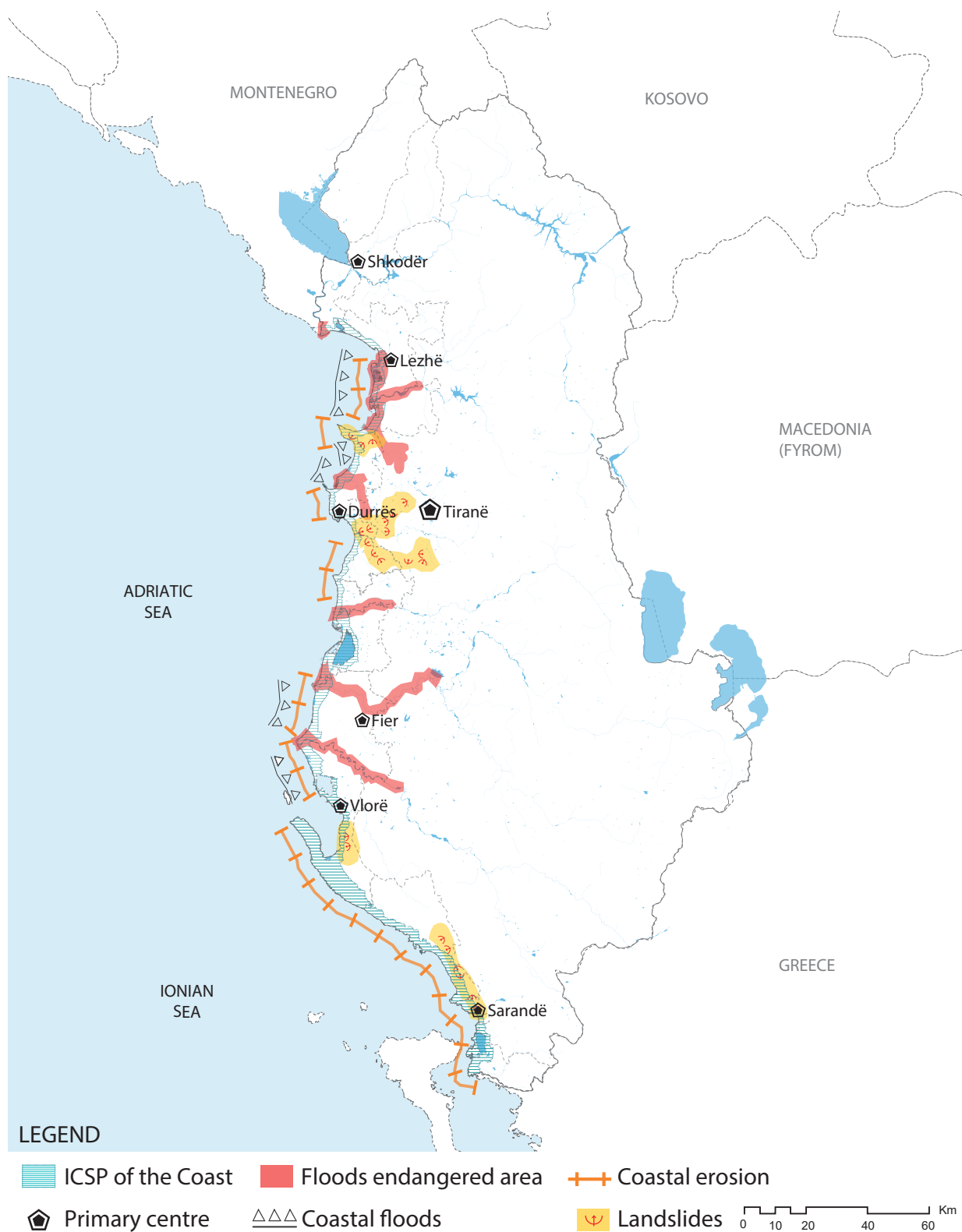
Integrated management of environment and coastal territories in general, requires particular measures that start from drafting management plans on marine and land protected areas, and continue in promoting and massively educating the local population on such areas in order to protect the irreplaceable values of our valuable ecosystem.

Conclusions

The current situation, in time when this plan was drafted, of the environment in the coastal areas of Albania, is presented as in danger from many factors. Along the coastal line there are found a wide variety of natural monuments, protected areas from national and international conventions, that are endangered every day, in different levels, from these factors:

- Climatic changes;
- Deficiencies in urban and inert waste management;
- Deficiencies in managing water resources and sewage treatment;
- Unplanned and unmanaged urban population increase;
- Lack of careful, integrated and well-coordinated management by the local and central authorities that operate in the field.

³² UNDP-zbutja e ndryshimeve klimatike dhe pershtatje



Map 3.8 Endangered areas

3.6 Economy and tourism

3.6.1 Coastal areas contribution in the economy

The developments of the last decades prove that the coastal region has played an important role in the economic development of the country.

The coastal areas represent a multi-potential region having a variety of resources, where its utilisation and development, even as much as they are used today, has brought a significant and direct impact in the economic development of the country.

Migratory movements within the country have usually been directed towards the centre and especially towards coastal areas. The tendency continues to be the same, even though the pace has changed drastically if we compare 90s to 2000s. Also population displacement to the shores have seasonal fluctuations, where during the summer season the movements are added by multiple times.

There is showed a priority to develop coastal areas as compared with other regions found in the inner parts of the territory, that are also rich in their resources, but disconnected and disadvantaged from being developed. Through the integrated planning of ICSP, the connection of first line of the shore with the remaining regions found inland is going to take place and the first steps will be taken for the interlinked development to be implemented, where each part of the region will grow benefiting from the potentials offered from the other parts of that region. For a sustainable and balanced planning, the integral parts of the coastal regions need to be competitive and cooperative in the same time.

3.6.2 Economic and social analysis

Based on the GDP, growth in real terms of the main branches of economy for 2013 are: agriculture, hunting, forests and fishing by +0,61 %, industry by +7,90 %, construction by +1,13 % and services by +0,08 %. The component branches of services, transport and postal services-communication appear to have declined, specifically by -8,05 % and -8,03 %, whereas other branches such as: trade, hotels, restaurants and other services

have increased by +0,62 % and +1,67 %. In 2013, gross fixed capital formation made up 25,9 % of GDP and was increased by +1,16 % in real terms, as compared with 2012.

Goods and services exports were increased in real terms by +7,89%, as compared with 2012, whilst the goods and services imports increased but with a slower pace by +4,99 %.

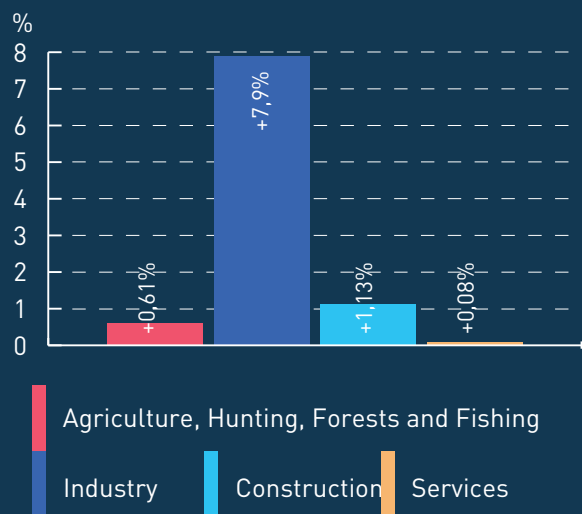
The labour market is characterised by a large rate of youth unemployment. In 2014, the unemployment rate of young people, aged from 15-29 years old was 32,5 %, whereas the unemployment rate for 30-64 age group was 13,3 %. Another indicator that reflects the youth situation is the percentage of 15-24 years old age group, that weren't employed and didn't went to school or follow any other form of professional education. In 2014, this indicator was 30,9 %.

Poverty in Albania from 2008 to 2012, increased by 14.3%. Also in 2012, the absolute poverty increased in 2.2% from 1.2% that was in 2008. What is interesting to highlight is the fact that poverty increase, different from before, was identified in the urban areas. Poverty in urban areas, based on LSMS, increased from 10.1% in 2008 in 13.6% in 2012, whereas rural poverty increased from 14.6% into 15.3%. A more detailed assessment shows that poverty is higher than national average in the districts of: Durres, Fier, Lezha, Shkoder dhe Kukes. Gjirokastra, Elbasan, Vlora, Korça, Berat and Dibra districts are the least poor ones.

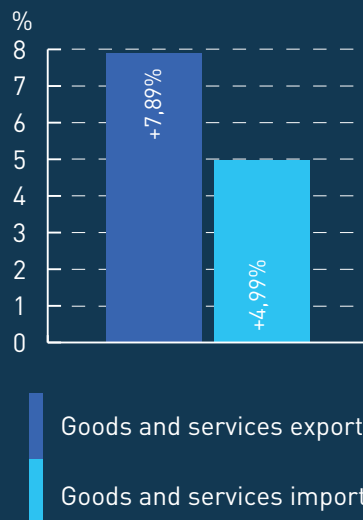
Inequality coefficient (GINI)

Another element that completes the poverty analysis in Albania and the one of regional characteristics, is the GINI coefficient, which measures inequality as a concept that is applied in wealth spread for the whole population. Information emerging based on LSMS 2012, show that the inequality is somewhat higher in Tirana, Shkodra and Lezha districts, whereas in national level the coefficient stands at 25.91. Another aspect that highlights deprivation and inequality is the one of unsatisfied basic needs (UBN). Based on data from LSMS, only 8.4% of the Albanian families are considered as poor UBNs, as compared with 14.3% considered poor based on consumption figures.³³

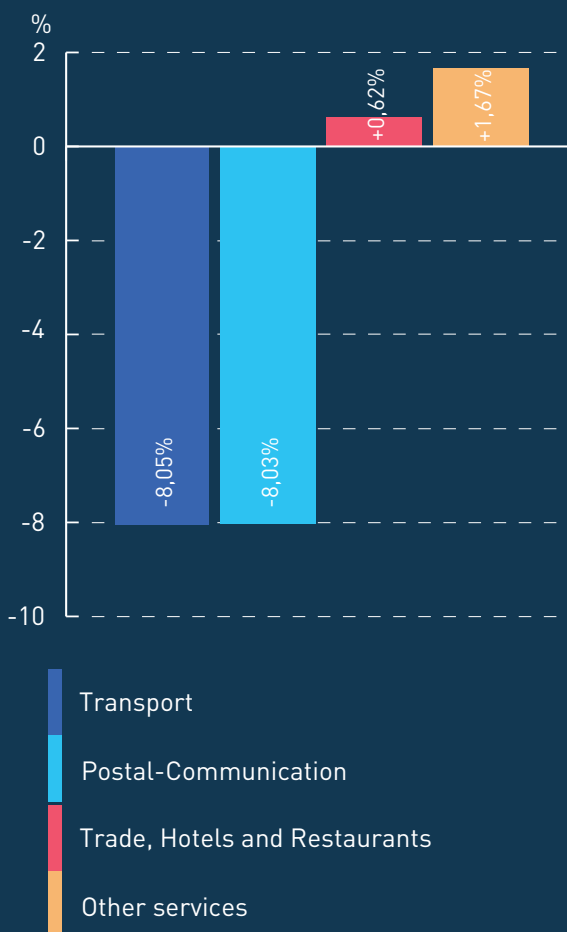
³³ <http://data.worldbank.org/indicator/NY.GDP.MKTP.CD?locations=AL>



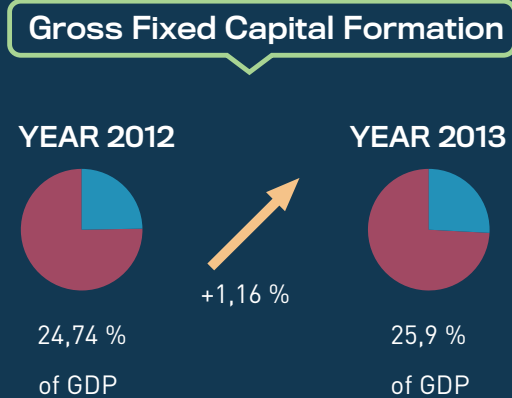
Graph 3.4 The main economic areas that experienced a growth in 2013 as compared with 2012



Graph 3.5 Increase terms for Export-Import for 2013 as compared with 2012



Graph 3.6 Services sectors for 2013 as compared with 2012



Graph 3.7 Gross Fixed Capital Formation

Economic sectors developed in the western lowlands

The territory for which ICSP of the Coast is drafted, is mainly dominated from the tourism-driven economy. If we make a more detailed analysis and separate the shore in some sub-sectors, it is noticed that within ICSP, certain zones have different development tendencies and priorities. Shkoder-Lezhe has created a unification as tourism unit and as such, the coastal-cultural tourism is alternated with the mountainous one, a unit that needs more promotion and wider collaboration between these sectors in order for tourism to develop. Tirana- Durres is a separate region and has created a strong industrial identity, which day by day is challenging other sectors of development in this region, a unit that needs to strengthen more the components of sustainable development.

Fier-Vlora is a very important pole and has a high development perspective in the region, because it alternates the development of marine tourism with the agricultural one, and also is an important node to distribute the inflows of movements in the south of the country. Gjirokaster-Tepelene-Berat, even though is a unit which is not found in the territory of first zone of ICSP of the Coast, is important to be taken into consideration, because it is a pole with high potential to develop cultural tourism. Cultural and coastal tourism interconnection needs to be encouraged in this unit, because by this, the national tourism season in this region is extended and aims towards a sustainable tourism development.

Economic profile of the coastal areas

Coastal region includes the administrative units of Shkoder, Lezhe, Durres, Kavaje, Rrogozhine, Divjake, Fier, Vlore, Himare, Sarande and Konispol, is extended on 36.7% of the surface area of the country and has 39.3% of the population. Average density is 107 people/km² varying from 359 in Durres down to 61.7 in Shkodra.

This region produces 36.9% of the GDP. It has a diversified production structure. Quarrying industry gives 75% of production this, the national tourism season is extended, where agriculture takes 48.4% of the economic share and where other sectors such as tourism (27.7%), construction (25.6%) and services (30%) have great potentials for higher added value in the national and regional economy. Social coastal development is presented with significant inconsistencies in-between its areas. As the average per capita income are approximately 90.1% of the national level; in Fier it is 113%, in Durres 104% and in Shkodra 70.3% and Lezha 71% of the average per capita income nationwide.

Employment presents a great social challenge. In this region, 32-34% are employed in the public sector, 31-33% employed in agriculture and 40-47% employed in private non-agricultural sector. The level of job-seekers in the coastal region, consists of 46.8% of the total level nationwide, whereas college graduated job-seekers are 54%. There are very significant differences between municipalities. In-depth analysis of factors, need to be part of sectoral and national strategies on exploring these development differences.³⁴

Poverty indicators in the coastal regions have deteriorated in comparison with the average levels nationwide. Only Vlora region has better

	Agriculture and fishing	Industry	Quarrying industry
Shores	121 061	78 985	45 523
Durres	19 010	16 289	14 941
Fier	49 775	44 103	7 377
Lezha	13 257	4 103	1 961
Shkodra	20 760	6 915	6 163
Vlora	18 259	7 376	3 082
Albania	250 126	153 668	151 793

³⁴ <http://www.instat.gov.al/al/figures/statistika-kryesore.aspx>

results as compared with the level nationwide, whereas other municipalities are faced with social challenges, that impose making effective strategies of social and economic development.

Active enterprises analysis for 2010-2014 shows that the coastal region has significant deficiencies in increasing the economic activity, especially in attracting foreign companies. Currently, in the coastal regions, 33.5% of the total nationwide companies operate, which

are companies that have the status of active enterprises, whereas foreign companies make up only 21% of the total number. One of the objectives of this plan is to facilitate the identification of potential areas and to encourage domestic and foreign private investments.

The following tables show the population trend and information on measuring and comparing the economic development in the largest coastal municipalities.³⁵

	Surface area (km ²)		Population (inhabitants)		Density		Population Projection 2031	
	Absolute	Percentage to total	Absolute	Percentage to total	Absolute	Percentage to total	Absolute	Percentage to total
Shore	10.546	36.7 %	1.132.459	39.1 %	107.4	106.7 %	1.041.051	37.4 %
Durres	766	2.7 %	275.698	9.5 %	359.9	354.4 %	279.796	10.1 %
Fier	1.890	6.6 %	316.405	10.9 %	167.4	166.2 %	265.633	9.5 %
Lezha	1.620	5.6 %	137.514	4.8 %	84.9	84.3 %	116.345	4.2 %
Shkodra	3.564	12.4 %	219.879	7.6 %	61.7	61.3 %	188.816	6.8 %
Vlora	2.707	9.4 %	182.962	6.3 %	67.6	67.1 %	190.461	6.8 %
Albania	28.748	100 %	2.894.476	100 %	100.7	100 %	2.782.309	100 %

Table 3.9 Population projection

Processing industry	Construction	Services	Trade, Hotels and Restaurants	Transport	Postal services and telecommunication	Other services	GVA at basic prices
33 523	38 898	183 942	39 769	42 022	10 543	99 846	425 372
14 941	9 724	68 903	16 367	16 121	2 683	28 955	114 434
8 813	8 813	37 747	9 332	3 018	2 259	22 299	143 332
4 558	4 558	17 376	3 302	2 942	1 177	10 317	39 301
6 534	6 534	27 561	4 307	2 263	1 836	18 971	61 263
9 269	9 269	32 355	6 461	4 678	2 589	19 304	67 042
151 160	151 793	599 160	143 570	75 369	47 068	333 153	1 154 747

Table 3.10 Distribution of economic sectors in value

³⁵ https://www.parlament.al/download/studime_propozime_per_komisioni_p--r_reform--n_administrativo-territoriale/ANEKS-TREGUESIT-SOCIALE.pdf
<https://www.docdroid.net/KFUED0w/analize-e-situates-se-qeverisjes-vendore-ne-shqiperi-permbledhje-ekzekutive.pdf.html>

	Agriculture and fishing	Industry	Quarrying industry	Processing industry	Construction	Services	Trade, Hotels and Restaurants
Shores	48.4%	51.4%	75.7%	35.9%	25.6%	30.7%	27.7%
Durres	7.6%	10.6%	2.3%	16.0%	6.4%	11.5%	11.4%
Fier	19.9%	28.7%	61.2%	7.9%	5.8%	6.3%	6.5%
Lezha	5.3%	2.8%	3.8%	2.1%	3.0%	2.9%	2.3%
Shkodra	8.3%	4.5%	41.2%	6.6%	4.3%	4.6%	3.0%
Vlora	7.3%	4.8%	7.2%	3.3%	6.1%	5.4%	4.5%
Albania	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 3.11 Distribution of economic sectors in percentage

	GDP at current prices Million LEK	GDP Structure	GDP per capita in LEK	Structure of index per capita towards GDP (%)
Shores	492 770	36.9	433.188	90.1
Durres	132 212	9.9	481.007	104.5
Fier	166 222	12.4	520.813	113.1
Lezha	45 349	3.4	327.028	71.0
Shkodra	71 805	5.4	323.480	70.3
Vlora	77 182	5.8	422.054	91.7
Albania	1 335 489	100.0	460.436	100.0

Table 3.12 GDP per capita

	2010	2011	2012	2013	2014
Shores	34%	33%	34%	33%	32%
Durres	8%	8%	8%	7%	7%
Fier	9%	8%	9%	8%	8%
Lezha	4%	4%	4%	4%	4%
Shkodra	7%	7%	7%	7%	7%
Vlora	6%	6%	6%	6%	6%
Albania	100%	100%	100%	100%	100%

Table 3.13 Employment in the public sector

Transport	Postal services and telecommunication	Other services	GVA at basic prices
55.8%	22.4%	30.0%	36.6%
38.6%	5.7%	8.7%	9.9%
4.0%	4.8%	6.7%	12.4%
3.9%	2.5%	3.1%	3.4%
3.0%	3.9%	5.7%	5.3%
3.2%	5.5%	5.8%	5.8%
100.0%	100.0%	100.0%	100.0%

	2010	2011	2012	2013	2014
Shores	32%	34%	33%	32%	31%
Durres	10%	12%	13%	13%	12%
Fier	7%	6%	6%	6%	6%
Lezha	3%	3%	3%	3%	3%
Shkodra	6%	5%	5%	5%	4%
Vlora	7%	7%	7%	6%	6%
Albania	100%	100%	100%	100%	100%

Table 3.14 Employment in agricultural sector

	2010	2011	2012	2013	2014
Shores	41%	40%	39%	39%	42%
Durres	6%	6%	3%	3%	7%
Fier	19%	15%	16%	18%	17%
Lezha	6%	7%	7%	5%	4%
Shkodra	7%	7%	7%	8%	9%
Vlora	3%	6%	6%	5%	5%
Albania	100%	100%	100%	100%	100%

Table 3.15 Employment in the private sector

	Total	Women	Young 15-24	Secondary School Education	General High School Education	Professional High School Education	University Education
Shores	66 395	33 803	10 255	35 316	18 558	8 120	4 400
Durres	9 734	4 650	1 590	5 386	2 590	1 021	737
Fier	16 755	9 485	2 767	8 445	3 678	3 337	1 296
Lezha	13 978	6 921	2 136	8 266	4 193	923	597
Shkodra	16 449	7 719	2 089	8 004	5 537	2 120	788
Vlora	9 479	5 029	1 673	5 216	2 560	720	983
Total	141 998	72 467	22 282	76 929	39 299	17 627	8 143
%	46.8	46.6	46.0	45.9	47.2	46.1	54.0

Table 3.16 Unemployed job-seekers³⁶

	2010			2011			2012		
	Total	Albania	Foreign	Total	Albania	Foreign	Total	Albania	Foreign
Shores	39 350	38 596	754	41 786	40 784	922	39 578	38 635	943
Durres	12 316	11 979	337	12 918	12 492	426	11 625	11 186	439
Fier	9 416	9 322	94	9 924	9 814	110	9 527	9 415	112
Lezha	2 844	2 793	51	3 104	3 029	75	2 594	2 882	72
Shkodra	6 258	6 134	124	6 607	6 465	142	6 543	6 394	149
Vlora	8 516	8 368	148	9 153	8 984	169	8 929	8 758	171
Albania	108 038	99 897	3 141	109 039	105 241	3 798	106 937	102 806	4 031
%		97	3		97	3		96.2	38

Table 3.18 Ratio of domestic and foreign investments³⁶

³⁶ INSTAT, Maj 2014

	Poverty indicators		
	Percentage	Gap	Severity
Shores	15.71	3.55	1.30
Durres	16.50	3.63	1.27
Fier	17.07	3.43	1.03
Lezha	18.41	4.66	1.75
Shkodra	15.45	3.68	1.60
Vlora	11.12	2.35	0.83
Albania	14.31	2.96	0.97

Table 3.17 Poverty indicators³⁶

2013			2014			2014	
Total	Albania	Foreign	Total	Albania	Foreign	% Shore Total	% Shore Foreign
38 635	37 830	1 096	37 685	36 590	1 095	33.5	21
10 599	10 075	524	9 578	9 063	515	8.5	10
9 830	9 704	126	9 693	9 566	127	8.6	2
3 189	3 110	79	3 388	3 296	92	3.0	2
5 945	5 787	158	5 446	5 311	135	4.8	3
9 363	9 154	209	9 580	9 354	226	8.5	4
111 083	106 429	4 664	112 537	107 292	5 245	100	1000
	95.8	4.2		95.3	4.7	-	-

3.6.3 Marine economy

The stable economic development cannot be achieved without marine economy being developed, where it is included not only the development of ports, but also fishing and aquaculture. Currently ports, as aforementioned in other sections of the analysis, do not work on their full potential.

Revenue collected from the fishing sector, from fishing itself and aquaculture, is calculated to be in the value of \$40 million. From the total of this amount, approximately \$22 million comes from fishing in the sea, coastal areas and in-land waters, and approximately \$8 million from aquaculture and the rest is completed from the product of mussels. We shouldn't forget that production declaration coming from aquaculture is very low as compared with the reality, because the informality level is high in this sector. In this direction, formalising the activities of this sector and monitoring the economic activity that is developed in the shores and its resources, are two primary steps that need to be undertaken from the central and local authorities.

From a general assessment made to the technical situation of the fishing fleet, on many levels, it results that approximately 55% of it is almost obsolete, meaning that, firstly, it does not fulfil the technical conditions and does not guarantee safe sailing for the vessels and especially for the life of the fishermen in accordance with the international conventions and secondly, the investment to rehabilitate its condition is not feasible.

Albania is one of the only countries in the Mediterranean that lacks modern trading wholesale fish markets. In none of the countries ports is applied the practice of selling wholesale fish with auctions, which has impacted in putting fixed prices for the fish from the fishermen, and in increasing the cost for the trader buyers that have to reprocess the product inside or outside the country. The final cost is paid by the customer.

The share fisherman in Albania or known as the small traditional fishing, is the category of

fishing that is applied by using small boats that can have an engine or not, across the coastal areas up to 4 km from the shores. This activity is mainly exercised for trading purposes and is destined for family consumption, thus bringing in a very low level of investment. Its reach is all over the coastal areas of our country.

A valuable sector to be taken into consideration is the industry of fish processing. In Lezha region there have been implemented certain investments in building a fish processing facility. Currently in this area there are four fish collecting and processing facilities and 90% of the caught fish is transported in these facilities.

Albania has an important potential of the natural marine resources, that create a wide variety of opportunities on fishing activity development. This wide variety of marine resources, their good state and the access to the sea, with an important coastline that has four ports and their fishing fleet, gives premises for a long-term and stable fishing and aquaculture development in Albania, making it an increasingly important factor in the economic development of the country, in securing wealth, employment and food for the current and future generations.

Fishing sector has all the opportunities to be transformed, in a relatively short time, in a very important resource of the economic development, not only for the coastal regions but for the whole country, by generating income in its whole chain. This sector has high competing potentials even in the region. The reasons behind this perspective are related to the opportunities present in this sector, which are as follows:

- Good state of the fish reserves;
- Adriatic sea creates the opportunity of a fast development of aquaculture and mussels;
- Clear and fresh waters of mountain streams enable a development of farmed and wild trout aquaculture;

- Fishing in the natural and artificial lakes makes a combination of economic and social effects of the concerned areas;
- Albanian lagoons are important ecosystems that, based on a integrated fishing management in collaboration with other stakeholders, will grow the economic and ecological values of these ecosystems.

Apart from fishing, another development opportunity offered from the coast is the marine transport and tourism ports. Until now, there have been utilised certain bays to create ports, but Albania still has unused potentials. Tourism marines, cruiser ports, are some of the necessary needed infrastructures in order accommodate large vessels in our country but also would protect the unique nature of a vast number of intact bays, that would serve as authentic attraction spots for the coastal tourism.

The potentials of developing the economy in the coastal areas are closely related with the vast variety of tourism resources that the coast has to offer. This variety of resources ensures the development of tourism along the whole geographic reach, allows for diversifying the tourism product and tourist attraction throughout the whole year. The most important opportunities and potentials for economic development are found in coastal tourism, with a coastline of 316 km.

The major part of this line, is composed of a wild nature territory, untouched from human hands, which turns it into an attractive resource for the tourists. Beside coastal tourism, this coastline is characterised from vast potentials that can develop cultural, culinary and natural tourism.

3.6.4 The role of tourism in the costal areas

Albanian coastline is characterised from a variety of shore typology, rocky and lowland beaches, the relief and the traditional and cultural traits, related with different characteristics found in flora, fauna and heritage elements. As compared with the regional development and that of the Mediterranean zones, Albania has the opportunity to attract family, young and adventurous tourists. Combining the coastal tourism with the mountainous one, being in a short distance from each-other, is the strongest and most unique point in the tourism attraction barometer of the country, that needs to be promoted even more.

3.6.5 Tourism typologies

Sea-sun tourism

Coastal tourism in Albania is mainly described as holidays of "sand, sea and sun". In the coastal areas, low amounts of organised trips are offered from the tourism operators; it has just started to be practised in certain destinations. Most of the tourist coming in coastal destinations are from Albania, Kosovo and Macedonia.

In the recent years, there is also seen a presence of foreign tourists, most of whom prefer the beginning or the end of the beach season. The number of foreign tourist that come to spend their holidays in the Albanian shores is relatively low, but has a variety of origin in its composure: Scandinavian, Poles, Italians, Austrians, Brits, Germans, etc. The major part of them rest in Saranda area, because there they can find a combined tourism offer of beach and cultural and historical attractions.

Tourists are not spread uniformly in the coastline. Velipoja and Shengjin are highly dependent from visitors coming from Kosovo, whereas in other areas there are mainly found resident Albanians but also Albanians coming from diaspora, Albanians from Kosovo and Macedonia but also other regional visitors (Macedonian origin).

The summer season in Albania is strongly connected with its seasonal character, starting from June-July, with a maximum number of visitors achieved in August and with a immediate decline in September. In Saranda the situation is somewhat better; for the hotels working during the whole year, the summer season lasts for about 5 months.

	Non-resident entries in the national border points, based on the nationality				
	2010	2011	2012	2013	2014
Total	2.417.337	2.932.132	3.513.666	3.255.988	3.672.591
1. Africa	3.193	432	1.057	919	859
2. America	61.878	70.291	73.810	73.291	90.084
3. East Asia & Pacific	11.361	17.418	19.689	23.628	30.874
4. Middle-East	1.247	1.178	1.524	3.944	2.607
5. South-Asia	764	909	1.135	961	1.274
6. Europe	2.238.958	2.738.846	3.214.111	2.963.583	3.423.665
Central/Eastern Europe	63.772	82.418	90.643	112.333	163.006
Northern Europe	85.463	109.924	117.434	119.016	137.308
Southern Europe	1.912.328	2.320.746	2.759.374	2.467.195	2.821.920
Western Europe	141.187	196.531	200.462	210.845	237.760
Eastern Europe/Mediterranean	36.203	39.227	46.193	54.194	36.671
7. Unspecified regions	99.936	103.058	202.340	189.662	123.228

Table 3.19 Tourism inflows in the country³⁷

³⁷ <http://www.instat.gov.al/al/themes/turizmi.aspx>



LEGEND

ICSP of the Coast

Main coastal road axis

Primary cities

Main beaches

0 10 20 40 60 Km

Map 3.9 Coastal tourism

Being dependent from summer tourism, the majority of hotels and accommodations in the coastal areas are faced with seasonal functioning difficulties and as such, the phenomena of seasonal migration of habitants of coastal areas, especially in the South regions, is still evident.

Cultural and historical heritage

Even though archaeology and cultural heritage is not the main drive to attract foreign or domestic visitors, they are factors that impact in enriching the tourism package and are identified as important points in developing the tourism sector in our country. Different studies made with the input of visitors and foreign tourism industries, confess the truthfulness of the aforementioned arguments.

Cultural tourism in Albania has certain prominent destinations, such as:

- Places of World Heritage, such as the archaeological Butrint park, Berat and Gjirokastra, which are symbol attractions, followed by a high number of other historic, cultural and monumental attractions.
- Main visited destinations from organised cultural and tourism trips are: Shkodra, Lezha, Kruja, Durrresi, Tirana, Fieri, Berati, Elbasani, Korça, Permeti, Gjirokastra, Saranda and Vlora.

The number of foreign western tourists that visit the cultural attractions, even though it has increased on a yearly basis by 15-25%, still remains very little when compared with the tourist inflow in the region (2008-2012); in 2013 this number plummeted to only 109771 visits.

Cultural and heritage attractions of our country, even though they are very fascinating places to see, are not visited throughout the whole year. They are mainly visited in the summer season, from May until September, and very little during the previous or and subsequent months.

Most visited cultural destinations from foreign tourists are: Butrint Archaeological Park, National Historic Museum in Tirana, Apollonia National Archaeological Park and the cultural attractions of Berat, Gjirokastra, Korça and Shkodra. Apart from Butrint Archaeological Park, as a primary cultural attraction based on the accrued income and number of visits, the other cultural attractions are ranked in a very low level.

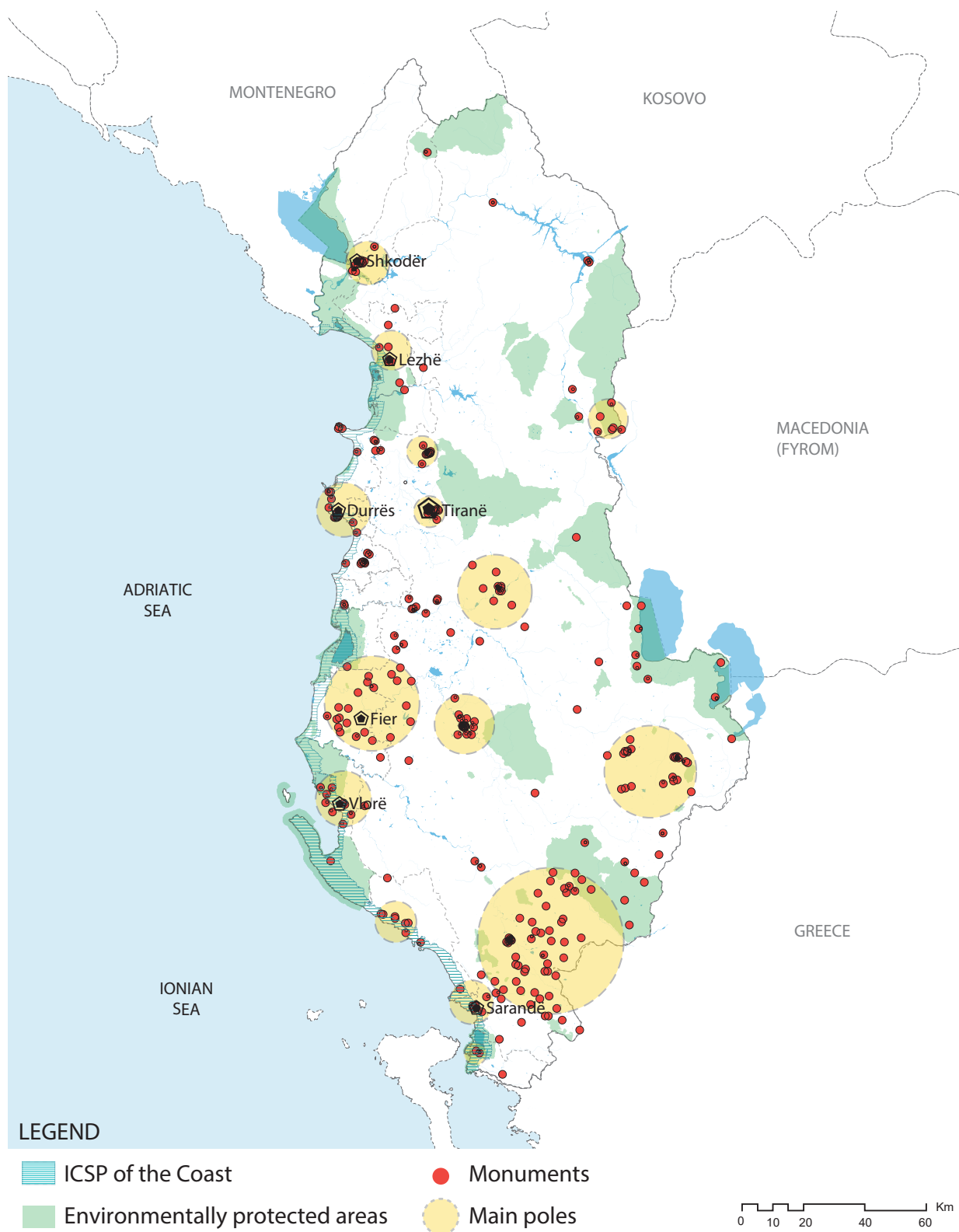
The Albanian territory is enriched with a variety of cultural values. Throughout the Western Lowlands, the major part of the cultural monuments of the country are found. In the north, the major accumulation of cultural, material and non-material values, is found in Shkodra and Lezha, which have also created an urban unity.

In the middle regions of Albania, high cultural values are found in the city of Durrës and other areas around it. Being that Durrës is a unit that has had continuous development and has taken a metropolitan form, this fact significantly diminished the cultural non-material values.

South of Albania is a zone that has a higher accumulation of cultural material and non-material heritage, in places such as: Vlora,

Visitors	2008	2009	2010	2011	2012	2013
Domestic	94 142	253 002	295 103	265 103	1 301 479	245 703
Foreign	65 347	81 991	93 716	107 836	131 254	109 771
TOTAL	159 489	334 993	385 258	372 939	1 432 733	355 474

Table 3.20 Tourist flows in the cultural attractions



Map 3.10 Cultural and historical heritage monuments

Fieri, Orikumi, Gjirokastra and Berat. All these cities are enriched with a significant amount of various cultural monuments, that without doubts make up a valuable potential on developing the alternative tourism.³⁸

Objects of historical and cultural heritage

In Albanian territory are found in a chain of castles, that date from ancient to medieval periods. The particular thing is that some of these castles are continuing to be inhabited even today. (Map 3.16 shows the monuments of historic and cultural heritage in the shores)

• Castles

- Kruja Castle
- Berat Castle
- Elbasan Castle
- Shkodra Castle
- Tepelena Castle
- Tirana Castle

• Ali Pashe Tepelena Monument

• Architectural monuments

- "Resurrection of Christ" Temple
- Butrint Amphitheatre
- Bylis Amphitheatre
- Durres Amphitheatre
- Apollonia Amphitheatre
- Kruja Bazaar
- Kapllan Pasha Grave
- Shijakesve Residence
- Tabakeve Bridge
- Gorrica Bridge
- Medieval Bridge of Elbasan

• Archaeological monuments that prove the ancient Illyrian civilization. Such cities are:

- Durres
- Vlora
- Saranda
- Elbasan
- Berat
- Gjirokastra

- Tirana
- Tepelena
- Shkoder

• Religious monuments

- Mesopotamia Monastery (Saranda)
- King Mosque (Berat)
- Hysen Pasha Mosque (Berat)
- Ethem Beu Mosque (Tirane)
- Dollma Tekke (Kruje)
- Zalli Tekke (Gjirokaster)
- Kapllan Pasha Mausoleum (Tirana)
- Dervish Aliu Tower (Vlora)
- Dormition of Virgin Mary (Berat)
- St. Paraskevi's Church (Kavaja)
- Grabova Church (Gramsh)
- St. Sotir Church (Permet)
- Sanctuary (Shkoder)

• Artistic monuments

- Tirana Mosaic
- Orpheus Mosaic (Durres)
- Skanderbeg Sculpture
- "The Hungry" Sculpture (Odise Paskali)
- Independence Monument

• Natural Monuments

- Osum Canyon
- Dega Lake
- Ohrid Lake
- Kosovo Valley
- Kabash Cave
- Flowers Lake
- Pirates Cave
- Blue Eye Spring
- Kavaja Rock

Along the whole Albanian territory and especially the coastline, there are found a wide variety of monuments. These monuments demonstrate the history of our country, the culture, traditions, religious harmony, etc. and act as attraction point for the visitors. Although certain measures have to be in place to promote and physically maintain them, the particular thing is that some of these monuments are currently inhabited.³⁹

³⁸ http://www.zhvillimiurban.gov.al/files/pages_files/Draft_Strategjia_Komb%C3%ABtare_p%C3%ABr_Turizmin_2014-2020.pdf

³⁹ <http://www.imk.gov.al/site/>

Categories of monuments of cultural and historical heritage in the Coast

1. ANCIENT ILLYRIAN CIVILISATIONS

Durres
Vlora
Saranda
Elbasan
Berat
Gjirokastra
Tirana
Tepelena
Shkodra

2. CASTLES

Kruja Castle
Berat Castle
Elbasan Castle
Shkodra Castle
Tepelena Castle
Tirana Castle

3. ARCHITECTURAL MONUMENTS

Butrint Amphitheatre (Saranda)
Bylis Amphitheatre (Mallakastra)
Durres Amphitheatre (Durres)
Apollonia Amphitheatre (Fier)
Kruja Bazaar (Kruja)
Kapllan Pasha Grave (Tirana)
Shijakasve Residency (Tirana)
Tabak Bridge (Tirana)
Gorica Bridge (Berat)
Medieval Bridge of Elbasan (Elbasan)

4. RELIGIOUS MONUMENTS

Mesopotamia Monastery (Saranda)
Dervish Aliu Tower (Vlora)
King Mosque (Berat)
Dormition of Virgin Mary (Berat)
Hysen Pasha Mosque (Berat)
St. Paraskevi's Church (Kavaja)
Et'hem Beu Mosque (Tirana)
Grabova Church (Gramsh)
Dollma Tekke (Kruja)
St. Sotir Church (Permet)
Zalli Tekke (Gjirokastra)
Sanctuary (Shkodra)
Kapllan Pasha Mausoleum (Tirana)

5. ART MONUMENTS

Tirana Mosaic (Tirana)
Orpheus mosaic (Durres)
Skanderbeg Sculpture (Tirana)
Ali Pashë Tepelena Monument (Tepelena)
Independence Monument (Vlora)

3.7 SWOT Analysis

S Strengths

- Geographic position of our country in the region and in the Mediterranean enables for a faster movement of goods;
- Positive economic growth;
- Rich and diverse coastline;
- Natural assets of our country can be used as supply source of raw materials for international chains;
- Competitive prices of real estates;
- Low labour cost as compared to the region;
- Potential of becoming a production and distribution centre of European brands products in the region and in the Mediterranean;
- Integration in textiles industry (one of the most important supply chains in Europe);
- High degree of adaptation with other cultures;
- Cultural affinity with neighbour countries, high level of integration and knowledge of foreign languages;
- Combination of natural, cultural and tourism values in a small territory;
- Average population age is young as compared with that of Europe;
- Stability in the country and harmony between ethnic communities but also between religious ones;

W Weaknesses

- High demand pressure in massive developments in the coastline;
- Lack of strategic and development plans to direct the capital in the territory;
- High informality scale in every sector;
- High presence of bureaucratic and corruptive practices in territorial management;
- High degree of informality accompanied with a high construction density in the shores;
- Amateurism of economic chain, that results in utilising raw materials only to export.
- The detachment, in the 90s, of the educational institutions from the needs of the production sector, is accompanied with weak developments in the research and development area, in lack of knowledge transfer in the private sector and in lack of putting the acquired knowledge in practice;
- Lack of experience in technology and information sector;
- Lack of necessary and final investments in the connecting infrastructure between rural and urban areas and lack of infrastructure in developing the agricultural product;
- Lack of labour force that is qualified and updated with modern technological knowledge;
- Insufficient financing of vital sectors of economy (tourism infrastructure, agriculture);
- Not having a strong and active civil society to support the rural coastal development;
- Time lag in registering property titles;
- Lack of information related with the status of a property in the shores which is a deterrent factor for foreign investments there;
- Favouring imports because of the competitive prices as compared with the domestic product.

O Opportunities

- Ongoing education opportunities for professional growth of the workforce.
- Better combination of all modes of transport.
- Integration of the cultural heritage protection and the cultural tourism promotion.
- Promotion of cultural heritage, traditions, customs, handicrafts, gastronomy, festivals, folklore etc.
- Development and promotion of a combined cultural-natural-coastal tourism.
- Opportunity to create regional parks.
- Landscape redevelopment of free natural areas.
- Maritime economy development.
- Extension of the tourist season, interlinked all-year tourism.
- Tourist offer variety, through tourist infrastructure of all levels.
- Repatriation of local migratory population

T Threats

- A serious barrier for Albanian economic development is the low domestic demand.
- Lack of regional stability has a negative impact in the decision-making process of being established in these countries.
- Stimulatory policies of the countries in the region in developing important sectors such as tourism, ICT, threatens the foreign investments in the country.
- Direct or indirect tax increase, as compared to the region, is a barrier for the development of the domestic private sector and in attracting foreign direct investments.
- Creating dependence only with the western and regional countries, obstructs the domestic market to have a wider access in the international one.
- Lack of coordination for projects of transport infrastructure development, weakens trade exchange within the region and with other countries.
- Threats coming from different climatic changes.
- In the last 15 years, urban population has increased as compared with the rural one, which has been lowered in its numbers. As a consequence, the threat is that urban centres can be overpopulated and the lack of labour force in the rural areas.

4

Vision, Objectives and Policies

Content

102 Vision

103 4.1 Improving quality of life and the urban system

103 USO.1 Orientation towards a sustainable urban development

106 USO.2 Preserving the traditional architecture and revitalising the localities inland

108 4.2 Improvement of mobility and development of infrastructural system

109 ISO.1 Integration in the Mediterranean infrastructural network

109 ISO.2 Improving infrastructure and increasing access to the coastal area

110 ISO.3 “Soft” tourism infrastructure

111 ISO.4 Transport development and access increase in the maritime area

113 ISO.5 All - year energy coverage for the coastal belt

113 4.3 Development of agricultural system and improving the quality of agricultural products

113 ASO.1 Development of agricultural system

115 ASO.2 Development of product cycle and supporting infrastructure

116 4.4 Environmental protection and development of water and natural systems

116 EnSO.1 Accessing and activating the network of environmentally protected areas

117 EnSO.2 Regeneration of the landscape in the free natural areas

117 EnSO.3 Development of waste management networks

118 EnSO.4 Facing the climate change

118 4.5 Sustainable economic development

118 ESO.1 Sustainable economic growth in the coastal belt

121 ESO.2 Development of marine economy

121 ESO.3 All - year diversified tourism development

123 ESO.4 Transforming the Albanian coast in a clean and unique destination

THE COASTLINE AS THE
LAND-SEA BINOMIAL,
IMPORTANT **NATIONAL** ASSET
AND INTEGRATED PART
OF THE MEDITERRANEAN
NETWORK. WELL-MANAGED
SPACE, WHERE THERE ARE
HARMONISED THE NEEDS FOR
ECONOMIC DEVELOPMENT
AND LOCAL NEEDS WITH THE
NECESSITY OF **CULTURAL,**
NATURAL AND HISTORIC
ASSETS PROTECTION.
AUTHENTIC DESTINATION,
DIVERSE AND CLEAN.



Vision, Objectives and Policies

Introduction

Strategic objectives, in the vision of this plan, are considered all objectives of “Sustainable development goals 2030” determined from the United Nations (Albania adheres too), by giving the full details of strategic policies (SP) and specific sectoral policies explained in the chapter of development strategy, for the sea-land coastline of Albania for the next 15 years.

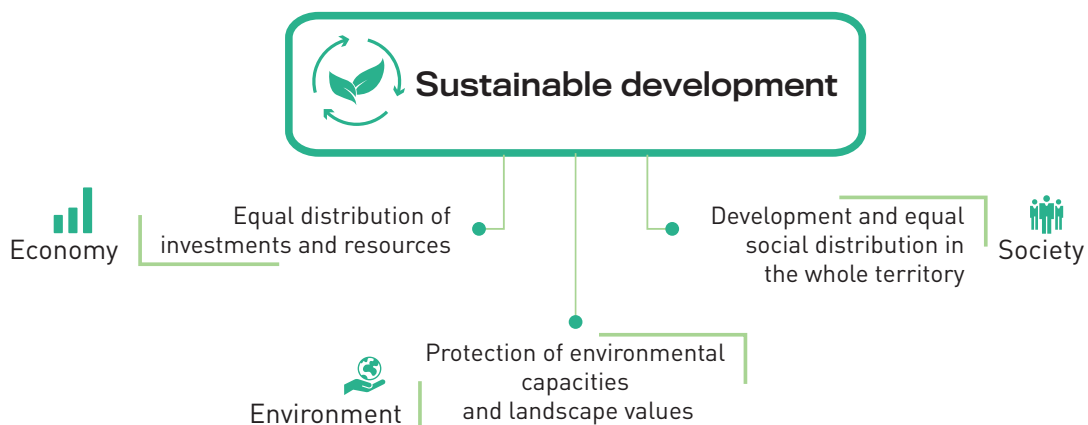


Figure 4.1 Sustainable development

4.1 Improving quality of life and the urban system

Improving quality of life and environment for the residents of urban and rural centres will be achieved through inserting them in certain hierarchy to equip them with services and specialised functions. Following the principles of preserving historical, cultural and environmental values, it is enabled the creation of qualitative conditions in public services and the creation of inclusive spaces. Through implementing new criteria in territorial utilisation, in terms of density of urban development and recreational areas in these centres, aiming the decrease of ecological trace in the centres.

Target for 2030:

1. Improving the energy efficiency in the existing stock by 50%;
2. Improving infrastructure and integration of informal areas by 80%;
3. Development of more than 80% of the territory of urban centres in having mixed functions;
4. Regeneration of urban poles in 80% of the territory;
5. Regeneration of rural centres by 50%;
6. Increase by 30% of green areas in the urban centres;
7. Declaring the protection and regeneration of 7 other new historic-cultural areas.

USO.1 Orientation towards a sustainable urban development

As a consequence of uncontrolled urban development after the 90s and the phenomena brought in the territory, mentioned in the analysis above, such as: urban dispersion, disappearance or damage of public space, construction in natural sensitive areas and in agricultural land and the endangerment of particular ecosystems, it results as necessary to harmonize urban development with nature, environment and especially agricultural land protection. Stable urban development aims to ensure a high standard of living in the urban centres, for all its habitants and users through offering public services within the standards.

Through the hierarchical organisation, consolidation, specialisation and regeneration of centres, the plan determines rules, conditions and necessary standards for development and welfare, thus ensuring the formation of stable communities and preservation of cultural and traditional values.

UP1 - Polycentrism and hierarchical organisation of urban centres

The plan proposes a polycentric development of urban centres, through escalating the prioritisation of development poles through their hierarchical organisation. This hierarchy directs the supply of centres with services and public infrastructure, and in the meantime, aims their diversification and specialisation, by using and pointing out the unique development potentials.

Local centres are going to be developed and promoted through encouraging the cultural, historical and traditional values and consequently increasing the diversification of coastline and attracting the stable development of perennial tourism, and not only the seasonal one. Also, in the national context, polycentrism will guarantee the distribution of economic potential in a balanced and organised way in the whole territory.

Urban centres **system** in the coastline will be organised in the following hierarchy:

- I. Metropolis,**
- II. Primary Urban Centres,**
- III. Secondary Urban Centres, IV. Tertiary Urban Centres,**
- V. Local Centres, VI. Local Regions.**

The range of public service and necessary infrastructure in achieving a balanced and proportionate development in each of the urban centres, needs to be supported in the hierarchical structure of centres as defined from the General National Plan and ICSP Shores.

CONTROLLED DEVELOPMENT

REGENERATION OF WATERFRONTS

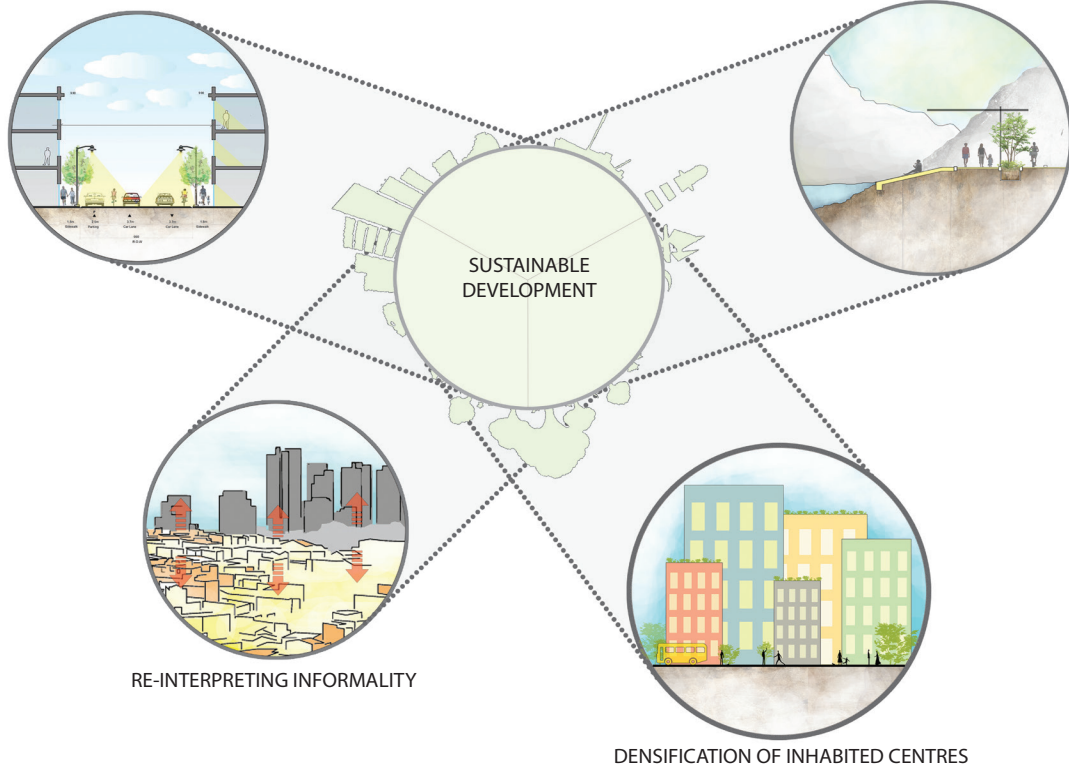


Figure 4.2 Sustainable urban development

UP2 - Consolidating urban centres

Urban consolidation aiming the territorial protection, is focused in preserving the values and environmental and agricultural resources by placing boundaries to the urbanisation, through densification and regeneration of urban centres.

Consolidation aims to restrict new developments outside of existing urban areas, in natural territories, agricultural land, environments that have scenic values, near the shores and in areas where construction activity has not been developed before.

The plan proposes to have an intelligent densification of urban centres through instruments such as the green borderline of the urban system and placement of buffer areas to exclude development in there. This approach towards urban development has multiple effects in the general development of residencies, by enabling the

efficient investment in public services and infrastructure. Along the coastline it is aimed to regenerate the zones in urban and rural centres that have an unused development potential such as: stock of uninhabited or unused buildings, historical and unused cultural buildings, abandoned former-industrial buildings. This approach offers a socio-economic development of residencies and existing local regions and protection of other natural and agricultural resources.

New developments in offering a tourism accommodation, will be oriented near the urban and local regions or existing residencies, in order to add the possibility of integrating and employing the local communities. Utilisation of shores and coastal potentials from tourists, will be achieved from an efficient organisation of public transport by guaranteeing the nature preservation, the protection of environment and coastal space.

UP3- Regeneration of urban poles of development

Local government units need to direct the development and investments towards the urban centres, thus in increasing the quality of life and efficiency of services. In investing added value for the region and the community, it is proposed to implement regeneration programs, that need to include many sectors, such as: economy, education, health, inhabitation, employment, shelter and environment. These programs need to include regeneration of communities with that of urban areas, through development and activity strategies, supported in the following principles: Redevelopment, rehabilitation, **revitalisation, heritage and environment preservation.**

UP4- Informal areas integration

The phenomenon of informal territorial development continues to be a concerning element for the Albanian society. In the coastal areas this phenomenon is found everywhere and as such, the politics are aiming to assist in improving the urban quality of these areas, by addressing the problem in two main directions: in the legal aspect with the formal closure of the legalisation process and in the infrastructural one, by improving the infrastructure and integrating the communities in the urban centres.

The policies addressing informality problem solving needs to be based in the comprehensibility of social inequality expressed in a multidimensional space and nature of the social issues.

Informal areas needs to be supported by community services that promote specialised education and employment and the local economy. Through the general local plans, certain criteria needs to be defined in improving living conditions in these territories. These instruments need to support the physical infrastructure development and opportunities in revitalising the communities.

UP5- All inclusive community space

The coastline needs to be transformed in an all inclusive model to satisfy the needs of communities and to integrate them in the society and in the regional economy. Mutual spaces need to offer access for all the groups and individuals. Urban space, squares and infrastructure need to be projected in a way that satisfies the needs of every community especially for disabled people.

Public space and all buildings, need to be flexible and accessible from users of groups in need and that have different characteristics from the others.

UP6- Mobility networks in the urban centres

Urban mobility needs to be developed by being focused towards public transport, in satisfying the mobility needs of the inhabitants, tourists and services offered from the business, in securing a quality living and efficient and timely mobility. It is aimed to build interconnected networks in a continuous cycle, by balancing the territorial utilisation and by using integrated ways of mobility for every transport method: road, railway, marine and airway transport.

UP7- Increasing energy efficiency in the urban centres

Improving the energy efficiency needs to be based in reducing of energy expenditures, in increasing the quality of living and in environmental protection. The municipalities found near the coastline needs to increase energy efficiency in the urban centres by guaranteeing energy network utilisation effectiveness, in lighting the public structures and spaces, aiming in their full regeneration to enable the decrease of energy consumption, using alternative energy resources.

US0.2 Preserving the traditional architecture and revitalising the local areas within the territory

Urban development in the coastline have had a tendency to be focused as near as possible with the coastline, significantly threatening the potentials of this area and the regions nearby. Generally these developments are not based on authentic historical, cultural and architectonic values of the existing residencies, thus causing loss or diminishing the unique character of the coastline. The plan proposes to promote the unique values of urban centres architecture and the regions near this area that are interconnected with the coastline. This is achieved by promoting the existing assets rehabilitation and by placing new criteria in utilising domestic materials for future developments, by guaranteeing the preservation and growth of authentic values in the coastline.

UP8- Cultural values rehabilitation through preserving traditional objects

Rehabilitation and regeneration of traditional objects values in the coastline is presented as an important factor in developing its unique character as compared with other countries in the Mediterranean. ICSP proposes to regenerate these values in connection with the development of certain areas and regeneration poles, in order to guarantee added opportunities of utilizing such cultural assets in the benefit of local economy.

UP9- Regenerating local areas inside the territory

Revitalising local areas inside unique and unexplored values of the territory, makes up a potential and attraction to develop new ways of tourism. The plan aims, through the infrastructural and services development in these local areas, to enable their integration and the communities integration of these areas with the tourism zones found in the coastline.

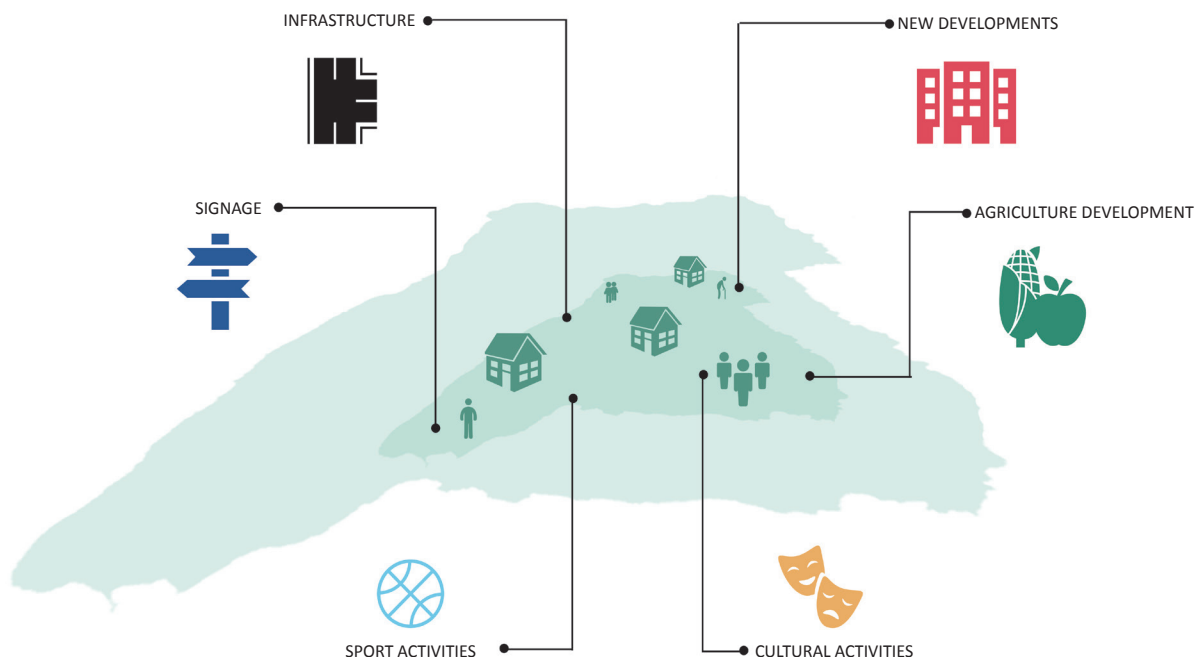


Figure 4.3 Revitalising local areas inside the territory

UP10- Integrating new developments with the existing local potentials

In preserving and promoting the development of historic, cultural and architectonic values of the traditional local areas, the new urban development within the territory near the local areas need to be accompanied with facilitating development instruments in order to enable the necessary conditions for attracting investments in a controlled manner. It is aimed to define development parameters as a condition to preserve their identity and characteristic silhouette of these centres and their surroundings. Developing new areas and tourism resorts in the coastline, needs to be based in the cluster principle. Based on the characteristic of the coastline, the positioning of such structures needs to be implemented in adequate positions to favour the integration of local communities with the new tourism developments. The main principle that such developments need to follow, would be their integration with the existing implementations by contributing in strengthening of local identity (adapting to the traditional architecture of the area and the local materials).

UP11- Preserving traditional architectonic values in the new urban developments

Adapting traditional techniques in architecture of the new developments, will enable the harmonisation of the development with nature, making it possible to interconnect the coastal development with urban areas inside the territory in order to protect potentials and to promote the values of local areas.

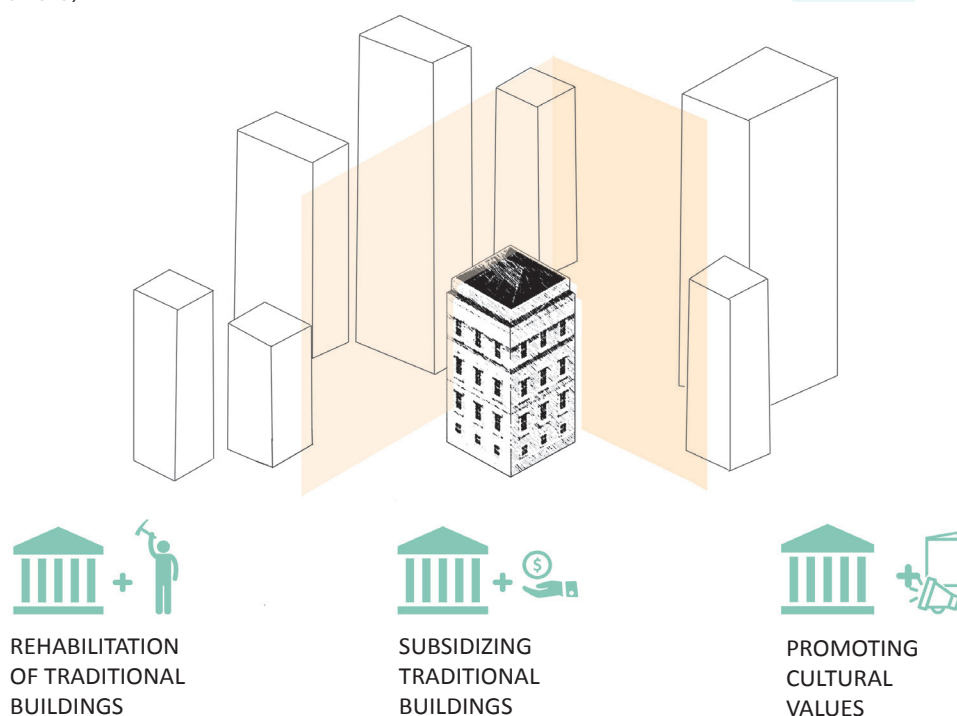


Figure 4.4 Preserving traditional architecture from the new development initiatives

4.2 Improvement of mobility and development of infrastructural system

- Integrating in the network of international infrastructure of the Mediterranean countries in order to increase efficiency in flows exchange enabling accessibility and effective promotion of the coastline.
- Developing mobility through creating inter-regional networks and road axis, that increase time efficiency of connecting centres of the Mediterranean and the Balkans region between them, offering opportunities of vehicles and mobility exchange.
- Creating interrelated transport methods with the objective of improving connections for businesses and suppliers and for the individuals access in the available regional services, through developing the entry and exit border and regional, roadway, railway, maritime and airway points.
- Developing energy transmission unified networks and ICT with countries of the Mediterranean region, to increase exchange efficiency and to secure uninterrupted energy throughout the whole year.
- Creating methods of healthy mobility, having no pollution, for the pedestrians and residents of urban and local centres in the region.

Target for 2030:

1. Complete regeneration of North-South railway and a more efficient connectivity with land and aerial border points;
2. Reducing the use of individual vehicles by 30% through the development of inter-modal public transport network and increasing efficiency of the interurban public transport by 60% through creation of unified mobility networks and axis.
3. Constructing 400 km roadway for bicycles in the whole coastline;
4. Complete development of ring roads system of primary centres and construction of 6 bypasses in secondary urban centres.
5. ICT networks connectivity of all urban centres, guaranteeing network public services for all residents and local businesses.
6. Complete finalisation of energy ring systems that connect urban centres of coastline areas with neighbour countries.

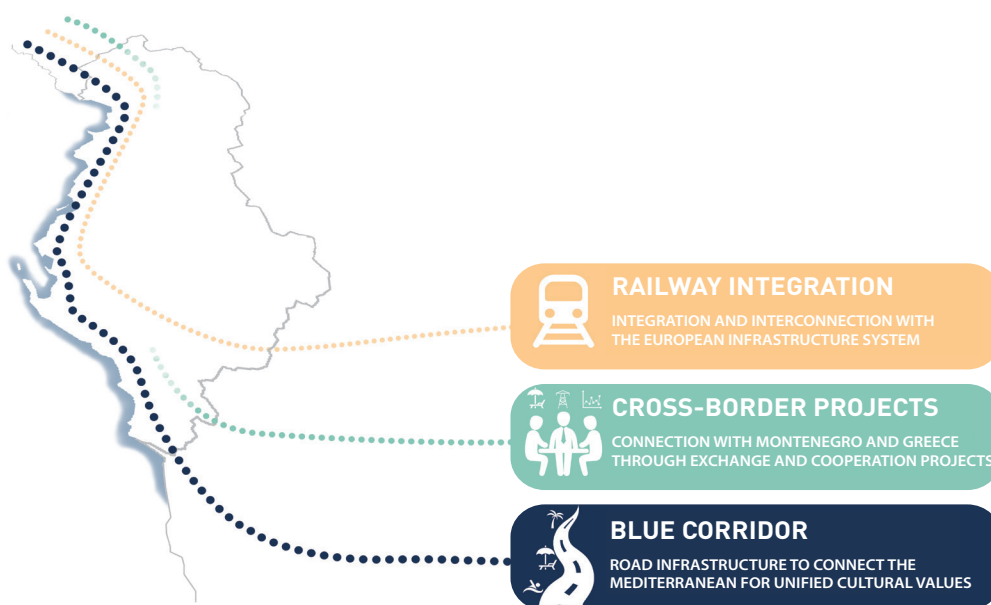


Figure 4.5 Integrating in the Mediterranean infrastructural network

ISO.1 Integration in the Mediterranean infrastructural network

As a consequence of historical developments, Albania is still not integrated in the coastal Mediterranean infrastructural networks. The objective is to integrate the Albanian coastline in the Mediterranean transport network to increase efficiency of flow exchange and to create complementary advantages coming from the collaboration with the Mediterranean countries by ensuring physical energetic and digital accessibility.

IP1- Connection with the Mediterranean coastal infrastructure

Lack of integration with the Mediterranean coastal infrastructure, has caused poor accessibility of the Albanian coastal space in an international level. Interconnectivity of national entry points with such land, maritime and airway networks, would create high convenience and competitiveness for the tourism in the coastal areas. ICSP aims to effectively develop the connectivity of entry and exit points of this segment with the Mediterranean pool, being orientated in the development of road axis, railways, ports and airports. Developing panoramic coastal axis is presented as a primary need, that has the intention of integrating the Albanian coastline with the neighbour's coastline. This plan promotes cross-border collaboration in tourism and economy, with the aim of strengthening the relationship between neighbour countries in exchanging cultural values and in benefiting from services.

IP2- Integration of railway and ports in the international network

Railway transport is presented as a pillar of development in the international access for the transport area. This plan aims to develop the integrated railway infrastructure, that connects in one network, the road corridors, economic poles, ports, airports and urban centres. Integration of railway network with its entry and exit points from the Albanian territory, will strengthen the role of ports in trading goods and for passenger mobility in a international level.

ISO.2 Improving infrastructure and increasing access in the coastal area

Prioritising investments in infrastructure and telecommunications will be implemented based on the hierarchy of the urban centres, thus enabling development opportunities based on the needs and priorities of these centres. The plan promotes development of mobility network interconnection and ICT based on ring systems that are connected to offer conditions for an effective operation to take place in wider networks.

IP3- Combining marine and land transport

Connecting road and marine infrastructure would enable the activation of the 12 miles marine area, the efficient utilisation of current potentials, diversification of tourism package and a better access to the coastline. ICSP promotes the regeneration of marine entry and exit points, based on current unused potentials and in creation of new opportunities of access and interconnection, in presenting new ways of exchanging methods of transport beneficial in many levels for the environment, as well as, for the economy.

IP4- Creating integrated mobility stations

Developing new mobility alternatives and methods and increase of flows and their use, requires the creation of new mutually stationing points. ICSP, based on the principles of GNP, promotes the creation of national multi-modal stations that would enable the increase of time efficiency for the interconnection of urban centres, poles and economic and tourism strategic areas. Through the utilisation of public transport vehicles, access coordination is achieved, thus guaranteeing, in the same time, a decrease in the environmental impact from individual independent transport and added values in employment and the national economy.

ISO.3 “Soft” tourism infrastructure

Development and usage of soft infrastructure (easy) in sensitive areas (natural/cultural) and itinerary marine-land combination, can be used as an instrument to activate tourism potential development areas, such as environmental protected areas and high value panoramic areas. This approach will guarantee the combination of public and private transport to activate certain zones with such potentials through soft infrastructure, using ring networks and natural corridors that enable the exploration of all natural and cultural resources in specific areas of coastline. It is aimed to increase access in potential tourism points through natural corridors, guides for pedestrians, bicycles, public transport that has low environmental pollution, directed from orientating tables (adapt for the environment), to activate local regions near the coastline and within the territory.

IP5- Applying ring network in infrastructure

Applying ring network of soft infrastructure for landscapes and high potential tourism environments, would enable access facilitation and promotion of coastline values. It is aimed to apply this ecological transport network in environmentally protected areas and in high tourism potential ones, by combining the land public transport with the maritime one. Combining activities with different types of transport (“ferryboat”, small ferries, sail boats, eco-bus, bicycles, train, etc.) through the coastline, would enable a better access and promotion of coastal values.

IP6- Promoting and improving the infrastructure for bicycles and pedestrians

Soft infrastructure of cycling network outside the road network and pathways for pedestrians are mobility methods that enable facilitation in accessing special protection status tourism zones. Promotion of such mobility network along the coastline, comes as a necessity to highlight the high number of natural assets and protected areas found in this belt. Cycling pathways, alternated with pedestrian transport and with other mobility methods, would increase the access in the coastline and local areas within the territory, guaranteeing the promotion of values and protection from uncontrolled vehicles traffic.

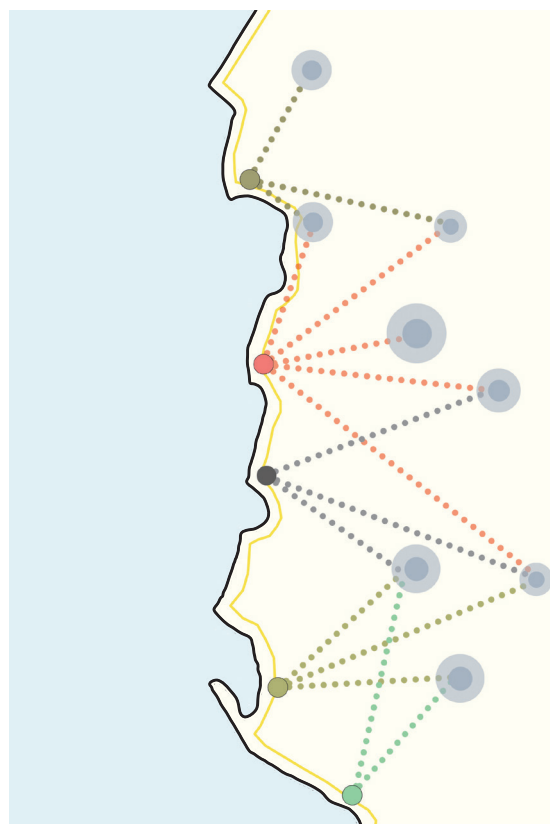


Figure 4.6 Accessing regional centres inside the territory

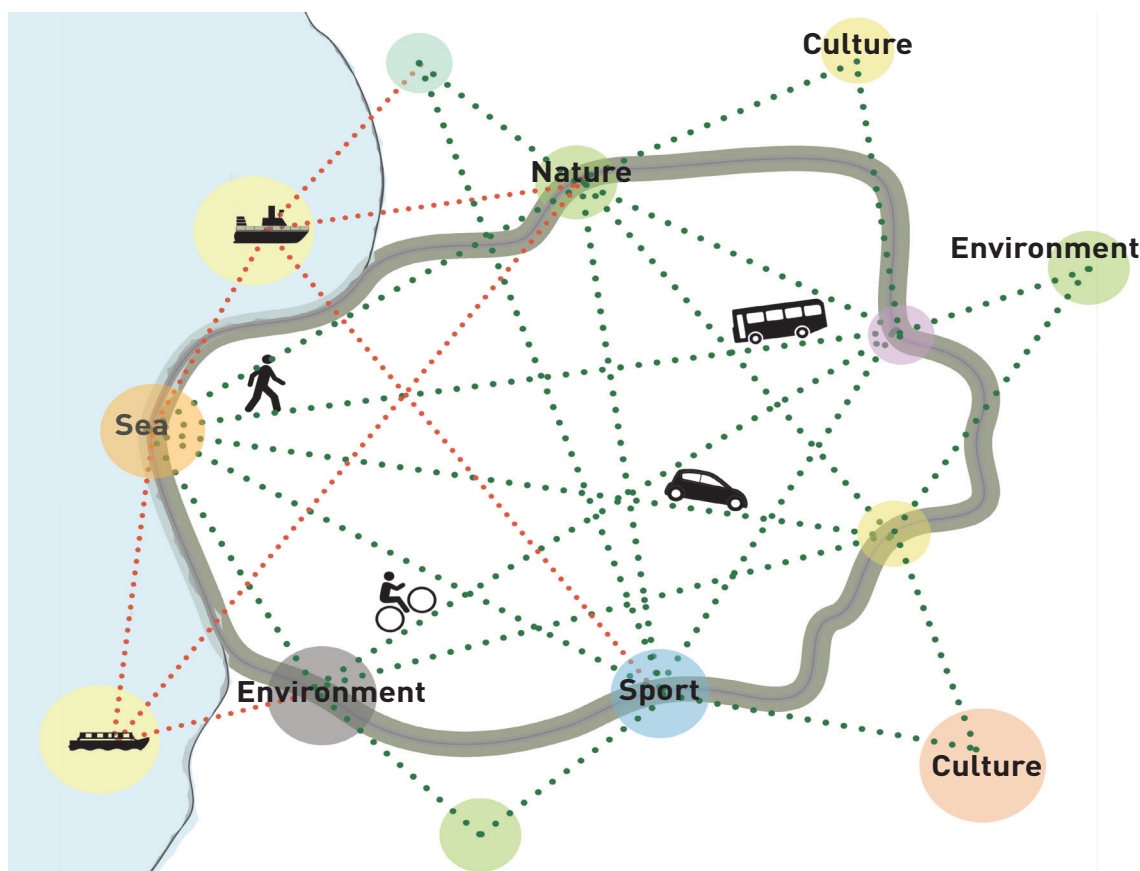


Figure 4.7 Activation of potencial areas through infrastructure

ISO.4 Transport development and access in the marine area

12 miles marine space makes out a national asset which is still not utilised, in terms of economic benefit and tourism. For its well-controlled development and utilisation, it is aimed to promote the development in the services space of marine and fishing economy, through strengthening ports, marinas, marine transport and managed areas of underwater economy.

Activating this space to serve the economy, will exponentially and directly increase its priorities in economy and will have a direct impact in tourism development.

IP7- Revitalisation of existing ports and anchorage place as public stations for marine transport

Existing marines, ports and anchorage place, have unused adaptation potentials and can be reused for other intentions such as: creating public marine stations by contributing in revitalising marine transport, activities created in relation with water sports, establishing sailing services in relation with tourism, professional education related with marine economy and tourism, educating children with the sailing culture and other activities related with the sea, resurgence of fishing tradition (fishing ports) with all other services that are part of this sector (preparing the fishing nets, fish markets), that are strong points of coastal places and have their own significant national and local importance for the economy.

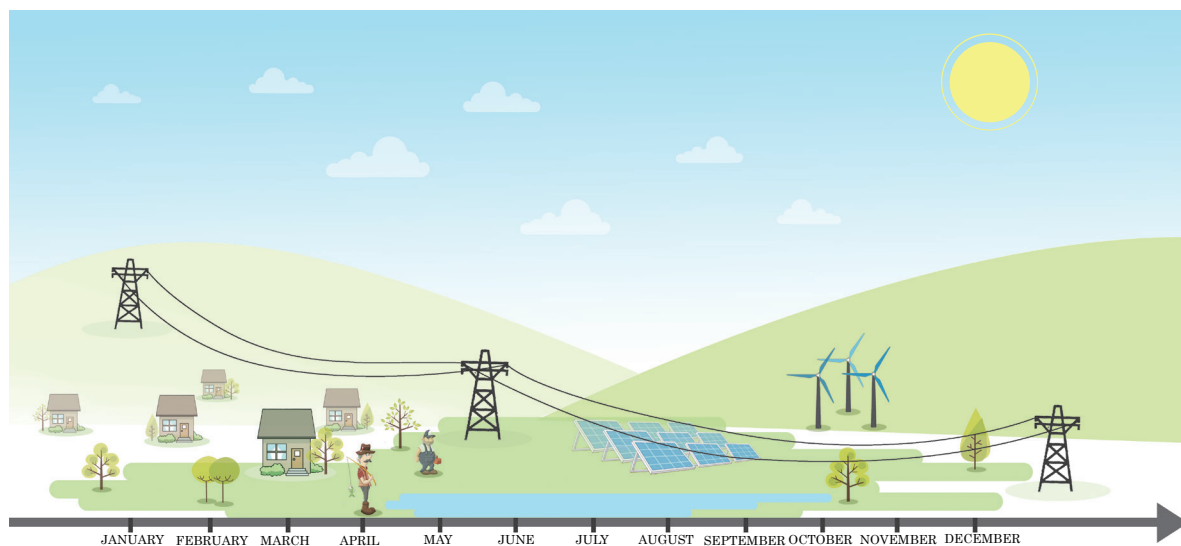


Figure 4.8 Covering the coastal belt with energy throughout the year

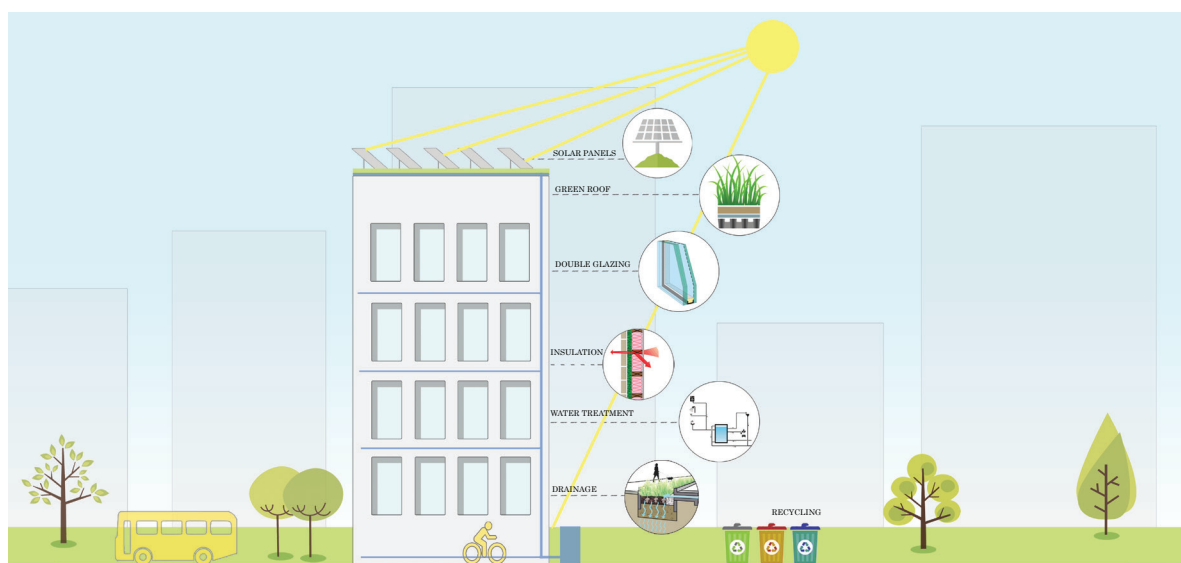


Figure 4.9 Energy efficiency in construction

ISO.5 All - year energy coverage for the coastal belt

Energy is one of the primary services that has to be offered and guaranteed in high quality and efficiency in the coastline, as an area of national importance for tourism development. The primary objective of this plan is the development of integrated interconnection network for electrical energy supply with the Mediterranean countries for the development of infrastructure and also the related ICT networks.

In the same time, it is aimed to promote the use of renewable and alternative energy, based on the resources and potentials of the country such as sun and wind, to enable a full perennial territorial coverage with energy.

IP8- Increasing electrical energy network efficiency

Increasing electrical energy efficiency in all urbanised centres will be achieved by extending and developing the electrical infrastructure in these areas by guaranteeing stations and interconnection lines that are interrelated in ring shapes, and guarantee for the electrical energy to be stable, based on different regional sources.

IP9- Diversification and development of new alternatives of energy sources

The favourable position of the coastline gives a high potential to utilise solar energy through construction of photovoltaic parks. Utilising solar energy is presented as an effective factor in diversifying resources and risk management towards the increasing drain times as a consequence of climate changes. ICSP proposes the development of priority networks and areas to construct the necessary infrastructure in utilising these resources, enabling the management and trading of energy surplus in the international networks.

4.3 Development of agricultural system and improving the quality of agricultural products

Agricultural system constitutes one of the most important economic development branches that is related with the coastal lowland. This plan proposes its development by defining the main specialised areas related to agriculture and by identifying the necessary infrastructure serving the agriculture and supported from SMEs and entrepreneurial innovation.

Target for 2030:

1. Increasing GDP from agriculture by 3%;
2. Increasing productivity of work in agriculture by at least 6% per year of work;
3. Increasing productivity of work in agro-processing by at least 5% each year for every working year;
4. Increasing the average size of trading farms to 5-7 ha;
5. Regenerating by 70% the whole agricultural irrigation infrastructure in the western lowland;
6. Development and increasing efficiency by 80% of agricultural drainage channels;
7. Development of 6 regional agricultural road rings;
8. Development of 5 regional trading centres of agricultural products;
9. Creating 5 regional agro-incubators and development of 8 regional lab centres for certified agricultural products.

ASO.1 Development of agricultural system

Based on informal development and the tendency of individual development in small private units, agriculture has had a low contribution as compared to the territorial potentials of the country. ICSP aims establishing standards to utilise land in agricultural areas with the objective of consolidating agricultural land, increasing

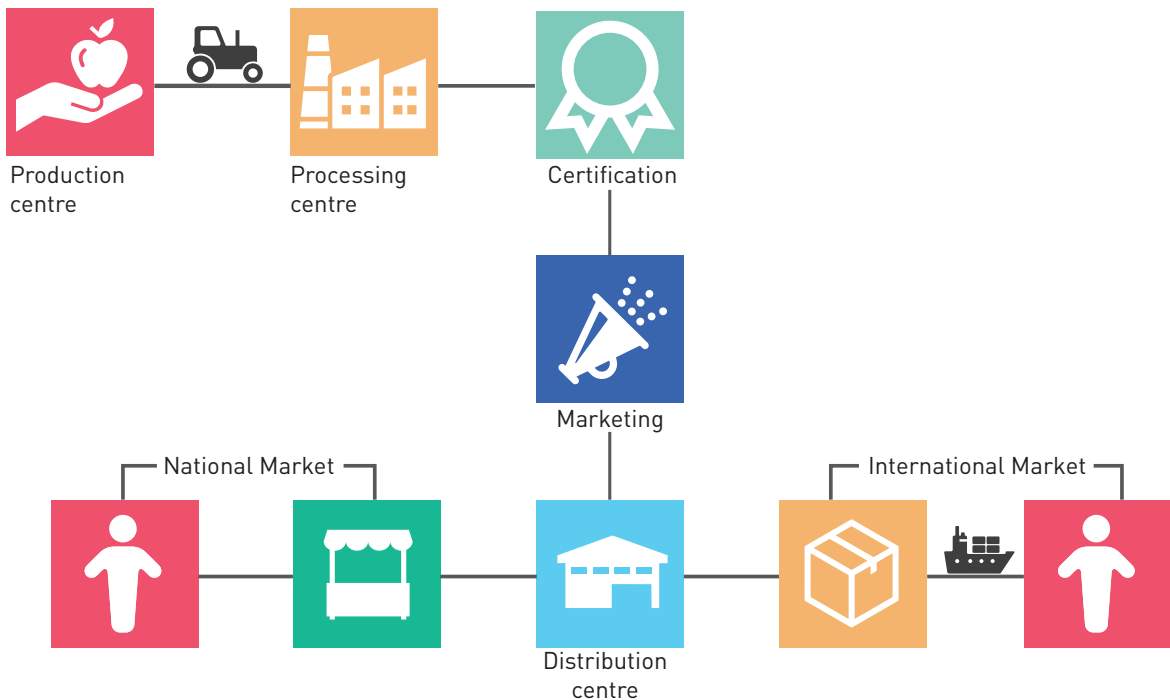


Figure 4.10 Empowering the agricultural sector and prioritising this sector for economic development

the size of farms, increasing the efficiency of network and supporting infrastructure and development of interrelated agricultural, agro-tourism and nature economy.

AP1- Protection and development of agricultural system

Agricultural system formed from the territorial entirety and structures serving agriculture, will be developed being oriented towards consolidating agricultural land in proportion to its productivity.

It is aimed to reduce the fragmentation of agricultural land, to secure an increase in the efficiency of farms production.

Creating a new approach towards the structuring of utilisation of the territory that has a development potential of agricultural sector, based on traditional productions: olive groves, viticulture, fruits, citrus, field crops, etc. enables a production increase and diversification of local products range.

AP2- Creating economies of scale in agriculture

This plan aims the development of economies of scale and orientating agriculture towards specialised trading farms that have an average size up to 5 ha, that in collaboration with cooperatives and smaller agriculture units will diversify the agricultural product based on the typologies of local varieties. Economies of scale are going to be achieved through regionalism of the agricultural product, with the intention of complete development of the regional product chain. Increasing efficiency and quantity of production is possible from clustered production, where the specialised agricultural units produce complementary products for each-other, thus developing a continuous cycle in completing the product's value chain and guaranteeing the conditions for competitiveness even out of the country.

AP3- Regenerating systems and supporting infrastructure of agriculture

Although resources in the country are numerous, the Albanian agricultural

production remains out of European certification standards for different reasons, something which is a barrier for the trade and export of such goods as registered trademarks.

This plan supports the development of infrastructure and certified water supply systems to develop watering of products and in the same time promotes the agricultural lands drainage systems development, to guarantee the reduction of risk in agricultural sector in case of natural disasters. ICSP also proposes to cover the agricultural territory with infrastructural network that is interconnected in regional level to enable quick access of products in the regional markets, aiming fresh products distribution to the client.

ASO.2 Development of products cycle and supporting infrastructure

Creating a closed cycle economy is based in constructing a full network of stakeholders who participate in such economic exchanges. The direct responsible Ministry and municipalities of this area, need to create efficient operational legal, fiscal and territorial frameworks for the development of these businesses and the accompanying structures.

Municipalities have to guarantee the supply of suitable territories for these supporting structures, including control and monitoring centres and places to store and process the products.

AP4- Certifying and marketing of the agricultural products

Brand creation for the local products is necessary because it impacts in differentiating quality and also to grow consumer loyalty in them. ICSP proposes the development of regional and local centres to increase efficiency of the sales cycle based on the work done from lab centres, certification offices, agro-incubators and other offices that find and sell products in the global markets. Thus, this plan aims to increase domestic products competitiveness in global scale, through issuing trade registered and patented brands. Municipalities need to secure, as a first step, the necessary territorial area to develop such structures of the agricultural system, and then to build up development and marketing standards for the products, based on the best examples from the local and regional developments.

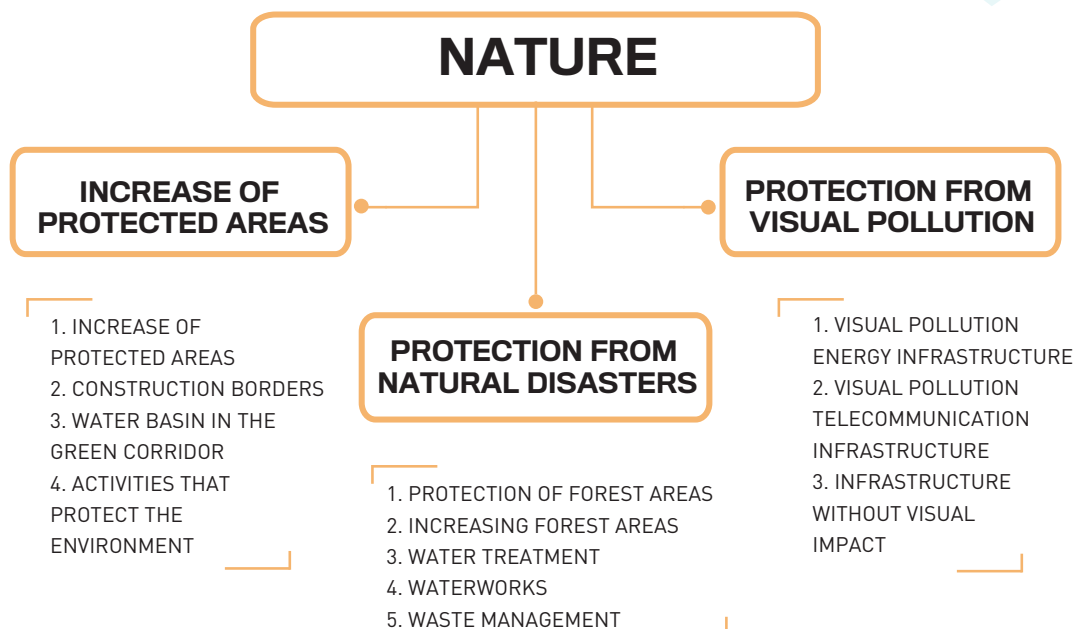


Figure 4.11 Increasing the natural protected areas

4.4 Environmental protection and development of water and natural systems

Territorial protection and especially natural resources and national waters, is presented as a necessity in developing the coastline.

This plan aims to increase the number of protected areas and in the meantime a parallel proposal is to develop their interconnectivity through ecological corridors.

These corridors have to connect natural assets of coastline, including all protected areas and ecological land and marine habitats, river streams, forests and panoramic areas which can be part or not of urban and rural residencies.

Improving the environmental quality and access to the Adriatic and Ionian seas, needs to be achieved through the use of technologies with zero harmful emission, as a response towards climatic changes.

Target for 2030:

1. Increase by 30% of protected natural areas and creation of parks networks in central and regional levels;
2. Creation of green corridors along 7 main rivers of the coastline;
3. Reduction by 80% of pollution and waste spillage from urban centres in the rivers of coastline;
4. Improving by 30% of the water quality, flora and fauna in the Adriatic sea and by 20% in the Ionian sea;
5. Reduction by 25% of harmful aerial emissions (CO₂).

EnSO.1 Accessing and activating the network of environmentally protected areas

Territorial protection and especially preservation of national protected areas is a priority to develop the coastline.

This plan aims the increase of environmentally protected areas and the increase of the category of their protection status.

In protected areas, this plan proposes the inclusion of natural endangered areas, zones with panoramic and scenic potentials and marine areas with special values that have to be protected. This approach will make possible, not only for the values to be protected but also will create opportunity for a stable development of the natural and water systems.

EnP1- Development of environmentally protected areas

Protection and development of natural coastal ecosystems is proposed to be achieved through interconnecting environmentally protected areas, made up from networks of parks and environmentally protected natural systems and from the water system of environmentally protected areas. This interconnection will be achieved through green ecological corridors, in local, regional and national levels. This plan also proposes the development limitations near the river bays, in order to protect and transform them in natural scenic corridors, that apart from playing an ecological role for the fauna of our country, make up an important potential for the eco-tourism development.

EnSO.2 Regeneration of the landscape in the free natural areas

Intensive and uncontrolled developments over the past few years have caused natural system damages, including areas with scenic values but also protected zones. Preservation and regeneration of scenic values from all possible factors that endanger the coastline is one of the sectoral aims of ICSP.

The coastline plan also identifies all natural endangered areas and orientates their regeneration in order to enable the protection of urban development in free from natural disasters zones.

EnP2- Reforestation of free natural areas

ICSP proposes to regenerate free natural areas and territories in order to serve the aim of protecting ecosystems and protection from the climatic factors.

One of the most emergent needs to regenerate natural areas is to increase forest areas, especially in zones near the coastline that are frequently endangered from erosion, landslide and floods.

EnP3- Risk management from natural disasters

Increasing awareness for natural disasters of residents situated near the coastline in the conditions when we have climatic changes, takes a special attention in territorial administration from local government units. Informing and prioritisation of measures and territories in response to the presented danger, needs to be developed through creating special structures and funds. In avoiding added risks in urban and rural centres, this plan proposes to increase population awareness and prioritisation in territorial utilisation by avoiding the use of endangered areas from floods and erosion.

EnSO.3 Development of waste management networks

ICSP proposes the regionalism of waste management based on distances and available capacities for every unit of population. It is proposed to insert an integrated management hierarchy based on urban and rural centres, aiming environmental protection and improving the living quality in every locality.

EnP4- Waste, sewage and polluted water management

There are a variety of issues in waste generation and their management. The largest quantities in waste generation are created from waste coming from inert materials and solid urban wastes. This plan proposes the development of new provisional and stationed management zones, which are efficiently integrated between them and regional collection and/or incineration.

It is also proposed to develop new polluted water management stations, that will enable the improvement of quality of water and, as such, the quality of river and water ecosystems in the coastline.

EnP5- Protection and management of underground and overground water resources

This plan dictates and supports the environmental protection and especially the protection of water systems from liquid and solid wastes of the urban system and industrial production structures within and in the outskirts of the urban areas. Local government units need to guarantee the development of urbanisation accompanied with controlled and planned utilisation of the territory, thus creating buffer areas to utilize underground and overground waters and to promote the control when resources and water-collection ponds are utilized for every territory.

EnSO.4 Facing climate change

For Albania, even though the historic information are limited, based on the Second National Communication, it is observed a temperature increase and a change in the frequency and quantity of rainfall throughout the year. Based on the projections of this report for 2050, during the summer time, there are expected increased temperatures by 2.4 - 3.1 degrees Celsius more than the current temperature. Also, over the past years, we have observed that Albania has started to be impacted from floods almost every year, being those floods with high frequency of recurrence (Shkoder 2013, Fier, Lushnja, Tirana 2015), but also floods that have a recurrence probability 1/1000 years (Shkoder 2010).

EnP6- Taking mitigation and adaptation measures towards the climatic changes

This plan and achievement of its objectives in correlation with stable development, cannot be put in practice without having an integral approach of global and European perspective towards climate change. Based on these factors, ICSP proposes mitigation and adaptation measures towards climate changes, foreseeing integrated development in two levels, central and local one in the natural, water and agricultural systems.

This plan aims to reduce carbon emission in the future, taking into account the risks coming from flood, erosions and change of coastline, and encourages reuse of existing resources and use of renewable resources to produce energy.

4.5 Sustainable economic development

As an important priority space to develop the country, the coastline will be transformed in a competitive zone in the Mediterranean region, focusing more in specializing the functions of urban centres and the economic services offered in them.

This plan identifies priority areas for economic development based on different sectors, by harmonizing it with the environmental protection and the territorial assets of the coastline. Within them, such zones will offer diverse and mixed services, based on cluster principle, aiming to attract talents and healthy investments for the territory.

Target for 2030:

1. General increase of GDP by 10%;
2. GDP increase from tourism by 2.8 %;
3. Decrease of youth unemployment by 8%;
4. Increase of technology investments by 8%;
5. Opening of 8 incubators for economic development;
6. Developing priority BID zones in primary urban centres and development of TID areas.

ES0.1 Sustainable economic growth in the coastal belt

Strengthening the strategic infrastructures and development of human resources will promote the interaction between different economic networks, aiming in creation of a qualified labour force and use of modern technologies that have no negative impact in the environment. Integrated development between economic sectors of services and tourism, agriculture, nature and culture, will make possible to unify, protect and stable development of the coastline to occur, enabling the development of a unique and clean destination that strongly competes with other countries of Western Balkans and the Mediterranean.



Figure 4.12 Economic development for the coastal belt

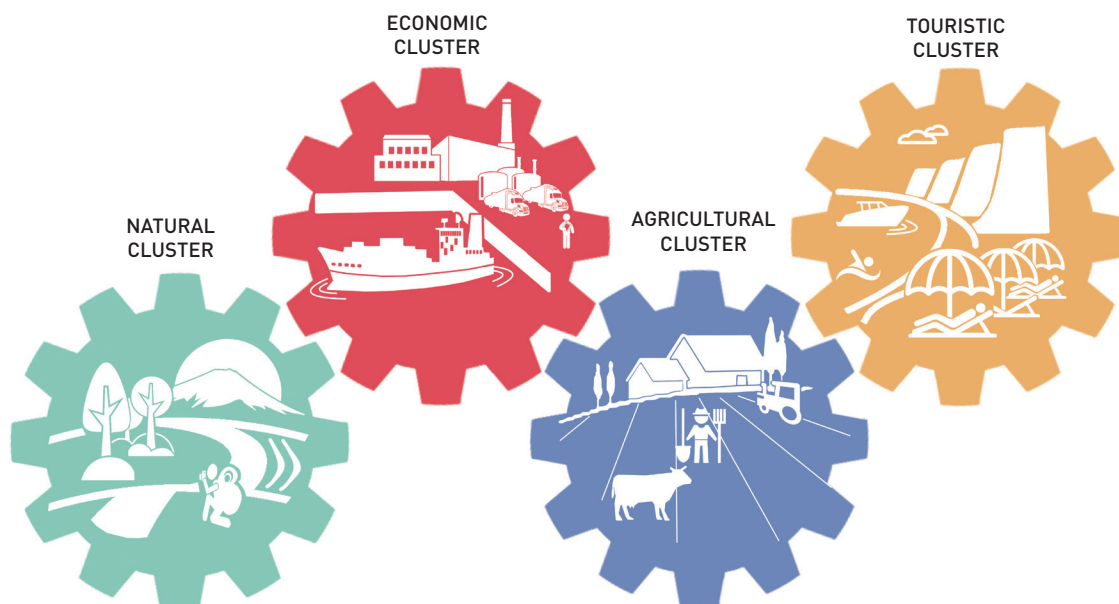


Figure 4.13 Creating different tourist clusters

EP1- Clustered economic development of primary sectors

Economic development of coastline will be achieved as a result of utilisation of territorial potentials and local human resources, harmonised and balanced with the aforementioned objectives related to environment and nature. The territory and labour force will be specialised based on the primary sectors and will be adapted based

on their specific characteristics: agriculture, services, logistics, culture and environment. This plan proposes the interconnection between strategic poles, zones and urban centres of the coastline in clusters form, developing as a first step, the physical infrastructures and interaction networks and then by increasing the efficiency of products and services supply based on the specialization of human resources.

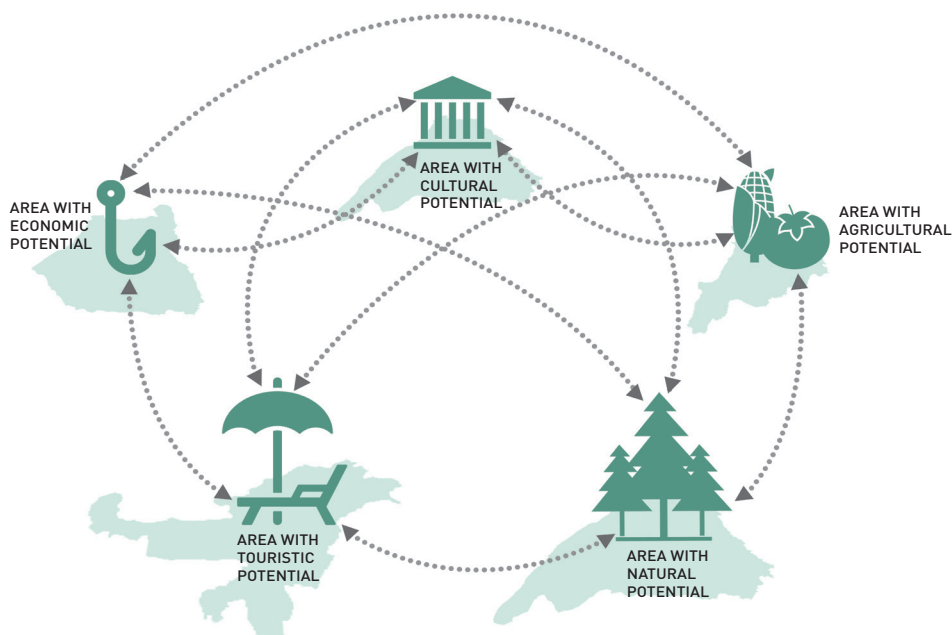


Figure 4.14 Increasing competitive and comparative advantage

EP2- Increase of economy efficiency through economic units and economies of scale

Creating complementary network of businesses that assist each-other in creating a closed cycle economy, will enable opportunities of developing economies of scale, promoting an equal income distribution throughout the territory and will increase mutually beneficial cooperation for the entrepreneurs. In this way it is possible to guarantee the necessary conditions to increase the efficiency in production and to secure lower costed products that could appropriately compete in the global market.

EP3- Developing innovation in economic sectors

Innovation is presented as a key element for development and management of primary resources that are offered from the Albanian coastline. Its promotion, based on a clustered economy, not only in technological sectors, would enable the spread of entrepreneurial climate in the country bringing forward the creation of many new jobs with specialised profiles.

Development of human resources will fulfil the needs to create an international economic pole identity, focusing on capacity building in education, updating skills and knowledge on innovation.

This plan aims, in the same time, to develop the quality of living in urban centres to enable the necessary conditions on attracting international talent and to develop new opportunities on attracting FDIs.

EP4- Increasing local capacities in tourism, agriculture, farming and culture

Coastal regions are frequently facing the issue of lacking specialized capacities in services and tourism areas.

For this reason it is necessary to create the right educational supporting infrastructure in tourism area, including professional schools and universities, based on the specific potentials offered in each zone.

For every local unit found in the coastline, it is proposed to create and develop at least one educational research and development centre adapted with the specific characteristics of that area.

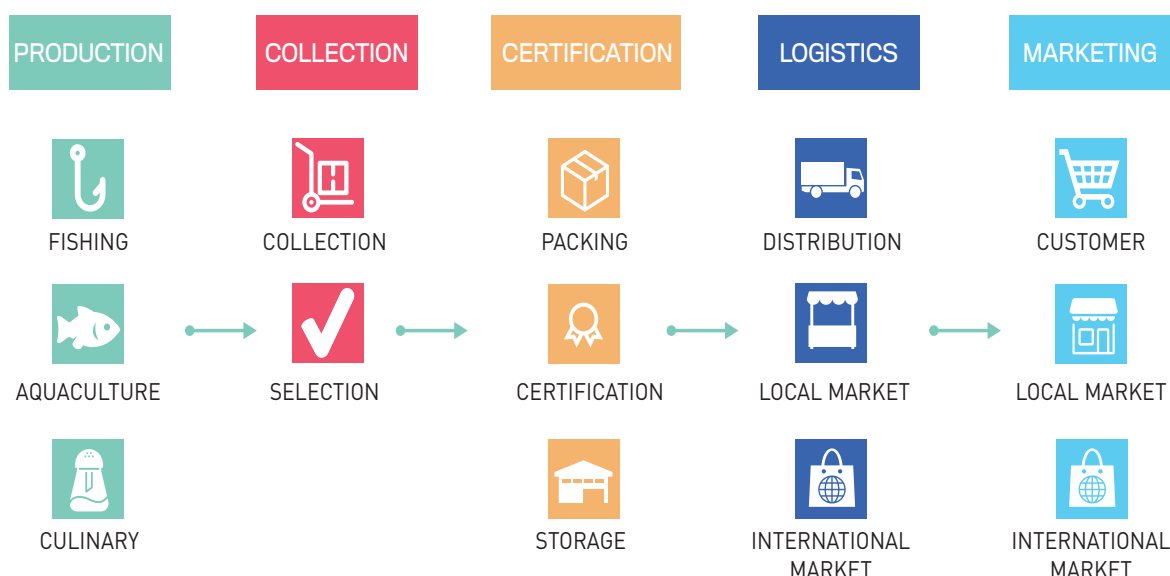


Figure 4.15 Developing maritime economy

ES0.2 Development of marine economy

The coastline represents a national importance zone for developing tourism and marine economy, including different marine transport industries in managing the flows of goods and people and other relevant industries related with the blue economy such as fishing, aquaculture and marine tourism. This plan orientates the efficient use of marine space with priority functions in developing different typologies of marine tourism and full integration of coastline with the parallel space inside the territory, guaranteeing, in the same time, certain clear zones in protection of environmental ecosystems and water systems specifically.

EP5- Creating a collection, trading and distribution network of marine products

Completing the value chain of marine products will make possible the development of marine economy sector through the trade and goods exchange with all other regional countries. Production, processing and promotion of marine products is a necessity to develop the blue economy, so this plan promotes the development of specialised poles in primary urban centres with the focus in infrastructure and human resources.

ES0.3 All-year diversified tourism development

Tourism development in the coastal areas has as primary intention to create an authentic, diverse and clean destination, with all its natural and physical assets that offer opportunities for unique services, based on their history, culture and nature. This plan aims the combination between qualitative services and products offered from business and the cultural-historical-natural tourism offer, but also to provide a high service quality of agro-tourism in rural areas parallel with the agricultural development.

EP6- Interconnection of areas and environmental and cultural primary resources through natural corridors

This plan promotes creation/consolidation of new tourism destination that promote unique territorial, historical and cultural values, in the coastline but also within the territory. These destinations/urban and rural centres, are interrelated with each-other in creating continuous tourism itineraries of the Albanian coastline, through scenic natural corridors.

EP7- Interconnection of service economy in urban and rural centres

The aim of this plan is to achieve a proportional distribution of all residencies found in the coastline. For this to be achieved, tourism will be developed in alternated ways, by focusing specialization in urban areas in relation with recreational services, welfare and health but supported from authentic natural, agricultural and cultural products of rural centres.

EP8- Development of human resources and promotion of coastline potentials

Creating an informing, marketing and orientation infrastructure for the coastline potentials will be interrelated with specialised education centres for the human resources. Specialised education needs to be adapted to the preliminary functions based on the local characteristics of each area. This plan promotes the construction of unified specialised and certification institutions with the focus in tourism sector.



Figure 4.16 Transforming the seashore into a unique destination



Figure 4.17 Extending the length of the tourist season

ESO.4 Transforming the Albanian coast in a clean and unique destination

The transformation of Albanian coastline in a clean and unique destination can be achieved only by guaranteeing the territorial utilisation to be in a controlled way without having negative impacts in the environment, guaranteeing that tourism inflows will be covered by the current accommodation capacities in local areas having regard to the natural, water systems and historical and cultural values of these residencies.

Preserving the characters of coastal belt localities

Based on the current territorial consumption in the shores, the coastline plan orientates the urban development into limited utilisation of the first zone near the coastline and in the same time promotes regeneration of local areas within the territory.

The advantages of developing such local areas are various, including the activation of existing potential of the residents, of existing residencies stock, of unique historical and cultural values, where in the same time, the natural and scenic assets found in the coastline remain untouched and attractive for the tourist.

This plan aims to create stable development models spread in wider territories by combining natural and cultural tourism.

EP10- Promoting and developing coastline potentials and values

It is necessary to define territories in function of the massive and elite tourism, based on authentic attractions of the coastline. Local government units, through the General National Plans, need to describe and regulate the development of such territories based on rigorous standards regarding the carrying capacities and infrastructural conditions of public space, guaranteeing in any case, the protection of agricultural and natural resources.

A large, stylized white number '5' is centered on the page. It has a thick, blocky appearance. A white circle is positioned in the lower right quadrant of the '5', partially overlapping its vertical stroke. The text 'Strategy and proposals of territorial development' is written in a dark blue, sans-serif font, centered within the white circle. The background is a solid teal color with a light blue geometric shape in the bottom right corner.

Strategy and proposals of territorial development

Contents

- 128** 5.1 Integrating the Albanian coast in the Mediterranean region
- 129** 5.2 Coastline potentials
- 132** 5.3 Regional development poles
- 136** 5.3.1 Primary actions in the development of poles
- 137** 5.4 Coastal spatial organisation and the use of territorial systems
- 138** 5.5 Development of urban system
- 138** 5.5.1 Centres hierarchy in the coastline
- 140** 5.5.2 2 Urban centres consolidation
- 141** 5.5.3 Urban centres densification
- 142** 5.5.4 Urban poles regeneration

143	5.5.5 Informal areas integration
144	5.5.6 Inclusive community spaces
144	5.5.7 Energy efficiency
145	5.5.8 Urban centres mobility network
147	5.6 Improvement of mobility and development of infrastructural system
147	5.6.1 Mobility in international and national level
147	5.6.2 Roadway transport
150	5.6.3 Railway network
150	5.6.4 Water transport (ports and marines)
151	5.6.5 Airway transport
152	5.6.6 Energy infrastructure
153	5.6.7 Information and communications technology/ICT
153	5.6.8 Water supply networks
154	5.6.9 Waste, sewage and polluted water treatment
155	5.7 Development of agricultural system and improving the quality of agricultural products
159	5.7.1 Land use in agriculture, in four belts of the coastline

162	5.8 Environment
162	5.8.1 Development of the network of environmentally protected areas
164	5.8.2 Reforestation of free natural areas
165	5.8.3 Risk management from natural disasters
165	5.8.4 Urban and industrial waste management
166	5.8.5 Preservation and management of underground and overground water resources
166	5.8.6 Taking mitigation and adaptation measures against risks and climate change
173	5.9 Economy and tourism
174	5.9.1 Economic areas (territorial development in support of regional economy)
176	5.9.2 Mineral resources, energy, water
178	5.9.3 Tourism
181	5.9.4 Touristic potentials in the coastline
182	5.9.5 Tourism in the coastal zones
199	5.9.6 Capacities of beaches

Strategy and proposals of territorial development

5.1 Integrating the Albanian coast in the Mediterranean region

From the economic and social analysis in the international context of the Albanian shores, it is observed a weak interconnection with the Mediterranean land and marine territorial space. The Mediterranean sea presents a high potential of economic development related to tourism, as 51% of global tourism takes place in this area.⁴⁰

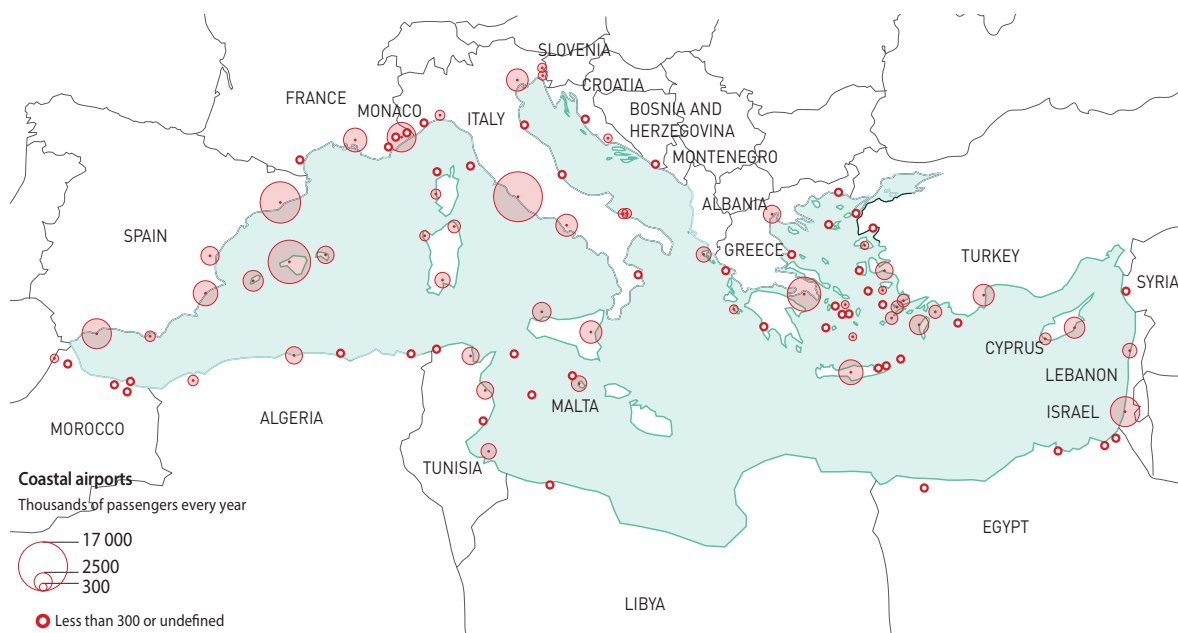
Based on these priorities, the primary aim of this plan is to integrate the coastline in the Mediterranean space through new proposals in terms of interconnecting infrastructure, in developing an interregional economic and cultural collaboration, through several cross-cutting programs and projects. Strengthening interaction and integrating this country in the Mediterranean region, will enable a convenient development of resources found in the Albanian coastline belt.

This plan aims for a balanced development of coastline to take place, in enabling the

preservation of physical assets, natural, cultural, historic and social resources, and in the same time, generating economic growth based on tradition, culture and unique domestic product.

Metabolic territorial analysis redefines the methods on how the solutions to the urban space challenges are going to be implemented but also for other developments outside these areas, not only based on the actual state, but also by assessing development potentials for the future, by analysing the dynamic relationship between the society, nature and development needs. Now, more than ever, living takes place in large urban territories, that have complex issues and form our urban environment, thus for this reason, this plan inserts a functionality hierarchy for urban centres that will serve as development poles and that are going to be interconnected with each-other and with the natural assets of the coastline belt. This new symbiotic relationship, will enable the integrated economic development based on functionality, and will also promote the creation of markets with variable functions in tourism sector, by giving answers to the questions on attracting

⁴⁰ WB, WTO (World Tourism Organisation)



Map 5.1 Potential of Mediterranean region ⁴¹

foreign investments in different sectors of tourism and in the protection of territorial development. Based on these complementary relationships, this plan analysis the territorial areas of the coastline in interconnection with the poles of regional development of GNP, together with urban and rural centres potentials.

5.2 Coastline potentials

Based on the aforementioned analysis, the territorial development are closely connected with overlapping characteristics of four vertical belts (starting from coastline belt towards the inner part of the territory), the interconnection of which is accompanied from four territorial development poles described in GNP as an engine of coastline development. Their presence guarantees, in the same time, the creation of a critical mass for economic development, providing uniform income distribution in primary urban centres territories but also in the secondary ones. Further proposals of ICSP are closely connected with functionality and services

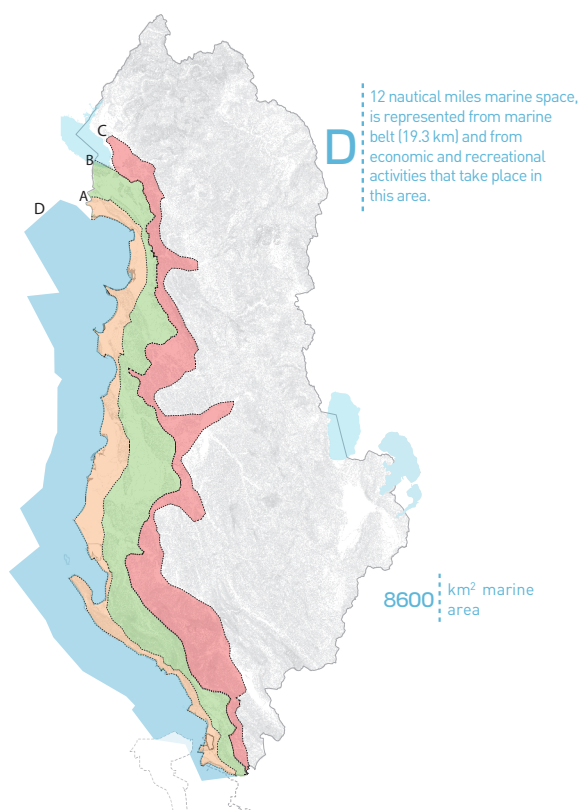
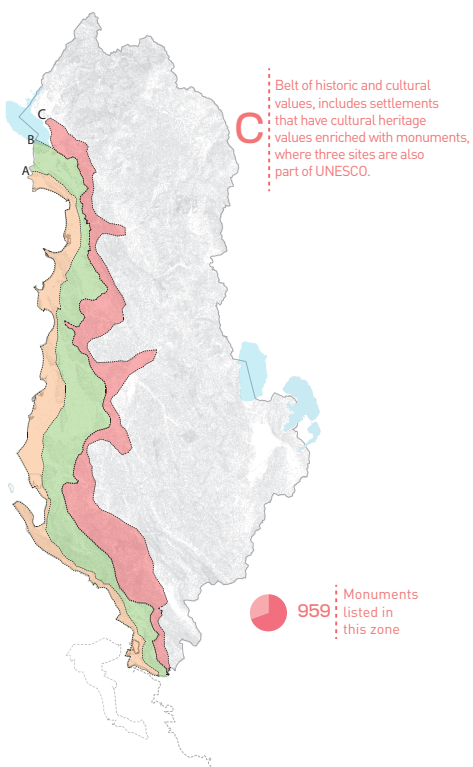
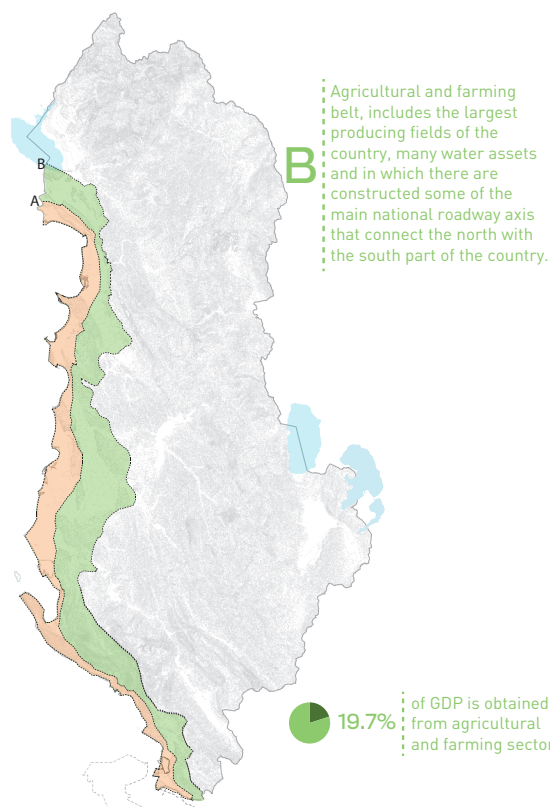
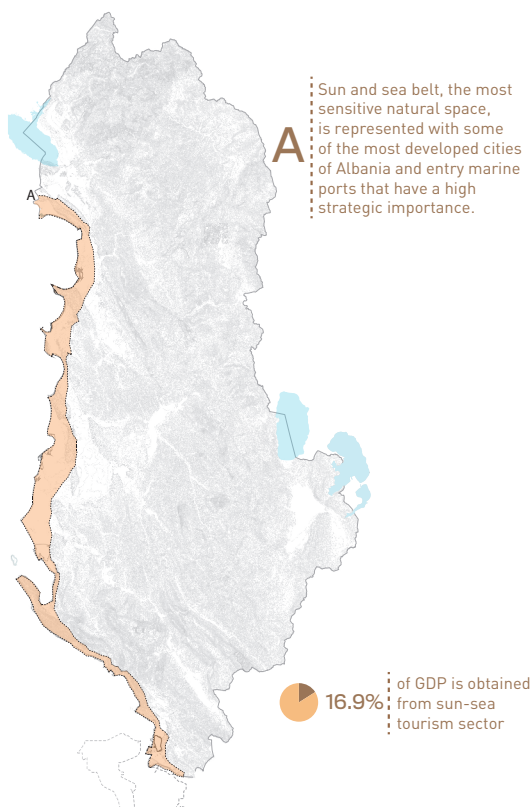
distribution in this urban centres and in their surroundings. Based on this need, ICSP harmonises services distribution related to territorial belts, that are going to balance utilisation functions of the territorial systems from primary coastline centres into local centres found inside the territory. Combining these interrelated elements, will create the missing value and weigh for stable territorial development of coastline urban centres to occur.

Combining potentials of each belt; A, B, C and D, from 12 nautical miles into the inner parts of the territory, is one of the basic principles of this plan.

You will find as follows, the assigned labels of each zone, based on their prevailing characters and values:

1. Zone (A) of the sun-sea coastline area;
2. Zone (B) of the coastline agricultural areas;
3. Zone (C) of cultural heritage values;
4. Zone (D) of 12 nautical miles.

⁴¹ <http://www.grida.no/resources/5905>



Map 5.2 Coastal, agricultural, historical/cultural and maritime belt

1. Zone (A) of sun-sea coastline area

The first zone that is connected with the Mediterranean sea, that has marine transport development opportunities (composed of three continents, Asia, Africa and Europe) and directly connected with 27 countries with access to the Mediterranean, presents, in the same time, the most sensitive territory regarding different floods phenomena, erosion, landslide and coastal pollution, especially in Adriatic and Ionian seas, as a consequence of deforestation, eight rivers flowing in there and uncontrolled urban development.

In the same time, this zone is presented as one of the primary land and sea space regarding the environmental ecosystems, where there are found five natural protected areas, with a large biodiversity of flora and fauna in its five lagoons: Vilun, Kune- Vaini, Patok, Karavasta and Narta. The space of the first zone is also composed by the most important urban centres territories in national level (Shengjin, Durres, Vlora, Saranda, and then Velipoja, Divjaka and Himara) regarding the population number and the level of economic development.

This coastline area, having a wideness of 2-10 km, is more developed in its sun-sea tourism sector, as a result of high demand and potential of directing economic development towards tourism. Development of this territory, apart from primary urban centres that have a complex development, will be mainly directed towards tourism and agricultural sectors. Urban centres development and specialisation will be promoted in connection to regional development poles and with their structure compactness and consolidation. Development of entry points in the territory, that are connected with the main urban centres, will be strengthened through regenerating these axis to support development of tourism and economy. These entry gates are going to be accompanied by suitable roadway and airway infrastructure in order to increase the interconnectivity efficiency with the global tourism. In the same time, we need to promote the development of marine entry points for goods and transport of raw materials, for which quick access needs to be created, by

having in place infrastructural corridors of international mobility.

2. Zone (B) of the agricultural coastline area

Zone B is the territorial area represented from Western Lowlands, as an intermediary zone between first coastline zone and hilly and mountainous ranges found in the inner parts of the territory.

This zone varies in its wideness from 5-25 km and includes the agricultural lands and low hills that have planted soils full of vineyards, fruit trees and olive groves. This zones is presented with its water and land assets, that contribute in growing and developing agriculture and products related to agriculture. Its development will be oriented towards protection and consolidation of agricultural, natural and water systems.

This approach of development concentration raises the need of developing added infrastructures in protection of environment, to provide the increase of quality in river waters and consolidate the agricultural land.

3. Zone (C) of cultural heritage values

Zone C is the territorial area that starts from the coastline and continues in the inner parts of the territory, including local centres (that are spread up to surroundings of 12 first line of the coastal space municipalities) having national and international historic and cultural heritage values.

Territory of zone C overrides with zone A and B and penetrates in the inner parts of the territory including all valuable and influential potentials in tourism development.

Altogether, there are counted more than 1000 cultural and historical monuments, where only in this part of the Albanian territory, there are found centres such as Shkodra, Lezha, Kruja, Durres, Tirana, Elbasan, Apollonia, Orikumi, etc., and centres with international value such as Berat, Gjirokastra and Butrint.

This area is mainly composed of historical and cultural heritage values along the whole coastal, field, hilly and mountainous territory and has immense impact because of these

assets, in all the coastline territories of Albania. By prioritising such assets or primary resources (tangible and intangible), this plan promotes urban centres development and regeneration in places where these assets are located, and enables quick access into them, aiming to increase utilisation of these potentials in serving culture and tradition tourism.

4. Zone (D) of 12 nautical miles

This one is composed of marine space with wideness of 19.3 km and all economic and recreational activities found there, such as: aquaculture, fishing industry, salt production and processing, maritime transport and marine tourism.

Based on these resources, in the territorial potentials and flows of international movements that are currently not utilised, this plan orientates development towards poles, by having clear functions and focusing on tourism services equipped with interconnected infrastructures with urban centres and towards environmentally protected areas related with recreational and supporting services in protection of water and natural systems.

At the same time, ICSP Shores, supports controlled and compact development of entry points in the territory that increase efficiency in processing goods near the primary centres and that have a quick access in the interurban infrastructural network.

5.3 Regional development poles

Regional development poles are found from the analysis made for four coastline zones starting from Buna estuary down to Cape of Stillo and on assessment of potentials presented from General National Plan (GNP). Proposals on territorial development of this poles are going to be achieved based on the territorial zones from the coastline into the inner part of the territory.

In supporting the successful regionalism of the country, GNP has defined seven regional

development poles, in national level, where four of them are interconnected with the coastline. In the centre of every regional development pole, at least one port-city is found. Development poles are simultaneously supported in the economic development offered from the collaboration position with cross borders regions; Albania-Montenegro, Albania-Kosovo, Albania-Macedonia and Albania-Greece.

Urban centres found in the inner parts of these development poles, will serve as neuralgic joints of developing flows exchange in different economic sectors. Being interrelated to each-other, these centres will serve to promote clustered economy based on the specializations offered, or otherwise know as, interconnected network economies, where every centre will contribute in being complementary for the functions of other centres.

ICSP Shores analyse these development poles, considering them as being interrelated with utilization of the coastline, taking into account the connection of urban centres with the coastal space and its surroundings in the inner parts of the territory, and also in connection with the natural and environmental resources that help tourism development. Factors that are taken into account to achieve this separation of the coastline based on the most noted characteristics found in every pole are:

- territorial morphology;
- forms and typology of environmental values and natural landscape;
- urban character (urban typology and morphology);
- local economy structures and networks and mobility networks;
- presence of historic and cultural heritage monuments.

Coastal territorial space is affected by 4 regional development poles, that together with natural characteristic of the coastline, will provide a balanced territorial development. Specifically, taking into account the resources and the development opportunities of certain activities and economic services based in the

natural assets, there are identified these 4 development poles:

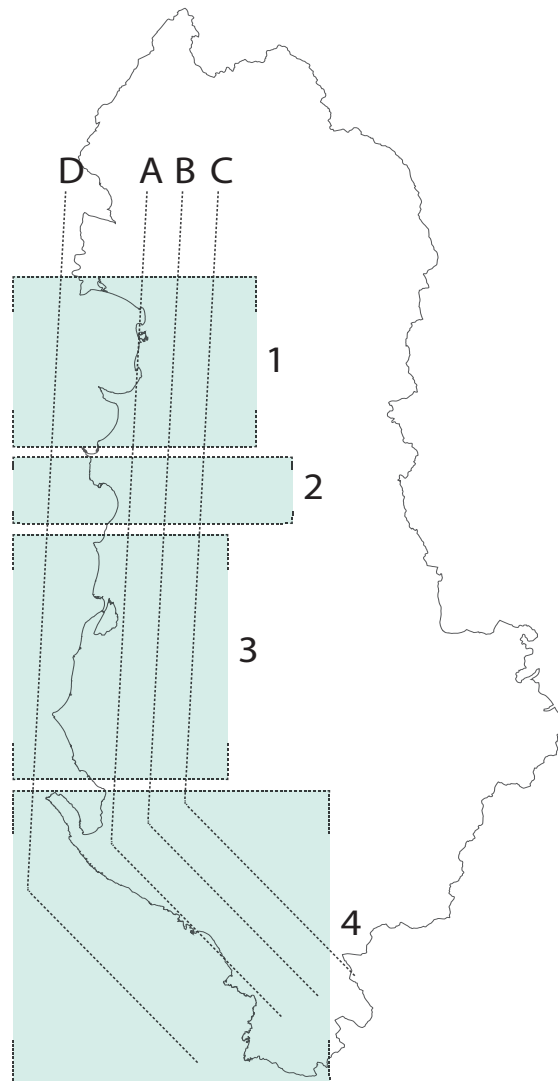
1. Shkoder-Lezha pole
2. Tirana-Durres pole
3. Fier-Vlora pole
4. Gjirokaster-Saranda pole

Regional development pole of Shkoder - Lezha is the western gate of the northern mountainous region

This pole, predicted as such from GNP, is composed of five municipalities, from which ICSP Shores takes into account only three of them, with the following characteristics: Shkodra municipality is predicted to be developed as a primary centre having the functions of port-city, Lezha municipality as a primary centre specialised with functions of port-city and Kurbin municipality, as tertiary centre.

Shkoder-Lezha pole is a territorial space full of cultural values and great assets, where it is worth mentioning the beach of Shengjin, Velipoja, Shkodra lake, Mati, Buna, Drini rivers, craggy Alps, enriched agricultural fields, agricultural and agro-tourism activities, folklore, music and characteristic landscape. This regional development pole includes the territorial zones that have a focus on nature preservation and in developing agro-tourism and eco-tourism in the territorial space from Buna estuary in the north, down to Cape of Rodon (Durres) in the south.

Urban centres of this pole need to develop the services of physical infrastructure, such as coverage with water supply and sewage services for urban and suburban areas and for the priority tourism areas. Urban centres need to be equipped with polluted water treatment plants, apart from 3 planned plants in Shkoder, Lezhe-Shengjin and Velipoja. They need to be developed focusing on urban consolidation accompanied with mixed territorial utilisation functions such as, areas for residences and economic, logistic, technological and recreational zones.



Map 5.3 Four poles of regional development in the coastline

Consolidation opportunities of centres, needs to be oriented towards densification and physical and social regeneration including informal, historical, cultural and tourism areas. Regeneration of urban system needs to be based in the primary development poles, to guarantee the prohibition of urbanisation to extend outside the existing urbanised areas.

Specialization and strengthening this pole further, needs to be orientated towards eco-tourism services, culture (developing the supporting sectors of tradition, handicrafts and other industries related with the characteristic culture), blue economy and the agriculture of this area. Sun-sea tourism, the adventurous,

rural and natural tourism, will serve as supporting elements to strengthen and uniformly distribute the economic potentials in the centres and different hierarchies of this zone. Port services, logistics and clean hydro and aeolian energy, will be equipping the port-cities with the missing specialization.

Improving conditions, specialization and adding accommodation capacities in Shengjin port and Velipoja urban centre, needs to be developed from the relevant ministry and municipalities included in this plan, taking into account the needs of space development for yachts station, fishing fleet, storage place for goods and anchoring places for ships and vessels.

Another priority is to develop mobility infrastructure in primary centres of Shkodra and Lezha as port-cities, starting from cross-border exchange points and methods of exchanging goods and passengers flows, railway infrastructure, national roadway axis and multi-modal centres. A need is recorded in developing and strengthening Bajza, Koplik and Laç centres, to serve as logistic hubs, based on the terminal positioning that these places have as accumulation points for goods and products. It is predicted to integrate in the international network and functioning in full capacity of the railway network stations of: Hani i Hotit, Bajze, Koplik, Grile, Milot as goods railway stations; Shkoder, Lezha as central stations, and to regenerate passengers stations in Mjeda, Baqel, Laç, Gjorm and Mamurras. In this pole, the blue scenic itinerary is going to be developed, along centres of Ulqin-Velipoja-Shengjin-Lezhe-Kune-Vain, preceded by strategic centres revitalisation projects from MUD, and afterwards from sectoral studies of MIT and MD.

Construction of gasification network IAP is predicted to cross in this region and towards Montenegro, branched into two directions, under and over-Shkodra. Also, regarding the electrical energy infrastructure, it is proposed to build up new power plants in Koman and Lezha, where lines of 400 and 220kV are expected to pass, that will connect Albania with Kosovo and Montenegro; and also the

construction of an energy park containing aeolian parks and biomass power plants that will have an annual production capacity of 1.1 TWh and 750 GWh respectively. This region presents the right natural potential to utilise resources in favour of energy diversification, aiming to develop photovoltaic parks. ICT infrastructure in primary strategic areas and in urban centres needs to be developed in 4 or 5G standard.

Regarding the natural and water systems, it is expected:

- to develop and regenerate the areas of protected zones by 15%, adding Emerald Network up to the highest protection categories related with the areas of Kune-Vain, Patok-Ishem;
- to develop the natural scenic axis, such as green corridor along the shores of Shkodra lake.
- to create the national park of Buna river and its surroundings.
- to define the Blue Line and the strict compliance to it from local government units, being the the border of protected areas of all water resources, based on the definitions of sectoral legislation in power, in order to protect the natural ecosystem of the area.
- to draft the management plan of Ishem-Erzen basin, in accordance with the sectoral environment strategy.
- to develop the itinerary and supporting infrastructure on developing river-lake tourism, integrating rowing and sailing in the recreational network: Vau i Dejes-Shkodra Lake-Pulaj-Bojana Island.

Regional development pole of Tirana - Durres, central economic engine

This pole is included in GNP and is composed of 6 municipalities, from which only three are studied in their characteristics from ICSP Shores: Tirana municipality is developed as a metropolis with administrative centre functions and as a port-city, Durres municipality, as a primary specialized centre and as a port-city, Kavaja municipality, as a secondary centre.

Tirana-Durres pole is considered as the engine of the country's economy and is presented as a territorial space full of high natural and cultural values supported by the high presence of administrative services and number of enterprises and operational businesses. This area is supported in the principles of global economic competitiveness, in developing economic clusters and in balanced income distribution in the territory. Priority in this pole is the access to knowledge and investments, focused on technology and innovation.

This region includes territorial zones focused towards developing economic, logistics and recreational weekend services in the territorial space from Cape of Rodon (Durres) in the north, down to Karpen (Kavaja) in the south.

Dominant aspects of development of this pole are:

- to develop transport capacities (marine, railway, roadway), focused on specialized services in the benefit of economic development;
- economic activities that are going to strengthen from economic clusters and innovation in economic services, logistics, light-industry, textiles, processing of raw materials into semi-finished products and creative economy.

Development character of this area is presented as a priority in sectors such as, sun-sea tourism, recreational, services tourism and agro-tourism. These tourism sectors are not excluding typologies development or other activities in this area.

Tourism is presented as an activity that has recreational functions, weekend relaxation and sun-sea tourism, having a high density of people and a large number of accommodation structures, mainly along interurban axis of Durres-Golem. Whereas the zone from Durres into Cape of Rodon, will be strengthened focusing mainly in daily tourism or weekends tourism, having well-integrated services structures in its landscape. Developing this branch of economy is going to be strengthened from proposed regeneration in Durres, Golem, Lalez and Qerret.

Agricultural economic development pole of Fier - Vlore

This pole is included in GNP and is composed of 3 municipalities, from which ICSP Shores studies only Fieri municipality, which is expected to be developed as a primary centre with added functions of port-city. ICSP Shores includes, in this development pole, the municipality of Rogozhina, as a tertiary centre mainly focused on logistics services and Divjaka municipality as a tertiary centre, specialised in agricultural services.

This pole is considered as the agricultural economic engine and is spread in a wide territorial space enriched with high agricultural, natural and environmental values supported from the high number of enterprises and operational businesses in agriculture and fishing sectors. Developing the dominant character of this pole, will be orientated towards connecting agricultural economic services with the natural and scenic tourism ones.

Priority sectors development will be focused in promoting the dominant character of the agricultural sector through increasing efficiency of work done in Myzeqe farms and fields, developing fishing processing and livestock farms and controlled and well-defined development of extractive and processing industries in the inner parts of the territory.

Tourism in this area is going to be directed towards the combination of agro-tourism with

nature, taking into account the agricultural, aquaculture, farming and protected environmental areas potentials (Karavasta and Narta lagoons).

Regional development pole of Gjirokastra-Saranda, south gate of Albanian Riviera

This pole is included in GNP and is composed of 9 municipalities, from which ICSP Shores studies only Saranda municipality, as a primary centre with added functions of port-city. ICSP Shore includes, in this development pole, Vlora municipality, as a primary centre having added functions of port-city and the municipalities of Himara and Konispol as tertiary centres. Primary functions of these centres are focused on port activities and services, blue fishing economy and tourism services.

This pole is included in a high value territorial space and has high cultural, historical, natural and environmental assets, where it is worth mentioning, the shores of Riviera, Narta lagoon, Butrint lake, Shendelli park, Ksamil islands, enriched agricultural fields, farming activities, folklore, music and characteristic landscape.

This regional development pole, includes the territorial space focused towards developing marine tourism services, culture, physical well-being and blue economy in the territorial space from Narta lagoon (Vlora) in the north, down to Cape of Stillos (Konispol) in the south.

This plan defines the economic development being orientated towards coastal and cultural tourism, including sand and sea tourism, underwater tourism, cruises, yachts tourism, historic/archaeological, religious tourism, etc., based on the main resources of this area.

Sand and sea tourism will take an elite character, represented from investments of the world famous brands based on the highest modern standards of accommodation structures classification. They are going to be developed even in the inner parts of the mountainous territory, based on difficult topographic conditions found in this terrain, increasing the inventory of new structures in

the shores and aiming to protect the natural coastline and beaches of this area.

5.3.1 Primary actions in the development of poles

1- Development and strengthening of roadway connections with coastal landscape axis, that consist of segmented infrastructure of vehicle's transport connection along the Albanian coastline, in a continuous network of supporting resources (public and private) in tourism area, which connects even the highly potential local areas near the coastline and facilitates the double way access in the natural scenic, cultural, environmental, economic assets, etc.

2- Infrastructural connection and supporting services for rural development, making it possible to access and to move from the shores into the inner parts of the territory.

3- Administering combined public land and marine transport and creating entry-exit points that offer interrelated transport services, working like multi-modal hubs. This includes revitalisation and utilisation of old fishing ports, piers and former military ports, in serving tourism.

4- Consolidating urban centres and densification of urban development within urban zones. Regeneration needs to be focused on centres that have historic values, whereas new developments in the coastline, need to abide by the traditional architecture of the area where they are planned to be developed. Economic growth needs to be developed based on economic clusters concepts, which need to promote competitiveness between centres and need to have the adequate conditions for innovation, not only technologically related ones.

5- Tourism package diversification in creating several non-limited alternatives only within the typology "sun-sea", aiming to develop year-round activities in the inner part of the territory but also in the coastline. These activities need to be orientated towards preservation,

utilisation and promotion of cultural and historical values, natural and traditional values of the Albanian cuisine, local products and thematic attractions.

6- Revitalisation of natural corridors along the rivers valleys and protection from prohibited usage of the coastline space in accordance with the sectoral legislation of water resources protection. Monitoring activities that can be economically utilised in the coastline space is a necessity, and in a parallel way, knowing and protecting natural scenic values of the territory that extends from the coastline up to the first zone of hilly-mountainous ridges. (GNP Albania 2030)

7- Developing agricultural system, orientated towards protecting agricultural land from fragmentation and consumption as a consequence of urban development. Simultaneously, actions must be taken to create regional network and food chain, where there should be promoted specific characteristic products depending on the area, in covering the territory with primary infrastructure of water supply for agriculture and by aiming to develop primary areas for fishing, agricultural and farming with all the accompanying chain links of product value.

8- Drafting management plans for cultural monuments (such as Rozafa Castle) and for a large number of other monuments and to develop local economy through these assets that are full of authentic values for the territory and history of Albania. These management/administering plans need to have under their attention the following projects:

- a. infrastructure to access these values, in accordance with the physical territorial characteristics,
- b. services infrastructure,
- c. information and orientation infrastructure,
- d. promotional projects.

5.4 Coastal spatial organisation and the use of territorial systems

Identifying zones and regional territorial development poles, requires to take into account all development factors that are going to have an impact in the coastline in the future, thus for this reason, ICSP Shores develops and proposes certain territorial interventions based on the defined territorial systems in the law in power on territorial planning, according to which, the territory is organised in five basic systems.

Analysing territory in a more detailed scale, ICSP Shores builds up proposals based on territorial layers, which are related with the activities developed in 5 territorial systems, guaranteeing that its proposals are going to be integrated for all sectors.

5.5 Development of urban system

This part examines trends, challenges and areas that focus toward development of urban zones, centres and communities involved in them. To offer added opportunities in stable development of these factors, this plan takes into account the best examples found in the region and gives solutions for matters of urban territorial development. Based on these factors, the primary step to implement the territorial organization and control is the hierarchical placement of centres. This plan aims to determine a clear hierarchy between urban centres and coastline.

5.5.1 Centres hierarchy in the coastal belt

Proposals are supported, in the same time, from the historic and territorial characteristics of these centres development. Determining the hierarchy of urban centres is supported, in the same time, from the predetermined role and position of the General National Plan (GNP), where every centre is considered based on its context and is integrated with the neighbour centres. Centres hierarchical planning will serve to promote specialization and the complementary relationship between each-other. Among others, it will make possible to increase public investment effectiveness in these territories and the balanced distribution of infrastructures and public, social and cultural services in the whole territory. This approach will bring a stable development in urban centres and their surroundings and will reduce the possibility of abandoning them, based on the specialization and different functions they offer.

As guided from GNP, in the territory where a coastline plan is drafted, some of the urban centres have special development characteristics, based on their strong natural, mineral, historic-cultural or specific economic potential. These urban centres will be named as specialized urban centres. All urban centres (cities), being primary, secondary, tertiary or local ones, will orientate their development and growth based on the characteristics and traits found in the coastline and local economy where these centres are situated.

Centres and their surroundings that are situated in zone A of the territory (near the sea), as assigned in Decision No. 88 "On approval of zones that have the priority on tourism development", need to orientate their investments in protecting and preserving the coastal territorial assets and values and develop their investments towards strengthening tourism sectors, focusing on building a perennial tourism.

Hierarchy of urban centres in the whole territory is characterised as follows:







- I. Metropolis,
- II. Primary Urban Centres,
- III. Secondary Urban Centres,
- IV. Tertiary Urban Centres
- V. Local Centres
- VI. Surroundings

It is worth mentioning that urban centres of a higher degree in the hierarchy also fulfil functions of urban centres that are ranked lower in the hierarchy, thus the metropolis also fulfils, in the same time, the functions of primary urban centres and metropolis and primary urban centres have, in the same time, the functions of secondary and tertiary centres, and so on.

- Primary urban centres on the coastline are interrelated with regional development poles. GNP and ICSP Shores propose, at least, the development of one primary urban centre for each development pole inside the coastline zones (traits of urban centres are described in GNP):
 - Shkodra (port-city), for its natural pole, having a dominant development character in eco-tourism;
 - Durres (port-city), for its economic pole, having a development character in services tourism and logistics;
 - Fier, for its agricultural pole, having a dominant development character in agro-tourism and services;
 - Vlora (port-city) and Saranda (port-city), for the marine and cultural tourism pole, having a dominant character in urban services, hotels and health tourism, sun-sea and port services.

Hierarchical planning of inhabited centres based on the proposals of ICSP of the Coastal belt

(proposals are based on INSTAT sources, Territorial-Administrative Reform and GNP 2030)

Categories	Nr.	Urban Centres		Surrounding municipalities (Other municipalities that are found behind coastline)	
 Primary Centres	1	Shkoder * (eco-tourism)			
	2	Lezhe * (fishing)			
	3	Durrës * (economy/services)			
	4	Fier * (energy)			
	5	Vlora * (tourism)			
	6	Saranda * (tourism)			
 Secondary Centres	1	Kavaja * (sun-sea tourism)			
	2	Himara * (tourism)			
 Tertiary Centres	1	Rrogozhina * (agriculture/tourism)		Vau i Dejes	
	2	Divjaka * (agro-tourism)		Finiq * (culture)	
	3	Konispol * (tourism)		Delvina	
	4	Lac (Kurbini) * (energy)		Lushnja * (agro-tourism)	
 60 Local Centres  (*specialized)	1	Velipoja * (tourism)	21 Milot	41 Libofshe	
	2	Dajç	22 Mamurras * (tourism)	42 Qender	
	3	Berdica	23 Ishëm * (tourism)	43 Portez	
	4	Ana e malit	24 Manëz	44 Frakull	
	5	Guri i zi	25 Sukth * (tourism)	45 Cakran * (tourism)	
	6	Rrethinat	26 Katundi i ri * (tourism)	46 Dermenas * (tourism)	
	7	Postriba	27 Rashbull * (tourism)	47 Topoja * (tourism)	
	8	Shosh	28 Golem * (tourism)	48 Levan * (tourism)	
	9	Pult	29 Synej * (tourism)	49 Novosela * (tourism)	
	10	Shalë	30 Helmes	50 Qender * (tourism)	
	11	Ballëdren	31 Luz i vogël	51 Shushica * (tourism)	
	12	Dajç	32 Kryevidh * (tourism)	52 Orikum * (tourism)	
	13	Blinisht	33 Gose * (tourism)	53 Dhermi * (tourism)	
	14	Kallmet	34 Lekaj	54 Qeparo * (tourism)	
	15	Ungrej	35 Sinaballaj	55 Borsh * (tourism)	
	16	Kolsh	36 Terbuf	56 Lukova * (tourism)	
	17	Shengjin * (tourism)	37 Grabjan	57 Hore-Vranisht * (tourism)	
	18	Shenkoll * (tourism)	38 Gradisht	58 Ksamil * (tourism)	
	19	Zejmen	39 Remas * (tourism)	59 Xarra * (tourism)	
	20	Fushë Kuqe * (tourism)	40 Mbrostar	60 Markat * (tourism)	
 Localities	Villages found in 12 municipalities that are included in Integrated Cross-Sectoral Plan for the Shore				

Note: (*) Denotes the Characteristic Trait

Table 5.1 Centres hierarchy

- Secondary and tertiary urban centres will support development in every pole. They are going to be orientated from the characteristics and potentials presented from the territory and from other primary and human resources, economic services and territorial, cultural and historical values.

From the north part to the south, coastline urban centres, based on each pole, are going to be orientated and profiled in serving sectors, such as:

- Fishing, aquaculture, agriculture, botany and environment, agro and eco-tourism (Zone 1, natural/eco-tourism pole);
- Economic services and logistics (Zone 2, economic/services tourism pole)
- Agriculture, flora and fauna and local and traditional food products (Zone 3, agricultural/agro-tourism pole)
- Cultural and recreational tourism, physical well-being, blue economy (Zone 4, cultural/sun-sea tourism)

- Developing local areas, not only related to tourism, is closely connected with the architectural, monumental, traditional and natural values found in them. For this reason, this plan proposes that the specialization of this centre's level, shall be related with the complementary functions of secondary and tertiary centres, in developing the opportunity of supporting services.

These centres will serve as satellites of other centres found higher in the hierarchical plan, thus providing the opportunity of forming clustered economy.

5.5.2 Urban centres consolidation

Urban consolidation is the process of growing and developing urbanisation in compact urban zones, promoting smart concentration and densification, supported from quick mobility access and efficient public services, for all social groups.

Consolidation aim is to protect peripheral zones (peri-urban) from uncontrolled urban development and in reducing urban centres reach in agricultural/natural territories. Urban consolidation is proposed to be achieved through utilisation of densification, redevelopment and regeneration instruments of urban zones found in urban centres. The continuous demand

for residencies and for employment in urban centres, needs to be orientated in an efficient way of offering restructuring opportunities, access to shelter, public services and employment.

Territorial management and especially urban system, will be achieved through correlation of new development areas with the exiting ones, avoiding further expansion of randomly distributed and disconnected urbanization, protecting free space and determining a network of natural/agricultural areas. In this way, from one side, urban expansion in free areas is going to be interrupted, and from the other side the needed space is going to be provided to the enterprises working in construction sector. This plan promotes urban centres consolidation being based on:

- better territorial utilisation, a more efficient and smart densification, reducing the pressure of developing the peri-urban areas and in the agricultural/natural system;
- land preservation in peri-urban areas for agricultural-urban services and for recreational and rural tourism services;
- strengthening access and urban-rural interconnection;
- promoting and regenerating centres in degraded urban territories;
- determining minimal/maximal density for new development or redevelopment areas related to employment and mobility flows;
- residence areas regeneration;
- promoting development of "TOD" areas (Transit-Oriented Development / Public transport oriented development) in urban areas having as primary focus the "CBD" (Central Business District);
- Utilisation of urban territory that have mixed functions and have a high density (mix-use);
- promoting walking and cycling in urban areas;
- shorter interurban distances that are less dependent from vehicles, in order to reduce the energy consumption and CO emission;
- decreasing environmental pollution through increasing green areas;
- increasing living standards through efficient services for inhabitants, cost reductions in infrastructure and in services.

Municipalities affected from this plan need to develop their General Local Plans

(GLPs) interrelated with the aforementioned obligatory concepts of urban system consolidation, in guaranteeing urbanization limitations in the territories administered by them. Instruments of territorial development such as, densification, redevelopment and regeneration of urban areas, need to affect not only the primary urban centres but also the ones that are found lower in the hierarchical plan - they need to be clearly defined in strategic projects of territorial development and need to be accompanied from buffer areas and well-defined contours. High intensity development in urban areas needs to guarantee to non-violate historical, cultural and green areas assets. Developing urbanization in terms of heights, need to guarantee mutual space reserved as green spaces, public services such as, kindergartens, nurseries, schools or other services offered from local government.

5.5.3 Urban centres densification

Centres densification will positively contribute in the functionality of urban system and coastline, providing a balanced and stable development in urban-rural-natural territorial utilisation. This approach will allow territorial development without having negative impacts and without violating agricultural and natural territories.

Urban densification needs to be focused in strategic poles/zones aiming to improve services efficiency and increasing the quality of living. Urban areas densification needs to be related with functionality characteristics in different poles/zones of urban territories, taking into consideration, not only the residencies density, but also the mobility flows and territorial utilisation for employment, tourism, etc. purposes. Urban densification needs to be intelligently applied, providing the preservation of diversity and spatial unity characteristics from urban structures. In the meantime, the latter, needs to be interconnected with surrounding environment, taking into consideration the future spatial impacts that densification might bring in terms of land utilisation for peri-urban development. Placing such development principles in place, will allow the efficient

utilisation of existing values, will promote economies of scale in community services and will increase living quality and opportunities to have environmental regeneration in urban peripheral areas.

In order to guarantee urban centres development and consolidation, densification needs to be implemented as follows:

1. Initially the utilisation of exiting unused constructions needs to be promoted, including the regeneration of unfinished buildings in these areas. It is suggested to apply differentiated taxation for unused buildings or second residencies that have temporary utilisation.

2. To utilise opportunities of "urban infill" in urbanised centres, providing the mixed land utilisation, where an special importance needs to be addressed to services and recreational, rest areas, accompanied with the necessary infrastructure of public transport for inhabitants and users.

3. Development of new urban areas needs to be focused in low productive lands, with more than IV land quality, near interconnecting overground and underground infrastructure, supplied with lines of public transport to connect the employment areas with the residence

ones. This approach needs to maximally avoid converting agricultural land into land used for housing reasons.

It is suggested to use differentiated taxation for agricultural land utilisation in peri-urban areas. Municipalities are suggested to utilise the land development instruments, as determined from law 107/2014 "On territorial planning and development", amended, such as: obligatory development, transferral of the development rights, intensity awarded based on certain conditions and/or other similar instruments, that can be determined in the regulations of General Local Plans.

Zones that are determined to be densified, need to be considered as one whole "environment". Investments need to be focused in underground and overground

infrastructure, in urban quality and in mixed utilisation buildings, recreational green areas for residents and in facilitation of social services. Development needs to promote security for the residents, through creating zones supported by services, lighting and quick access. Zones that are determined to be densified, need to be supplemented with public transport. As an initial step, it is suggested to preserve the development axis of public transport, providing transport corridors for this type of mobility in the future. These areas need to promote mobility alternatives in using bicycles and for the pedestrians.

5.5.4 Urban poles regeneration

Urban poles regeneration aims in creation of efficient and vibrant urban areas, through a balanced distribution of services for their communities. It is aimed to reduce mono-centrism by providing certain conditions to develop areas with diversified functions. Development needs to avoid peri-urban areas, in order to eliminate the further consumption of natural and agricultural lands, while it is aimed to interconnect the revitalisation of existing urban blocks with public services growth, providing better conditions for housing and an increasing living quality for the communities.

Historical areas regeneration will be implemented in correlation with the aforementioned principles of urban regeneration, including the revitalisation of historic centres and certain objects that have these values. Reactivating these assets, will be orientated towards local economy and tourism to enable a better utilisation of their core urban traits and to create the favourable conditions in attracting further investments. These poles need to enable the development of boulevard areas, museum and information centres for tourists, community, administrative and cultural services, providing in the same time, the basic needed infrastructure in terms of accessing and parking in these areas.

In traditional buildings found in these areas, the architectural interventions need to be

achieved in correlation with their legal status, when such buildings are part of culturally protected areas or structures. To preserve other assets that present traditional values, the municipalities need to determine their methods of intervention in accordance to their characteristics, determining as a basic condition, the utilisation of traditional techniques from expert groups of restoration personnel. Development of new urban structures and zones near such areas, needs to be achieved in full harmony with the values carried by them, thus not allowing the utilisation of other materials, that are different from the local or traditional ones. These interventions need to guarantee the non-violation of the landscape and morphology of the urban structure.

Coastline municipalities needs to include in their GLPs, the development conditions and geographical spaces of urban system expansion, based on the projections of population, services, access and underground and overground infrastructural increase.

- Urban poles regeneration programs need to be supported in the principles of healthy and stable development of the communities. As a first step, it is aimed to redevelop existing urban zones, such as, former industrial areas that have lost their primary functions and are now part of urban centres. The second step consists in their utilisation by using several development and management schemes, through several instruments such as: transferral of the right of development, public-private partnership (P.P.P), etc.

Regeneration programs need to be accompanied with clear management schemes in order to provide the creation of stable economic systems. Revitalising these centres need to promote and guarantee the development of local communities and economies. Using certain mechanisms, such as BID (Business Improvement District) together with dedicated grants and public-private partnership schemes, will increase the possibility for these areas to be developed by activating local human resources

in crystallising a new economy of that community.

These schemes need to provide opportunities not only for urban development but also, in the same time, need to provide opportunities for employing the local community.

- Regeneration programs of urban poles need to guarantee the quick access and public transport infrastructure that connects residential areas with employment ones. These programs need to develop the necessary infrastructure by preserving the cultural and historical identities of the areas and collective memory of the communities. Based on the principles of mixing land utilisation and structures functions, programs need to promote the creation of human and environmentally friendly public spaces, ecological transport development and growth of services and business diversity to increase employment opportunities for the locals.

In implementing this policy, the municipalities are suggested to use land development instruments, as described in law No. 107/2014 "On territorial planning and development", amended, such as: obligatory development, transferral of the development rights, intensity awarded based on certain conditions and/or other similar instruments, that can be determined in the regulations of GLPs.

Also, within the framework of urban regeneration programs, other instruments can be utilised, the ones that have been successfully used before, such as: BID (Business Improvement District) TOD (Transit-Oriented Development/ Mixed functions development orientated towards public transport). Regenerating initiatives need to be developed based on a clear vision, strategy and action and monitoring plans. For an efficient management of interventions, it is suggested to use intertwined development strategies where the initiatives can come from different level of governmental hierarchy (bottom-up or top-down), but definitely including the following groups in the managing processes:

- central government;
- local government;
- civil society;
- academy;
- business;
- community.

5.5.5 Informal areas integration

The phenomenon of informal territorial development continues to be a concerning element for the Albanian society. In the coastline, this phenomena remains present and as such, the politics are trying to support the improvement of urban quality in these areas, by addressing the issue into two main directions: in the legal aspects, such as closing the legalisation process and in the infrastructural one, such as improving infrastructure and integrating communities in the urban centres. Informal areas development and regeneration needs to be based in approaches that focus on policies for people and politics for urban interventions.

Policies that address informality issues resolutions, need to be based in the comprehensibility of social inequality expressed in space and in the multidimensional nature of the social situation. Solutions to these problems, need to be based in integrated strategies on developing marginalised groups that have differentiated issues.

Interventions in informal areas need to be based on:

- Conservation and adding environmental values and preserving water resources.
- Improving services, transport, underground and overground infrastructure conditions.
- Urban regeneration through improving infrastructure, public spaces, accessibility, removing separating barriers between structures and the development of social-cultural centres.
- Redevelopment of residencies through promoting mixed functions structures.

A vertical densification model is suggested, in providing more space for green areas, in increasing efficiency and economies of scale in services and in decreasing the urban expansion in these areas.

- Developing urban strategies that take into consideration, not only the residential access, but also the economic, environmental and social development of the inhabitants, based on the following 5 steps:
 1. formalisation and legalisation;
 2. planned regulations and development of land utilisation;
 3. urban regeneration strategy;
 4. adjustment and reallocation;
 5. creating mixed utilisation territories.

Intervention strategies in areas with informal buildings, need to interact, in the same time, with the strategy of social shelters and property titles for:

1. public housing and renting possibility;
2. flats that have a low cost, found in mixed residencies blocks (15-20% of the surface area of the residence block).

5.5.6 Inclusive communities spaces

Public spaces and other structures, have to be easily accessible from different user's groups that have special needs and characteristics. Creating inclusive spaces must be based on:

- Improving road furniture in roadway axis and urban squares, including pedestrian boulevards and building new squares and parks as multiple use spaces in different hours of the day.
- Adapting local markets and trading points in the cities, by providing safe access for everyone.
- Linking the public health agenda for the community with the utilisation of public spaces for these functions and communities regeneration through planning social spaces and utilisation of community schools.

- Revitalising the waterfronts parts in all coastline urban centres, thus increasing attractiveness and living quality through use of accessible public spaces from the residents and tourists. They need to be utilised as pedestrian boulevard areas, serving recreational purposes and having informing activities for domestic and foreign tourists.

- Providing services that encourage physical activity during the day in the public spaces and residential neighbourhoods, through constructing parks, green spaces and small parcels of urban agriculture development. It is suggested to apply pilot projects of urban farms in collaboration with schools and the community, being managed from the administrators of urban blocks.

- Interconnecting several residential blocks with green spaces, eliminating barriers inserted from added objects. It is necessary to plan the construction of green and healthy blocks, that are sunny during the day and lighted during the night. Constructing "green network" in urban centres by connecting separated green spaces, by improving air quality and by managing rain water, secures necessary ecological corridors that have a positive impact in living quality of the community.

5.5.7 Energy efficiency

Regional municipalities need to increase the energy efficiency in public and social functions buildings, aiming the decrease of electrical energy utilisation by fully regenerating the façades, by using alternative energy sources and by improving the infrastructure of internal electrical networks of the structures. **It is aimed to fully regenerate 60% of public services objects of the municipalities.**

Certain initiatives of increasing business and individuals participation needs to be promoted, in order to improve the objects energy efficiency through policies of electrical energy prices differentiation based on the hour of the day (cheaper price during night hours, based on utilisation typologies - individual or services

utilisation), or by establishing successful P.P.P schemes. Efficiency and the facilitation of policies and P.P.P projects and promoting soft crediting of inhabitants, would decrease the need of spending electrical energy from the network.

- This plan suggests to promote crediting and utilisation schemes of photovoltaic panels for residence and social structures. Encouraging the use of green terraces with mixed functions as mutual space, providing dedicated surface areas to install solar panels, would impact even further the better utilisation of energy network.

- Regional municipalities need to promote the development of residence buildings with “green” certificates, providing differentiated taxation for their utilisation. Supporting P.P.P schemes, on obligatory utilisation of smart digital infrastructures in energy consumption in objects, would provide further conditions to create low polluted environmental urban areas.

5.5.8 Urban centres mobility network

Urban mobility needs to be developed in order to fulfil the mobility needs of residents, tourists and services provided from businesses, in order to secure a quality living and time-efficient mobility.

It is aimed to construct interlinked continuous cycle networks, based on:

- long-term, flexible vision and clear implementation plan;
- broad-based participation in vision and methods of transport selection;
- balanced and integrated development of all methods of land, railway, marine and airway transport;
- assessing, monitoring and clear and permanent reporting, based on measurable performance indicators from local and regional structures.

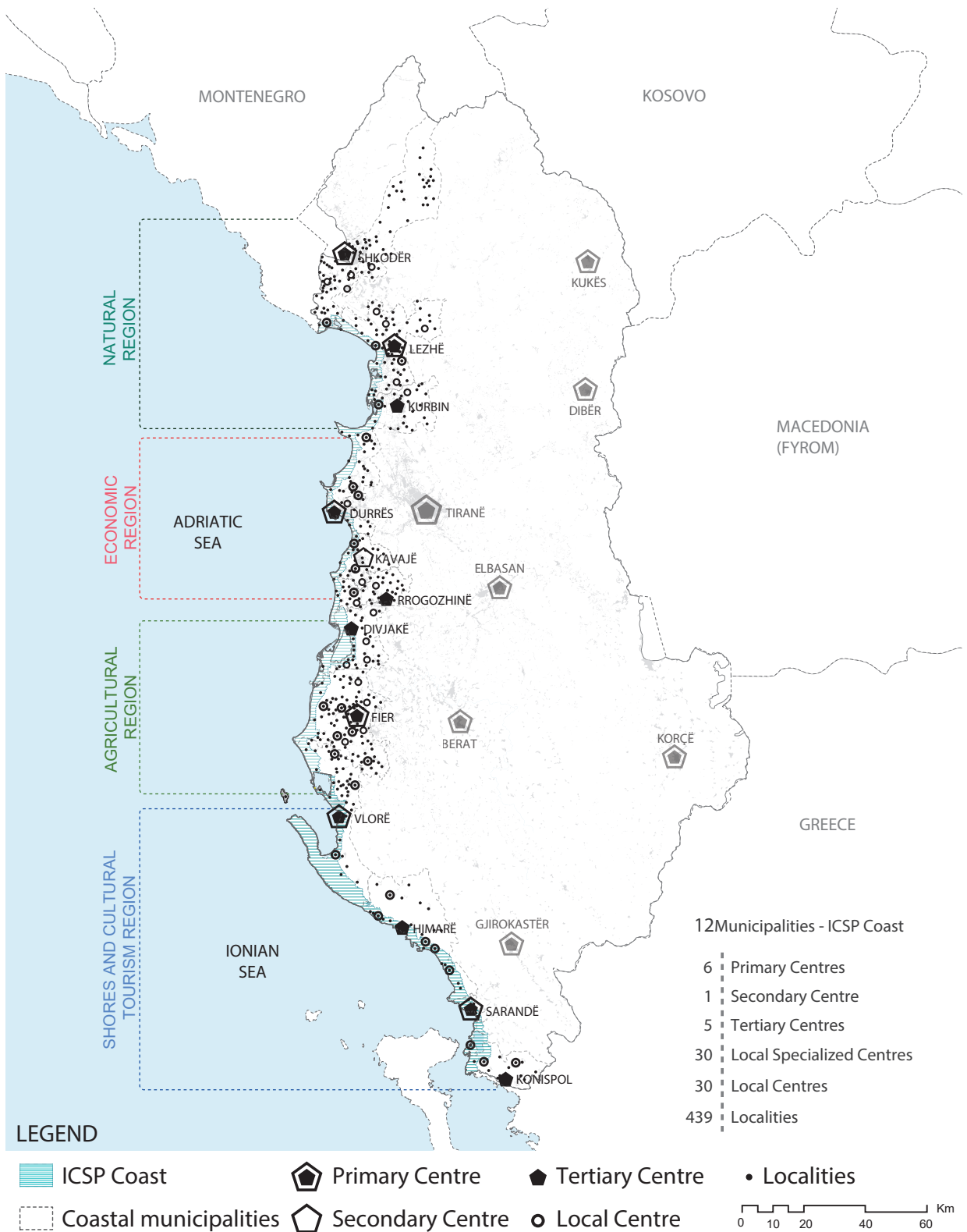
Urban mobility plans need to cover all forms and methods of transport for all urban agglomerates, including private and public

mobility of passengers and goods, motorised or non motorised vehicles, providing, in the same time, the required parking spaces. Mobility networks need to interlink interurban flows with urban mobility, providing multi-modal mobility axis in the strategic poles where these ring-like systems are going to interconnect with primary regional road axis. Municipalities need to develop clear legal and fiscal policies for massive parking zones near these road axis, aiming to reduce ‘out of city’ mobility flows in the inner parts of urban centres.

Clear schemes and policies need to be interlinked for:

- motorised mobility of residents;
- urban logistics;
- public vehicles mobility;
- alternative ways of ecological mobility.

Poles and strategic zones of urban densification need to be equipped with efficient public transport and with dedicated lanes. It is aimed to construct public mobility schemes of integrated, mixed use tickets, that have differentiated prices for different social groups and for different times of day, that would reduce the use of private vehicles.



Map 5.4 Centres hierarchy

5.6 Improvement of mobility and development of infrastructural system

5.6.1 Mobility in international and national level

Infrastructural system and mobility are an important part of Albanian coastline development and its efficiency is considered as a primary need for economic development, for improving living quality and for the integral interconnection with the Mediterranean and European regions. Programming and hierarchical development and typologies of mobility infrastructure in the territory, will provide the basic conditions for a balanced distribution (poly-centric) of economic, urban and social development in inhabited centres to take place.

Orientating infrastructural development of the coastline is done through hierarchical planning of urban centres and priorities of development in several sectors, such as tourism and services industry, agriculture, cultural heritage, nature and environment.

In this context, there are proposed two levels of development orientation:

- In the international strategic level, the plan directs development towards coastline integration in the Mediterranean network, including roadways, ICT, electricity, marine and airways mobility networks. In achieving this target, it is recommended:
 1. To develop access and primary road axis, including the interconnection in the network of each entry-exit points, as for instance, the ending points of railways, border points, airports and ports.
 2. To develop interconnecting infrastructures (entry and exit nodes) of primary and secondary urban centres but also tertiary and local ones, that are presented as having tourism potentials.

- In national level, the plan instructs the

development of mobility network to interconnect areas of tourism potential, from the coastline into the developed zones within the territory, such as: urban areas, traditional residencies, cultural and natural monuments, providing the interconnection of activities in the centres with the activities in the local coastal, hills and mountainous areas. In achieving this target, it is recommended to develop the scenic coastline road, which will link tourism primary sources with inhabited centres.

5.6.2 Roadway transport

Assessing the roadway transport development strategies referring to GNP, sectoral strategy and development strategies of networks as defined from EU (TEN-T) in the international and national context, there are determined the necessary roadway infrastructures for a stable development and for efficient transport that abides by the natural and cultural values.

Development of coastline scenic roadway, which will be integrated in the first coastline zone as tourism roadway infrastructure of urban and interurban level, will provide the efficient access in many important zones that represent the main Albanian historical, cultural and natural assets.

Coastline scenic roadway, will be interlinked with the existing roadway network travelling through a good part of traditional residencies and in connecting Albanian coastline with neighbour countries coastline. This road axis will be suitable for average to low speed mobility, that allows to enjoy the coastal landscape and attractions of rural areas. Based on these values, the plan proposes to define the trace of this road axis in the territory from the relevant ministry and from the municipalities of the coastline, being done by taking into consideration all strategic tourism assets interconnected with settlements and residencies.

This road axis will serve to connect local tourism areas in natural or rural zones and needs to be mainly developed by using ecological materials, to not violate the agricultural and natural systems. This road axis also needs to provide mobility opportunities for bicycles, predicting the

placement of rest places every 7-10 km near the urban centres, accompanied with information services (info-points) and other services for vehicles and passengers.

Also, ICSP Shores determines as a priority need, to execute the construction of ring-like networks and/or roadway bypasses of primary and secondary urban centres. Specifically speaking, this intervention is thought to be made in urban centres of Shkodra, Lezha, Durres, Kavaja, Fier, Vlora, Himara and Saranda.

In reducing private vehicles mobility, this plan promotes the development of urban and interurban public transport, accompanied with the development of road axis within urban centres and roadways that connect centres with surroundings areas within the territory playing, in the same time, the role of ring-like systems in support of agricultural sector.

This plan recommends to establish urban transport stations (temporary/seasonal or permanent), to reduce road traffic near tourism areas and to avoid placement of private vehicles near the shores. The stations need to be positioned in a way for the pedestrians not to move on foot for more than 10-12 minutes to arrive at urban beaches of A, B, AB categories.

Networks of public transport have to guarantee mobility efficiency in terms of time and to combine the exchange of mobile vehicles depending on the relevant context. Based on these factors and directives of GNP and sectoral plans, ICSP Shores identifies the importance of creating nodes of multi-modal exchange in two primary categories: International and National Hubs.

Developing multi-modal transport nodes in all four coastline zones, needs to secure a quick connection of urban centres with each other through the utilisation of public interurban transport. Based on the determined hierarchy, these Hubs have to interconnect centres in the network organising schedules and flow of water, roadway, railway and airway transport.

International Hubs (primary multi-modal axis) are found in: Shkoder, Lezhe, Durres, Tirane, Fier, Vlore, Sarande.

National Hubs (secondary multi-modal axis) are found in: Laç, Kavaje, Lushnje, Fier, Berat, Himare.

Tertiary multi-modal axis on developing public transport in regional and local level have to be interlinked not only with the shores but also with tourism zones within the territory. These terminals have to aim light methods of public transport.

Parking conditions in coastline tourism areas have a high impact in mobility efficiency and quality and accommodation, in air pollution levels and in roadway security. For these reasons, vehicles parking spaces in the coastline, have to be specifically taken into consideration from General Local Plans of coastline municipalities in each area. General parking spaces zones have to be connected with the motorised or non-motorised public transport (i.e. park&ride). To minimise the utilisation surface area of the territory for parking in urban centres and to reduce costs of expropriation, municipalities have to allocate funds in constructing vertical structures to accommodate vehicles, from which they can earn valuable funds in managing this public service.

Interlinked roadway infrastructures that serve tourism

While the scenic coastline roadway will accomplish the interconnection of priority potentials in tourism, the relevant municipalities affected from this plan, need to project and develop interconnecting secondary itineraries, which will provide the continuation of mobility from a tourism source/asset to the other, creating the network of tourism based on local potentials.

For these local infrastructures that serve tourism, municipalities have to regenerate certain road axis that serve agriculture and those that serve military forces, that connect natural strategic areas with the surroundings. These infrastructures have to be accompanied with

information tables describing travel distances and tourism hotspots connected from these road axis by orientating mobility and traffic in a ring-like form, to guarantee the interconnection of certain tourism typologies outside urban centres, in continuous itineraries. These soft infrastructures include:

- Cycling itineraries,
- Pedestrians itineraries for climbing, jogging explorations, equestrianism, etc.
- Short itineraries for local buses and campers, serving for small-distance travels, where allowed from the territory and tourists demand.

These infrastructures, being that are found close to or inside protected environmental, cultural-historical zones or ecosystems that have special natural values, have to be constructed from natural materials such as wood, stones, gravel, etc. In this way, the traffic flows are going to be kept in control and also the negative impact created from it in the territory.

Their financing will be closely related with the development of tourism strategies in local and regional levels, guaranteeing that these developments will have a positive impact in the local economies both in employment and in the economy in general.

The first coastline zone, Shkoder-Lezhe-Kurbin, has natural tourism attractions such as Kune-Vain and Patok lagoons, supported by scenic landscapes, culture monuments and fishing areas, that can all be connected by soft infrastructure, promoting the use of bicycles and walking based on certain tourism guides.

The second coastline zone, Durrës/Cape of Rodon-Ishëm-Kavajë, presents certain potentials that are closely connected with natural landscapes, hilly relief and beaches. The infrastructure found in this zone needs to facilitate the access towards these natural system values and cultural and historical assets in the surrounding rural areas.

The third coastline zone, Kavajë-Vlorë, presents similar potentials to the first zone because there are found valuable assets of natural systems including Karavasta lagoon, Seman beach, Vjosa

estuary and Narta lagoon. All these assets, alternated with agricultural system potentials, such as Myzeqe field, and with the historical and cultural values such as Vile-Bashtova Castle or Zvernec Monastery, have to be interlinked by ring-like networks, thus integrating in one itinerary the rural, adventurous and cultural tourisms.

The fourth coastline zone, Vlorë-Sarandë/“Riviera”, combining its land and marine relief, is presented as a national potential that has valuable contributions in tourism development. Connecting its natural assets found in the coastline with the other potentials found in the inner parts of the territory, is presented as the main priority in infrastructural developments that will take place in the future. Access to these potentials will be achieved through the creation of new infrastructural connections in local zones and centres found near Vlorë river, surroundings found in territories such as Selenica, Kallarati, Velçë, Kuçë, Fterra, Borshi, etc., with the ones positioned near the coastline such as Palasë, Dhermiu, Vunoi, Old Himara, Piluri, Kudhësi, Old Borsh, Old Qeparo, Piqeras, Lukova, etc.

These itineraries have to guarantee the missing links of the local centres of Sarandë, Delvinë and Kopsidol municipalities, providing the integration of rural, historical, cultural, natural and coastline “sun-sea” tourisms.

5.6.3 Railway network

The existing system of railway infrastructure in Albania is very adaptable to serve the public and tourism transport, depending on the fact that it passes in territories that have high natural and scenic values.

This plan proposes the development and increasing efficiency of north-south itinerary lines, including the revitalisation of physical infrastructure of railway, stations and wagons and locomotives for passengers and goods.

This network has to guarantee a safe and fast journey, synchronised with other transport methods in multi-modal axis of urban centres. The main factor of transport development through this network remains the interconnection with neighbour countries of Montenegro and Greece, which will add passengers flow and goods exchange, guaranteeing the formation of the critical necessary mass in achieving economic efficiency to maintain this network for long-term periods.

Transport of goods and raw materials needs to interconnect with logistics axis in primary urban centres and with industrial zones and specialized ports of transporting these kind of goods.

This plan suggests development and regeneration of railway stations in urban centres: Shkoder, Lezhe, Fushe Kruje, Vore, Tirane, Durres, Kavaje, Rrogozhine, Lushnje, Fier and Vlore.

Also, ICSP Shores suggests the development of end line railway stations that are linked with ports of goods and raw material transport, such as:

- National Port of Shengjin, Lezhe;
- International Industrial Port of Durres (Bisht Pallë – technological area of economic development, Spitalle);
- International Port of Vlora.

5.6.4 Water transport (ports and marines)

Developing activities of services, tourism, logistics and passengers mobility in our country, has mainly been orientated towards the

infrastructure of roadway transport and then airway transport. This approach has overshadowed the focus of water transport infrastructural development, whereas in neighbour countries that have a coastline, this kind of transport is very developed.

The current potentials of our country in establishing a quick and efficient interconnection with other ports and international roadway axis with other neighbour countries that do not have access to the sea, remain very high. In this regard and based on a variety of opportunities in revitalising former military ports and marines, ICSP Shores, based on the definitions of GNP, orientates development of missing links.

General National Plan and Shores Plan suggest the specialization of existing ports based on primary economic sectors where they are based, aiming to add cruises, yachts and cargo ships traffic.

Also, this plan orientates the transport infrastructural development towards combining water transport with land and air transports, aiming to increase efficiency in goods and passengers mobility and to increase economic development in general. This combination aims to minimise the negative effects of roadway transport in natural sensitive areas, and in the meantime, brings variety of transport experience for tourists in those areas.

Utilisation of existing ports infrastructures (six large international and national ports and some existing military ports) is another priority identified in the plan, which suggests their further development, something recommended to the relevant ministry and 12 coastline municipalities.

After physical renewal of existing ports and marines infrastructure that are thought to serve in a more efficient way, this plan proposes other 12 areas that are considered suitable for constructing new marines and small ports, serving the internal marine transport.

Also this plan suggests that the further development of ports can be orientated based on the more dominant activities that these areas have to offer in the perspective of regional and

international development, thus guaranteeing the suitable conditions for further economic specialisation. In each of the 4 coastline zones, it is suggested for one (1) more port that has international function, to be constructed. Thus, 4 national importance ports (Shengjin, Durres, Vlora and Saranda), have to develop their arrivals and distribution infrastructures, including the strategic mobility corridors based on their specialised functions.

For the national level transport, the plan suggests the development of 4 marines (small tourism ports), 1 for each area, to promote and assist tourism development. These stationing and flows distribution gates, can be linked to the port areas that have an international importance, with the condition that their future development takes into account the necessary space to expand the primary ports. This means that in the sectoral plans and GLPs of coastline municipalities, there have to be reserved added space for their expansion in the future, guaranteeing the necessary surface areas for added anchoring, goods depositing/processing places and accommodation areas for passengers flows. After developing these ports, other marines or new port stations can be also developed, based on the suggested study derived from this plan.

This plan aims to utilise existing ports, piers and berths, before constructing new ports, as preliminarily suggested in this plan (as areas that are technically more adapt for the Albanian coastline, where there are possibilities to construct such ports in the next 15 years).

As follows, you will find the technical proposals for the development of ports in the coastline, including existing and suggests ones:

1. Ftelia bay in the south, near Cape of Stillos (Sarande-Mursi-Vrine);
2. Tetranisi bay - 4 islands - (Ksamil); Saranda bay;
3. Limion bay (Sarande);
4. Porto Palermo, Armeridha bay and Kalasa bay;
6. Orikum;
7. Radhime (currently used as a border police base);
8. Skele-Vlore commercial port;
9. Sazan Island;
10. Turra Castle;
11. Durres Port;
12. Coastal area near the Vollga-Durres square (city centre);
13. Currila-Durres;
14. Bishti i Palles-Lalzit Bay (the area in the south part of Erzen river estuary);
15. Fisherman Bay (Saint Peter);
16. Lalzit Bay (in the southern end point of Cape of Rodon);
17. Military port in Shengjin.

5.6.5 Airway transport

Airway transport makes up an essential factor to interconnect the coastline, based on the fact that it covers the higher flow of passengers and tourists coming into Albania. Based on development policies of GNP and strategic proposals of Ministry of Transport and Infrastructure (MTI), on constructing two new international airports in the country (one in the north and the other in the south), ICSP Shores suggests adding supporting infrastructure for internal mobility (in national level) related with the airways transport.

In the context of coastline space, further development of airways transport will contribute in the economy of tourism sector, enabling a faster distribution of tourists in all coastline territory from the north to the south (Velipoje-Konispol), and also will reduce the amount of time needed in not more than 1.5 to 2 hours.

This plan supports and suggests renewing or reusing existing former military airports, changing their functions into tourism ones. This plan highlights the development possibilities of the national airway transport infrastructures in tourism airports and heliports in Lezha, Vlora, Saranda - Gjirokastra.

5.6.6 Energy infrastructure

Energy, being one of the main vital services, has to be uninterruptedly supplied and to fulfil the demands of the coastline areas. Although the major part of the coastline territory is covered with the high voltage electrical network, there are certain territories in coastline zone 4 that are not properly supplied. Based on the performed analysis, the most problematic area regarding the coverage with electrical energy infrastructure, remains the south coastline area.

This plan proposes the prioritisation of public investments in finalising the construction of the necessary ring-like network, taking into consideration the importance of this economic zone of the country and being based in fulfilment of basic needs of the population and tourists flows.

Development of energetic ring-like system in the south will accomplish the high voltage electrical connectivity of zones from Vlora urban centre, through valleys of Shushica river and up to Himara centre. Such connectivity will ensure coverage with electrical energy of the coastline throughout the whole year. Other zones of south coastline from Himara centre down to Saranda centre, need to improve the connectivity and quality of secondary level network distribution, in order to fulfil the needs during the tourism season. In achieving national and regional objectives in reducing CO₂ emission, the new urban developments need to be projected in a way that can improve their energetic performance and efficiency.

In this approach, the municipalities have to:

- Encourage energy supply from decentralised and renewable sources and through DMCs and general national strategies and plans, set up ambitious but achievable standards to fulfil this aim. These standards have to be part of regulations and have to determine the percentage of renewable energy, that has to be applied in the new developments. It is suggested that the minimum value of the latter, for every new development shall be 15% and this should be secured from

renewable and alternative energy sources. This percentage has to go up to 30% for large elite hotel structures, guaranteeing that the added seasonal tourists flows will not impact the primary energetic network of the coastline.

- To promote the main areas of development and implementation of renewable energy sources, through General National Plans (GNP), Sectoral Plans (central and local) and Detailed Local Plans (DLP). Apart from the demand for renewable energy, the municipalities have to insert in their regulations, high standards of energy efficiency in new buildings.

- To raise platforms and structural packages in increasing electrical efficiency in the existing stock of buildings in collaboration with the relevant ministries of urban development, energy and infrastructure. This can be achieved through creating public-private partnerships, setting special regional budgets for energy efficiency and/or announcing special areas that will increase energy efficiency. These areas can be initially determined based on their special characteristics as pilot projects in local tourism, historical, cultural, etc., centres.

Apart from high hydro sources, that bring the highest potential of electrical energy production in the country, the shores plan, based on the objectives of Ministry of Energy and Industry (MEI), supports and suggests the development and construction of electrical energy production plants through utilisation of solar energy.

The coastline municipalities have to prioritise the areas where these structures can be developed, inserting them in the relevant GNPs and guaranteeing the adequate utilisation of territorial resources. It is recommended that such structures can be developed in rural territories, in lands that don't have high production capability, thus not impacting agricultural system and the economic development that comes with it. This plan prioritises the utilisation of these energy structures in urban centres of Shkodra, Lezha, Durres, Kavaja, Divjaka, Fier, Vlora, Saranda, Delvina.

Gas is one of the main utilised energy products in the world. In our country, a proper distribution network of this energetic resource, is missing. Passage of TAP (Trans Adriatic Pipeline) in our country and Albania's inclusion in some other gas-related projects, increases our opportunities to benefit from this energy source. Albania, apart being a transit and beneficiary country from TAP pipeline, will also be the distributor of this energy source for the region.

IAP Project (Ionian-Adriatic Pipeline) of gasification, will make possible the gas distribution within our country but also towards Montenegro and further to Croatia. GNP and ICSP Shores propose the development of four axis, as primary gas distribution points in the Albanian territory, two of which will be stationed in Lezha and Fier. The municipalities that are included from the development of such network will have to determine the land utilisation in their GLPs in order to fulfil the necessary conditions not only for this network, together with the buffer zones, to pass in these territories but also enabling this network's interconnection with industrial parks/zones.

5.6.7 Informatin and communications technology/ICT

Economic and social development of Albania in the 21st century, is strictly related with the development of fast infrastructural interconnection with the international telecommunication network. ICT network is presented as one of the main factors of services economy development, for businesses and individuals.

In order to enable in Albania the economic growth from services sectors, the central and local government has to guarantee the efficient connectivity of ICT with urban centres of the coastline, starting from primary centres to the surroundings.⁴²

Also, the services of telecommunication network of fifth generation (5G) have to support economic zones, technological centres, industrial parks, economic corridors, TID and

BID areas, in order to fulfil the basic conditions of services, electronic and creativity economy development, which operate in a global scale.

Every municipality has to determine the priority areas of developing such infrastructures, creating the adapt conditions in attracting foreign investments, with the aim of strengthening the existing urban zones. Integration of national and regional ICT networks has to be developed in mutual infrastructural corridors, guaranteeing that intervention in infrastructure and territory remain minimal. Coastline municipalities have to cover all primary and secondary local institutions with the required ICT infrastructure and service, initially focusing on those that exert public functions related to direct services offered for citizens and businesses.

This plan orientates the development of primary ICT networks and priority BID and TID zones in centres such as Shkoder, Lezhe, Tirane, Durres, Lushnje, Fier, Vlore, Himare, Sarande.

5.6.8 Water supply networks

From the analysis performed in the terrain, it is noticed that water supply along the coastline is a service that is missing in many local areas, and moreover, in areas that have a close proximity to the shores where tourism services are found. In order to fulfil the conditions as areas that have priority in tourism development, it is necessary to cover the water supply services of all urban centres with high efficiency. This service must aim all local and tourism services areas, not only based on the predictions of water demand in the future from current residents in these territories but also for periods of times when the population number is increased, as a consequence of tourism activities in specific periods of time during the year.⁴³

Determining primary investment zones in General Local Plans, such as: urban centres, economic areas, BID, TID, multi-

⁴² <http://www.inovacioni.gov.al/al/program/teknologjia-e-informacionit-dhe-komunikimit>

⁴³ http://www.erru.al/doc/Strategjia_Kombetare_sektoriale_e_sherbimeve_te_furnizimit_me_uje_dhe_kanalizime_2011_-_2017.pdf

modal stations centres, primary tourism structures, etc., has to be made in coordination with GNPs, in order to increase investments efficiency in this region.

Underground infrastructure has to cover communities needs, based on population and tourists flows projections, whereas, in the meantime, has to ensure the protection of underground water reserves that will serve in the future as supply sources of urban zones. The underground infrastructural system needs to be based in predicted strategic investments and in centres hierarchy, for all typologies and regional poles determined to be as primary areas. Services coverage needs to precede urban development, giving priority to densification and investments concentration and in maintenance costs reduction. Low density urban developments in rural-natural areas, such as the ones that have residential distributed objects, need to be supported into creating mutual zones of water supply and sewage based on alternative ways being unable to connect with the main network, such as certified water wells and systems with septic holes which can be periodically controlled and are certified/considered as ecological.

5.6.9 Waste, sewage and polluted water treatment

Lack of infrastructure and polluted water plants and solid urban wastes treatment along the coastline, is a major issue not only for urban centres and its surroundings but also for developing primary sectors such as tourism, agriculture and environment. This challenge requires a new approach in facing added waste flows, especially during summer season, when the number of residents in the coastline is doubled.

This plan predicts that all coastline municipalities cover the territory with the required infrastructure and services on managing and treating polluted water and with infrastructure to manage urban solid and industrial wastes.

Building plants for liquid and solid wastes requires not only to generate funds from local level government but also from central level

one. It is recommended that the relevant ministries, supported by international bank systems, prioritise investments in dedicated transfers of funds only in providing these services for local government units. Equipping them with such infrastructure has to take into consideration the trend of population and tourists increase until the end of 2030. For this reason, these capital investments have to be closely related with the definitions and proposals presented in the coastline municipalities GLPs. Determining the construction areas for such plants, need to guarantee not only safety and security patches for inhabited centres, but also, in the same time, their efficient utilisation. This condition has to be applied in coordination with the relevant ministries and local units, in order to provide a new regional approach in efficient utilisation of these infrastructures. It is recommended that the depositing places of these wastes to be positioned far from coastline areas, in order not to violate the tourism development and coastline water quality.

Creating regional systems on waste management has to be supported, in the same time, from developing programs and strategies, in central and local levels, for waste recycling, aiming to reduce solid waste by 25% up to 2030. These programs have to include the possibility of employing local communities in guaranteeing new jobs in green economy.

The plan for integrated waste management in a regional scale (for all four zones), supported in the national strategy and programs, has to promote options, that will have a positive impact in the environment taking into consideration, the general hierarchies in integrated waste management, that consists in:

- prevention of waste generation;
- preparation for reuse;
- recycling;
- other recoveries;
- waste destruction.

The plan on integrated waste management in regional scale, also has to define a certain regulation in controlling specific waste

management flows that are generated in its territory, in order to collect, transfer, recycle, destroy waste, to monitor such operation and to take care about waste disposal places.

This plan has to contain:

- the management of regional urban wastes;
- the management of regional rural wastes;
- the management of regional industrial wastes.

The integrated waste processing, which is undertaken from the relevant ministries, districts and LGUs, has to consist in:

- reduction - reuse - recycle;
- collecting and processing of organic waste;
- collecting, storing and managing waste in certain plants and waste disposal places.

5.7 Development of agricultural system and improving the quality of agricultural products

Agricultural land is the largest national asset that we have in relation to the domestic economy and food reserves. After the 90s, based on the political system changes in the country, the agricultural land was impacted from certain structural reforms that not only changed its utilisation efficiency but also the ownership status of it. These changes resulted in the creation of several issues, in terms of administration but also in terms of management. The phenomena that have endangered the coastline land include occupation with unevenly distributed buildings, uncontrolled urbanisation and its abandonment and mismanagement, bringing several consequences such as fragmentation, productivity reduction, increasing erosion risk, etc.

On the other side, due to the lack of sewage network maintenance, accompanied by heavy and continuous rainfalls, considerable floods have been detected in Western Lowlands, with consequences in life security and domestic economy. Spontaneous territorial

development and lack of investments in rural areas brought the productivity reduction and efficiency decrease in farms, accompanied with population abandonment from rural areas. Today is considered as necessary to take structural measures from central and local government units, not only in prevention of misuse of this primary asset, but also in increasing its stable utilisation in the benefit of national and local economy.

Rural development policies intend to improve natural environment, improve quality of life in rural areas and increase the value of agricultural productions through completion of food chain. Based on these factors, the relevant municipalities have to draft harmonised strategies between them to develop a stable and functional rural environment that starts initially from territorial utilisation. Promoting welfare and development of rural areas has to be orientated in:

- **Preserving and developing natural territorial resources** based on the agricultural, natural and water systems, promoting a stable territorial management.
- **Increasing employment scale in rural areas** not only in agriculture but also in other non-agricultural activities that are indirectly connected to it;
- **Increasing work performance through specializing** in special sectors through technological improvements serving agro-industry;
- **Improving infrastructure and services for local centres:** constructing roadway network, water supply, improving supporting infrastructure in favour of agriculture development, improving services for rural communities in urbanised centres.

Protection and development of primary sources (especially the agricultural system) is presented as a national priority, not only directed to employment and economic growth for the residents of rural areas, but also to preserve scenic and territorial values for the future generations.

Increasing efficiency of the agricultural system and economy requires the activation of all sources that have an impact in developing such chain.

The relevant ministry, municipalities and stakeholders have to develop local and regional strategies in reactivating primary resources, linked in unified packages with medium-term and long-term action plans, taking into consideration the following orientations:

1. Increasing efficiency of digital infrastructure and human resources in developing digital land registers of agricultural land.

2. Preserving and consolidating agricultural land and creation of incentive policies on:

- its utilisation, determining priority areas for agriculture;
- improving supporting services;
- agro-tourism;
- booking land for the future using instruments such as "green barriers";
- putting barriers to urbanisation, as determined in GNPs.

3. Regeneration of water resources and irrigation and drainage infrastructure, stopping discharges of urban and industrial liquid wastes in river waters and depositing wastes in drainage network, building plants of water processing and wastes in the determined areas without using productive agricultural land, reactivating or regenerating reservoirs, pumping stations and irrigation and drainage networks.

4. Developing infrastructure for the access of agricultural vehicles, through creating ring-like agricultural axis that are interconnected with each-other to enable quick accessibility and strategic links for regional agricultural logistics.

5. Regenerating agricultural vehicles and machineries fleet, through creating legal and fiscal facilities in crediting particular farmers groups (small farmers and cooperatives) to equip them with new agricultural vehicles.

6. Developing centres and markets networks for buying and selling products, increasing efficiency of systems that are linked with certified food markets, starting from the regional ones, to the local and down to the rural and urban units level.

7. Developing collecting and processing centres of agricultural products, interconnected with labs network and information and certification centres.

8. Creating network of regional and local centres on continuous education as part of community schools cycle, with the intention of developing new technologies for the agricultural products. This approach needs to be supported in unified packets from several stakeholders that act as sectoral incubators in supporting new farmers and agricultural entrepreneurs.

9. Developing certain packages (legal and fiscal) in support of programs for small and medium farms that produce "Bio" products originating from local traditional culture.

10. Product regionalism, for which the relevant ministry needs to orientate the capital investments towards those municipalities and local activities that have development prioritisation, in constructing the regional agricultural product network.

11. Developing legal and fiscal conditions on private cooperatives network, creating supporting conditions in the bank systems and prioritising investments in priority agricultural sectors. Agricultural development needs to be activated through pilot projects for every municipality, supported from research/scientific and central government institutions. Developing areas to consolidate agriculture land that is more than 5-10 ha, has to be a priority for this defined category of the agricultural business.

12. Regenerating centres of urban and rural settlements, in serving inhabitants and agro-tourism, supporting the creation of new revitalised areas by public services and transport.

13. Creating the required infrastructure for recycling, developing consumption, recycling and reuse of natural waste points network, in promoting the creation of a specialised, closed cycle, rural economy sector in the local and regional levels.

14. Creating unified strategies of products marketing under a national logo, for differentiated segments of international markets.

Agricultural system is formed from the entirety of territories and lands in similar utilisation categories in serving agriculture (B). It comes as a result of human interaction with territorial resources in cultivating and constructing structures and infrastructures that support it, forming the chain of food industry.

Agricultural system makes up the primary resource of developing life and economy in rural areas, being focused in:

- Reduction of agricultural land fragmentation, to secure efficiency increase in medium and large farms productivity, cooperatives included.
- Densification, concentration and access towards services centres that serve agriculture, in increasing utilisation efficiency of agricultural network and to increase farms surface area and seasonal and annual products;
- Creating a confident environment to develop supporting policies in planting the land with suitable native "BIO" plants, for areas that secure a medium productivity, that are linked or do contribute in other directions of agriculture such as farming, bee-keeping, etc.

Irrigation and drainage infrastructure, seeds and waste composting

Instruments that area going to have the higher impact in land transformation or utilisation for agriculture are: support and promotion based on production quantity, financial and legal incentives in using local BIO inputs, incentives

based on several selection criteria (area, number of cattle, revenue, etc.). These factors will enable welfare increase in rural areas and productivity in agricultural lands. Whereas, incentives and development instruments that are not based on type or produced product quantity, will serve as a catalyst in peri-urban areas, where territory and services are closely connected with supporting urban functions such as agro-tourism.

Consolidating land and expanding farms will note the turning point in agricultural and rural economy development and limitation of agricultural land degradation, achieved by:

- Territorial interventions/proposals; on land consolidation;
- Lakes and reservoirs;
- Pumping systems;
- Links for quick access;
- Ring-like agriculture;
- Structures for product regionalism;
- Agriculture, fruit-growing and fishing;
- Processing centres and agricultural markets;
- Information, education and incubators centres;
- Agricultural waste recycling centres;
- Urban centres for regeneration;
- Supporting infrastructure (underground and roadway/ ICT/ services infrastructures);
- Other typologies of agricultural tourism.

Consolidation of agricultural land is the most effective instrument in having a more competitive agrarian sector, in developing and growing surface areas of land parcels to be used for agriculture in rural zones. The relevant ministry and regional municipalities will have to develop policies based on this instrument, to provide opportunities in agricultural farms by promoting same services agglomerations, aiming to create arable land parcels from 3.5 - 5 ha in growing the same products.

Initially, municipalities are recommended to perform pilot projects, to further develop consolidation strategy and agricultural land management in local and regional level. It is recommended to create specialized offices

in every municipality to manage agricultural lands, construct digital land registry, contracting consultancy services to implement the consolidation strategy and supervision of its process.

This process needs to be based on:

- Clarifying the ownership status in digital land registries;
- Classifying agricultural land price for purchasing, selling or renting land;
- Classifying crediting categories for purchasing or renting agricultural land.

Coastline municipalities supported in General Local Plans (GLPs), need to take into account different possibilities of rural zones development. This approach requests several answers in relation with the rural spatial context, for the economization of agricultural land utilisation and for shelter and the supplied supporting services.

This plan aims to orientate development based on the following spatial typologies:

- a) rural areas that have a major urban impact / peri-urban areas;
- b) areas that have a major rural impact, agricultural zones;
- c) marginal rural areas, agricultural - natural;
- d) natural free areas and natural protected zones.

a) rural areas that have strong urban impact, peri-urban areas (including formal and/or informal urban areas) are urban peripheral zones with a high impact from urbanisation, where development pressure and urban activities have a strong impact in land utilisation.

Development of peri-urban areas have to be orientated towards their treatment as protecting layers / buffer areas to prevent further urban expansion in the expense of clean agricultural land, through instruments such as:

- green line, limitations of urban system;
- economic and legal incentives, that have to be utilised to give prioritisation to these areas in function of rural development with services such as: regional markets, urban agriculture,

agro-tourism, recreational and supporting services serving stable development, etc., to promote interaction between urban and rural areas.

b) Areas that have a strong rural impact,

agricultural areas, are zones that have development and agricultural cultivation focus, where the main earnings are extracted from agriculture. Land utilisation in these territories needs to avoid the pressure of urban activities. Regional municipalities, through General Local Plans (GLPs), in these territories, need to have the priority in agricultural activities, avoiding further urban extension.

c) Rural marginalized agricultural -

natural areas, that have weak agricultural development structure or extended urban development (formal or informal urbanization), needs to be developed focusing on agricultural development as reserve agricultural and natural zones. Earnings are going to be enabled from territorial use in large surface areas, mainly in functions focusing in nature, such as reservoirs or space serving the nature, space serving cultivated forests, arboriculture, areas that will serve agriculture in the future and space used for cultivating species that require large territories.

d) Free natural areas and natural protected

zones are the side parts of the urban and rural pressure impact. These territories need to be protected and preserved from urban and rural developments.

Interconnecting and serving these areas with urbanised zones has to be focused on recreational functions and natural tourism. Infrastructure in these areas needs to be accompanied with information tables and temporary services in service of natural tourism.

It is suggested to minimally utilise these areas in order to protect their ecosystems, especially the: river deltas, wetland areas, water system and resources, coastal forests, ridges and peripheral hills.

5.7.1 Land use in agriculture, in four belts of the coastline

1-Shkoder-Lezhe Field is an adequate territory to cultivate fruit trees, vegetables and cattle, some of which need a colder climate than the varieties found in the south of Albania. Also this field is known for cultivating grain and viticulture, that are presented as a great potential even for the future. The high productivity of this territory promises for a rich agricultural market in different seasons throughout the year, not only for coastline tourism but also for the mountainous one.

Agriculture in these territories needs to be supported by added investments in agro-tourism and eco-tourism in alternating the settlements of guest-houses in urban centres.

Urban centres that are going to serve as regional development poles for agriculture are Shkodra, Lezha, Laçi, Kruja.

Centres that will serve as local development poles are:

Koplik, Renc, Guri i zi, Vukatane, Mjete, Dajç i Ri, Fishte, Piraj, Kakarriq, Barbullush, Zadrimë, Bushat, Trush i Sipërm, Dajç, Velipojë, Reç, Torovcë, Balldren, Ishull Lezhë, Rrilë, Shënkoll, Spiten, Tale, Fushe Milot, Gurres, Patok, Adriatik, Fushe Mamurras, Sanxhak, Thumanë, Fushe-Krujë, Bubq, Luz, Tapizë, Shkoze.

In the spatial land-sea segment from Velipojë down to Durrës, (zone 1), it is found a high potential of economic development in the fishing area - specifically in aquaculture. Based on this factor, Lezha municipality, in Shëngjin urban centre, through GLPs, have to take the necessary steps in territorial prioritisation and anchoring infrastructures for vessels of businesses and other economic operators of this segment of blue economy (marine economy). Also the public locations and markets are to be determined, in purchasing-selling these products.

Determining the aquaculture areas has to be achieved in cooperation with the relevant ministry, thus by non violating ecosystems and

environmental protected areas in this zone, such as Buna river delta, Kune-Vain lagoon, Patoku lagoon.

2- Durrës field mainly provides fruit-growing and grains agricultural production, farm products related to birds, and fishing in aquaculture. The situation of urban distribution in agricultural land in this area, requires for the agricultural sector to be developed using supporting programs for the peri-urban aquaculture and agro-tourism based on "BIO" products of a lower and medium scale, to support "slow-food" chain. Projects in this territory have to be orientated towards traditional fruit-growing, viticulture, grains on a smaller scale. Based on close collaborations with agribusiness incubators and agricultural university, this area has to be focused in growing new "BIO" products.

Pilot projects have to be orientated towards creation of private cooperatives accompanied by programs of agricultural land consolidation, in parcel surface areas of 3.5 - 5 ha, aiming the efficiency increase in production.

Land utilisation has to maximally avoid urban development in agricultural lands. Determining new development zones in General National Plans (GNPs) has to be limited through territorial zoning and use of green areas, as obstructing instruments of urbanization development in territories that have agricultural functions. Urban and rural centres that will serve as regional and local development poles for agriculture are:

Regional centres: Tirane, Vore, Shijak, Durrës.

Local centres:

Dritas, Valias, Berxull, Fushe Preze, Bubq, Gramez, Lunder, Petrele, Arbane, Peze Helmes, Peze Kashar – Mazrek Kus, Maminas, Manez, Xhafzotaj, Gjepealaj, Pjeze, Hardhishte, Ndroq-Romanat, Rrashbull, Fllake Shënvllash, Katund i Ri, Qerret, Rrushkull, Hamallaj, Fushe-Draç.

In the sea-land space from Durrësi down to Kavaja, (zone 2) there are found low potentials in developing aquaculture, but in

the meantime, there are found potentials in practising fishing economy in the deepness of Adriatic sea. The aforementioned municipalities, in the relevant GNPs, have to take the necessary steps in territorial prioritisation and anchorage infrastructure of business and other operators vessels of this segment of blue economy (marine economy). Also there have to be determined the relevant locations of public markets, for purchasing-selling such products. Durres municipality has to develop such infrastructures accompanied with fishing port areas, near the urban centre.

3-Myzeqe field (from Kavaja down to Vlora), is the largest and most important field in the country in terms of productivity. This field is situated in the third (3) coastline zone. This plan orientates development towards agricultural cultivation, combined with rural tourism development and agro-tourism, using "BIO" products of a lower and medium scale in support of "slow food" chain.

The primary products in this zone are: grains, fruit trees, cotton, vegetables of different seasons, olive groves, viticulture, citrus, etc. This territorial space needs to be developed based on the concept of a regional agricultural park, which does not include only the development of agricultural land but also the landscape, natural protected areas and rivers passing in this area: Shkumbini, Seman and Vjosa.

Apart from the values found in this territory, it is required the development of agricultural added value in the chain, providing product processing and economy related with agribusiness.

In achieving this, development needs to be orientated towards the creation of private cooperatives accompanied by agricultural land consolidation programs, in surface areas of more than 5 ha, to increase efficiency of such structures and the effectiveness of processing infrastructure of agricultural industry accompanied with educating and specialising human resources in universities and professional high schools profiled in this

sector and in the research centres. Urban and rural centres will serve as development regional and local poles for agriculture:

Regional Centres: Kavaje, Divjake, Rogozhine, Lushnje, Fier, Vlore.

Local Centres:

Synej, Qerret, Luz, Gose, Karine, Peqin Çërme, Terbuf, Bashtove, Grabian, Babun, Kemishtaj, Saver, Plug, Karbunare, Seman, Ardenice, Libofshe, Dermenas, Pojan – Apolloni, Patos, Roskovec, Bubullime, Drenovice, Fier- Shegan, Krutje e Siperme, Cakran, Levan, Fitore - Novosele, Poro, Panaja, Llakatund – Armen, Drashovice.

In the spatial segment sea-land from Kavaja to Vlora, (zone 3), it is found a high economic development potential in fishing and aquaculture. Municipalities of Kavaja, Divjaka, Fier, through GNPs, have to take the necessary steps to prioritise territory and infrastructure in vessels anchorage for businesses and economic operators of this segment of blue economy (marine economy). In the meantime, there should be determined the adapt places of public markets, on purchasing-selling these products. Determining aquaculture areas has to be done in correlation with the relevant ministry, by non violating ecosystems and protected environmental areas in this zone, such as river Shkumbin delta, Karavasta lagoon, river Vjosa delta, Narta lagoon.

4- Xarra field (alongside Bistrica valley) and Delvina field, present the necessary potential to cultivate grains, fruits, citrus and olives. These products, thanks to the optimal climate conditions, need to be marketed and traded in the Mediterranean region before the season starts, owing to the fact of proximity with Port of Saranda and international border points. As for Vlora - Saranda (4) area, it is proposed the development of the values found in hilly terraces as primary potentials in producing citrus, olive groves and viticulture. These unused assets have to be utilised in connection with the development of irrigation and existing reservoirs networks. In the same time, it is proposed to develop the clustered regional

network of structures that process products of olives, viticulture and citrus, being referred to the rural centres: Finiq, Vrion, Cuke, Livadhja, Xarre, Mursi, Konispol.

These structures need to be promoted in operating and diversifying the product processing phase based on the “fast & slow food” chain, in serial production for the regional market and for products utilised locally in fulfilling the needs of guest houses and accommodation and servicing structures in this area. Local and regional governmental structures have to direct the clustering process of businesses that are linked with agriculture and tourism, guaranteeing the necessary climate and infrastructure for development, in correlation with stakeholders of several sectors.

In the same time, the primary and secondary centres have to further develop agricultural development packages, related to tours and other services provided in the sector of sun-sea and cultural tourism, guaranteeing longer cycles of stay for domestic and foreign tourists. Urban and rural areas that are going to serve as regional and local development poles for agriculture are:

Regional Centres: Sarande, Delvine, Himare.

Local Centres: Finiq, Vrion, Cuke, Livadhja, Xarre, Muresi, Konispol.

In the spatial segment sea-land from Vlora down to Konispol, (zone 4), it is found a high potential for economic development in fishing and aquaculture sectors. The municipalities of Vlora, Himara, Saranda, through the GNPs, have to take specific steps in prioritising territories and anchorage infrastructures for vessels of businesses and operators of this segment of blue economy (marine economy). In the same time, the public market places have to be determined, in purchasing-selling these products. Determining the aquaculture zones has to be done in cooperation with the relevant ministries, by non violating ecosystem and protected environmental areas in this zone, specifically: Karaburun peninsula, protected marine area of Karaburun - Sazan,

national park of Llogara and Butrint. Needs for investments in this sector include the infrastructural improvements in maintenance of vessels, replacement and renovation/improvement of fishing vessels, creating wholesale markets that have a high hygiene and quality standard, support of investments in fishing farms and medium processing enterprises. Support needs to be addressed in completing security standards (i.e. in the case of mussels), in order to fulfil the conditions for export.

Regarding human resources, it is necessary to build the right capacities in implementing reforms, policies, including a national action and monitoring plan, exerting controls and strong monitoring, strengthening inspection and development capacities of a reliable and systematic data collection system.

5.8 Environment

Republic of Albania along the coastline is bordered with two seas, the Adriatic and Ionian one, where there are discharged eight rivers that flow from the inside and outside parts of our territory. Also the coastline has ten zones that are announced as protected areas based on their territorial characteristics and the high presence of flora and fauna. The coastline, that holds almost half of the protected areas of the country, where the highest number of endemic vegetation and natural habitats of the country are found, is determined as a priority area in serving the special environmental values, their studying and promotion through correlated activities. Also the marine space, from the other side of the shore, makes up a unique area, because there are found areas with diversified variable natural character, regarding its composure formation of the territory but also the diverse typology of marine flora and fauna.

5.8.1 Development of the network of environmentally protected areas

In our country, protected areas have had a special consideration from the institutions is general and the relevant ones in specific, that have aimed to detect, preserve, well-manage and utilise them in a stable way. Currently, the protected areas make up 12.6% of the surface area of the country and approximately 50% of the coastline.

Increase of the number of protected areas, based on the provisions of General National Plan, is a priority for Albania, a policy that is expected to create a counterweight for urban and urbanisation expansion that has been happening in the last two decades in this territory. Also, apart from adding surface area to these zones, a special focus needs to be considered in preserving and strengthening their management.

ICSP proposes to add protected areas by 30% based on the actual register of land and marine assets, aiming to include in the territorial package, to be protected from urbanization or possible development damages,

certain zones that have special scenery values and are found near rivers, lakes and maritime coastlines.

This approach, where territorial protection of natural systems is interconnected with the protection of marine systems, provides the conditions to preserve the nature in its best and most integrated way. Issuing protection and protection degree will be a subject for specialised studies, that are going to give clear regulations to manage such territories. It needs to be stressed that the primary objective to add protected zones by 30% comes as a result of GNPs vision to preserve as much and as long as possible the habitats in their natural form. Also, nature preservation is a necessity to protect inherited asset and to give options in recreational activities to be implemented in natural conditions, that can be also transformed in a income source for the local community. Intensive development shouldn't be and shouldn't result to be the only development model implemented along the coastline.

For this reason, this plan proposes to determine certain areas, such as regional national parks and green corridors along the rivers, in order to protect such territories from the intensive development of urban system and their promotion as territories that utilise their "natural" land, in order to develop alternated tourism in regional and the Mediterranean level.

Regional parks

Regional natural parks provide a stable utilisation of the territory and development of activities that are adapted to the character of the zone. Connecting parks in the natural network has to be based on geographic characteristics of the terrain, where there are going to be interlinked the water areas with the hills and forests, to create interconnected natural systems.

Regional, urban parks and natural zones that are currently managed, have to be interlinked with the regional water system, to create a network of natural elements. Water system and rivers network has to be protected from buffer areas, providing the creation of the required space

that will serve in creating green corridors along the rivers. These green protected areas will, not only serve as supporting element for the ecosystem, but also will provide opportunities for movement of creatures that live in this region.

Green corridors

Green corridors will be regarded as useful spaces for recreational activities, natural sports, equitation, entertainment and educational park and areas for regeneration of flora and fauna. For this reason, in the General National Plans (GNPs), the municipalities that have in their administrative territories rivers or ponds with specific natural values have to plan and program those areas to be used for sport activities, rest, parks for the city, entertainment activities and also as natural itineraries to interlink several scenery assets with each-other.

Thus, the green corridors have to serve as link for natural, cultural values, lakes, historic monuments, settlements that have architectural values, historic villages, lagoons, beaches, etc., starting from the coastline and ending up in the inner parts of the territory. In relation to environment, they will serve as: blocking and limitation areas for their urban system expansion and widening. In the same time, they need to have the protection status, where it is strictly prohibited to exploit such areas, to take raw material for construction or to establish inert processing infrastructures.

GNPs have to determine the areas that pose environmental dangers along the coastline, such as: land slides, erosion, endangered areas from floods.

Also, they have to determine the development parameters for new buildings in the proximity of these corridors, for cases where near them there are found existing surroundings, in order to prevent the negative effects of intensive urbanisation.

River valleys

Valleys of eight largest rivers in Albania, that are discharged in Adriatic and Ionian seas, form several different scenery panorama:

simple extended valleys, that are spread twisting in several direction in field relief areas. Other valleys go through mountains and steepest rocks, creating impressive canyons.

This plan aims to protect and preserve these unique attractions but also, in the same time, to promote their development in tourism sector, where several visitors can contemplate and permeate them through. Apart from the natural beauties, the canyons and diverse valleys are ideal to develop water sports, such as canoeing, rafting and sailing with rubber boats.

As proposed from the GNPs, transforming such natural valleys in green corridors will serve to increase the protection measures towards them. In them, there is a need to plant endemic vegetation, creating and regenerating artificial forest areas, developing green terraces in order to decrease the erosive activity of the flow; visual and aesthetic improvement of the area and creating "river chambers", that will serve to manage the volumes of water surplus in case of floods.

ICSP proposes, in the same time, from the coastline municipalities to take the adequate measures to stop urban liquid waste spillage in this 8 main rivers, to secure a high quality of water for agriculture and the shores areas in the coastline.

Also, through this policy, it is ensured the protection and management in a way that contributes in economic development without violating the natural biological equilibriums. Forest areas that have tourism potentials can be linked from connecting corridors, and the necessary infrastructure can be applied, composed of the soft one (for bicycles and pedestrians) to develop their tourism potentials. Information infrastructure is also needed to promote the values of these areas and to organise activities that preserve the values of the zone and have a minimal impact on it.

Lagoons

Coastline lagoons are the most important ecosystems of biodiversity and for the tourism values (economic) that they have to offer. In 3% of the country's territory that they cover, there are found 70% of the vertebrates of

the country. The major part of such space is announced as protected area in a national scale, but some of them are announced as being protected in an international scale.

ICSP Shores aims to promote such areas through tourism, based on their high potential to offer breathtaking views, but above all, to offer diverse educational knowledge. Integrating the lagoon areas will be performed by ecological infrastructure that will pass through them. They will be developed and equipped with accompanying informing and marketing infrastructure in order to promote their values. These added potentials and infrastructure will strengthen the development of several tourism activities that do not violate their status, such as fishing, aquaculture development, or natural tourism, etc., thus strictly abiding by measures and defined directives in regulations and management plans, related to the sectoral legislation in place.

Protected marine areas

Based on the Strategic Plan on Coastline and Marine Protected Areas (SPFMPA), the new proposed areas to be announced as protected in the shores, are:

- **Porto Palermo bay**

Porto Palermo bay, also known as Panorama bay in the ancient times, found in the south-east part of Himara, between Panorama peninsula and Kavodon peninsula, in Ionian sea. The integral part of this protected area shall also be the rocky peninsula within this bay, that is divided in the sea for approximately 300 metres.

- **Area from Vjosa river estuary up to Sazan and Karaburun**

This area includes Vlora bay from the western side of Vjosa river estuary. The eastern shore of Karaburun peninsula starts from Pasha Limani up to Cape of Karlovec, passing through the Capes of Kallogjeri, Raguza, Sevasini, Saint Vasil, Gjata, Dim Kushta and Shengjin, and includes Orikumi lagoon.

- **Area from Cape of Rodon to Patok lagoon**

Cape of Rodon is developed in a hilly terrain that separates Erzen river valley from Ishem river one.

- **Coastline, represented from Tortonian shores composed of sandy stones and clay**, is an eroded land and in general a non-productive area. Land vegetation is dominated from Mediterranean plants such as maquis. This area includes several important habitats and species that must be preserved.

- **Coastline area from Buna river estuary down to Vilun lagoon.**

It is positioned in the northern part of the country and includes the marine and coastline parts of the protected area of Buna river scenery.

5.8.2 Reforestation of free natural areas

Forests and pastures make up an important heritage. The surface area they cover is significant, because forest make up 36% of the territory of the country whereas pastures make up 15%. Forest areas present incredible values for life quality in urban areas, and for the protecting aspect, in terms of erosion and landslides.

Coastline, being an important area of our territory, always endangered from corrosion, erosion and land-slide caused from marine and sea wind effects, in the last years, based on the uncontrolled and unplanned human activities, is a zone that needs, more than any other territory, added surface area to be protected from these phenomenon.

Coastline municipalities, in their GNPs have to propose the prioritised regeneration of these assets, including added measures for forestation and to strictly prohibit cutting of existing healthy trees or urbanising areas that are in danger of corrosion, erosion or land-slide.

Forest areas, that have a tourism potential, can be interlinked from corridors, and there should be applied the necessary infrastructure, such as the light one (for bicycles and pedestrians), to develop their tourism potentials. The information infrastructure is also necessary to promote the values of such areas and to organise activities that preserve these values and have minimal impact on them.

5.8.3 Risk management from natural disasters

Raising awareness to the residents on natural emergencies, in the climatic changes situation, takes a special focus in territorial administration from local units. Informing, needs to be accompanied by maps that show flood, land-slides or other risked areas. It is necessary to inform residents on the measures that have to be taken in the first hours of the disaster. As an added focus, every year there need to be consultation campaigns in place in schools and in rural areas, where the everyday living is more interrelated with nature and where public investments might not be in optimal and required conditions.

Civil emergencies in national and local level to protect the population has to administer and manage territories based on a special financial budget for natural disasters having the focus of population displacement from danger areas. In medium-term and long-term basis, the special financial budget has to secure the construction of the required infrastructure for social houses, to face cases of natural dangers.

Added focus needs to be directed towards informal areas constructed in former agricultural lands, near the river beds, areas of natural land-slides and other zones identified as danger areas near dams or tectonic zones. Identifying high risked buildings has to be accompanied by displacement and reallocation opportunities in safe territories, enabling soft crediting or partnership schemes to take place.

5.8.4 Urban and industrial waste management

Regional waste management integrated plans, supported in national strategy and programs, have to promote the development of options, that have a positive impact in the environment. For this, the urban centres hierarchy has to be taken into consideration and population mobility factors accompanied with specific programs in:

- preventing waste generation;
- reusing waste;
- recycling;
- other recuperations;
- waste disposal in the source.

Integrated waste management plans also have to determine a regulation to control the management of specific types of waste that are generated in the territory, and to collect, transport, recuperate, dispose, monitor the operations and taking care of the landfills. Regional waste management plan has to contain:

- management of regional urban waste;
- management of regional industrial waste;
- management of regional agricultural waste.

Integrated waste processing, done from the relevant ministries, districts and LGUs has to be consist in:

- reduction - reuse - recycle;
- collecting and processing organic waste;
- collecting, storing and waste management in landfills.

From the above, certain primary projects are created:

- landfills regionalism, as also stated in the General National Plan;
- possibility of creating intermediary deposit places;
- possibility of establishing landfills to collect industrial waste.

Also, it needs to be taken into consideration to reuse/revitalise existing landfills, establish new ones, construct stations of waste collection, waste separation in the source or their separation in the landfills, before being disposed, where a part of it can be recycled.

A more specific panorama on landfills and waste management can be developed from the relevant ministries through:

- National Master-plan on Waste Management;
- National Plan of Integrated Waste Management.

5.8.5 Preservation and management of underground and overground water resources

Development of urban centres and industrialisation is accompanied with the pollution increase in water environments. Discharging liquid urban, agricultural and industrial wastes, without having a preliminary filter treatment, is the main source of overground water pollution in our country. Their discharge, progressively, has impacted in decreasing the quality of lake, river, coastline waters and the quality of environment in general. Water treatment is presented as a major issue for the stable coastline development, because urban centres developed alongside the coastline have issues with waste management as a result of weak infrastructure placed there.

ICSP Shores predicts that the whole zone one can be covered by waste treatment infrastructure and polluted water treatment, thus the relevant ministries and coastline municipalities have to take this priority into consideration while drafting and implementing their GLPs.

There is also needed to take the measures in:

- regeneration or adequate infrastructural development of water supply-sewage systems;
- putting into operation with full efficiency the existing water urban treatment plants and developing other plants in primary, secondary and tertiary urban centres;
- creating protected and managed territories for regional river deltas and estuaries;
- water management and monitoring through creating new permanent stations.

Water collection and water store basins have to be regenerated by placing supporting infrastructure, such as: irrigation drainage channels, water pump systems and waterworks.

In the absence of opportunities in utilising these territorial assets for agriculture, they need to be transformed in recreation space in service of public interest, accompanied with buffer areas in protecting them from urban development. These assets utilisation needs to be enabled and put into operation to serve tourism and services sectors.

Drinkable water

The system of drinkable water supply is extended almost in the whole coastline. But there is space to grow capacities and improve services quality of this sector, especially on achieving a stable development, certain necessary investments have to be implemented to face the predicted population increase until 2030. It is necessary to improve the administrative and managerial direction of this sector, to orientate services towards control principles and to fully recover costs and to identify, protect and use underground waters.

Water lines and surface areas, and underground waters have to be protected in an action radius not less than 100 m (buffer area). Local centres have to be supplied with drinkable water through a well-managed supply system, in treating the quality of drinkable water. Residential objects, that are distanced from urban-rural centres, must be equipped with collective or individual certified wells, to guarantee protection against pollution and natural risks.

5.8.6 Taking mitigation and adaptation measures against risks and climate change

Coastline is endangered from many natural factors, that in the last years are endangering the existence of some of its areas. The most problematic factor is floods during the heavy rainfall months. The most problematic areas are: Shkodra lowland, Myzeqe field and Narta lagoon in Vlora. A clear intervention is needed in endangered areas from the relevant ministry and from municipalities themselves, starting from defining them in the drafting processes of General Local Plans, in order to determine and

apply the right policies and measures for every area based on the technical specifications in protecting them from floods and other future dangers, and in improving the territorial conditions of their development afterwards. Erosion is a phenomenon that endangers land through corrosion, displacement and transportation of solid matter from water, wind or human activity. Erosion has a high intensity in shores of Shengjin in Tale, Divjaka and Seman. Based on the map showed in ICSP Shores for environmental dangers in 12 municipalities of this area, these municipalities, in their GLPs, have to determine in a detailed and clear way the endangered areas and sub areas, the ones that have to be reforested, the ones where drainage channels have to be constructed, etc. Also, in the sectoral plans, through studying from the relevant sector, being the environmental one, there have to be determined measures in erosion prevention, starting from regularising uncontrolled human activity, utilisation of river beds, forest burning and cutting, etc.

Climate change and their prevention measures

Climate changes are being detected more and more in the coastline. These changes are coming as a result of frequent drought, which increases fire chances, in increasing heating index, in adding hot days and in frequent heating waves. These factors have a direct impact in ecosystems, reducing water flows, reducing wetlands territories, their dryness, increasing erosion, water turbulences, etc. Climate changes add another dimension in planning and managing coastline areas. Climate factors, including air temperature increase, frequent change of rainfall regime, storms intensification, increase of sea level, brings certain effects in ecosystems, infrastructure and community. Climate change will more likely increase further the dangers for coastlines in the future.⁴⁴

One of the most important steps proposed from ICSP Shores is to identify conflict zones based

on several models of sectoral development. We need to highlight the areas where issues are identified, such as: Petrolifera in Vlora, oil fields in Myzeqe near the agricultural areas, water assets, etc. This plan and its objectives achievement cannot be implemented without having an integral global and European approach towards climate impacts. Report 5⁴⁵ of Inter-Governmental Panel on Climatic Changes highlights that warning of climate system has no equivocation and from the 50s, most of the identified changes are unprecedented in the decades before the start of the new millennium. In Albania, although the historic data are limited, it is noticed a temperature increase and a change in the frequency and quantity of rainfall throughout the year. Based on the projections made for 2050, during summer time, the temperature are expected to increase by 2.4 - 3.1 more than the current average temperature. Also, the last years data have showed that Albania has started to be impacted from the effects of floods almost every year, by floods that have a high frequency of recurrence (Shkoder 2013, Fier, Lushnje, Tirana 2015).

In policies level, the Albanian government is engaged in Paris Conference, by submitting its INDCs⁴⁶ in reducing by 12%, in national level, the effects of greenhouse effects gas as compared with the basic scenario of 2016 and 2030. On the other hand, the Ministry of Agriculture is working to finalise the National Adaptation Plan (NAP)⁴⁷ where there are drafted the main sectors that are impacted from climate changes and in proposing some of the most effective ways to adapt and also speaking about the Third National Communication⁴⁸. Implementing adaptation policies towards climate changes is very important in territorial planning, because of the sensitivity and high impact that the territorial space development has in reducing vulnerability and different climate changes⁴⁹.

⁴⁴ Nicholls et al., 2007

⁴⁵ http://unfccc.int/science/workstreams/cooperation_with_the_ipcc/items/8732.php

⁴⁶ <http://newsroom.unfccc.int/unfccc-newsroom/albania-submits-its-climate-action-plan-ahead-of-2015-parisagreement/>

⁴⁷ http://www.mjedisi.gov.al/files/userfiles/Projekte/Projekti_Adaptimi_ndaj_Ndryshimeve_Klimatike_ne_Ballkanin_Perendimor.pdf

⁴⁸ [http://www.mjedisi.gov.al/files/userfiles/Publikime/Fourth_draft_Report_April_19-2016_\[MoE\].pdf](http://www.mjedisi.gov.al/files/userfiles/Publikime/Fourth_draft_Report_April_19-2016_[MoE].pdf)

⁴⁹ Bulkeley 2013

To implement in a strategic document such as ICSP Shores, the engagement of Albanian government (in national and international level), through this document it is aimed to create a management framework in macro level to reduce impact and risks that are connected with climate changes, in the adaptability approach and in mitigation one. The best European examples have assisted in this, issuing an appropriate guideline to apply the concepts of adaptability and mitigation in terms of territorial planning. But the climate changes and adaptation to them, make up a case to be treated on its own merit, a case which is much more detailed and specific.

Our care has started by the strategic assessment of the environment of the Plan, where a detailed analysis of the phenomenon has been issued, and where different projections in terms of expected temperature changes, changes in rainfall regime, data on greenhouse effect gases from each sector and possible ways in mitigating these issues. Also, in the environmental strategic assessment it is given an optional list of specific measures that fall down to the local level.

This Plan has incorporated the phenomena in its vision level, plan's objectives and in its intervention methods. The basic principle of the Plan is to support the reduction of carbon emission in the future; take into consideration the risk from floods, erosions and change of coastline; to encourage reuse of existing resources, and reuse of renewable resources. Based on the scenarios found in III National Communication, some of the expected impacts that might happen in the future can be:

- increase in the frequency of extreme cases;
- increase demand for energy for the buildings;
- reduction of annual and seasonal river flows;
- reduction of water supply;
- issues in water quality;
- reduction of lagoon surface areas;
- reduction of agricultural products production;
- loss of agricultural lands;
- loss of species;
- increased risk from cardiovascular diseases, epidemics, etc.

Measures to be taken against climate changes

Central and local government have to take into consideration the necessary measures to adapt and mitigate the risk of climate changes through initiatives such as: reforestation, planting trees in endangered areas, building dams to prevent floods but also by limiting urban expansion, using ecological materials, utilising renewable energy, etc.

Some measures to mitigate risks related with climate changes are determined in the regulation document. This plan issues the main strategic directions. Some of the inputs in addressing the impact of climate changes in Albanian territory are:

In macro level:

1. Implementing different concepts and methods to direct spatial planning aside by the adaptability and mitigation policies. For instance: planning and creating green corridors and multifunctional green centres.
2. Institutional and organisational strengthening of governmental structures in providing interconnection between planning authorities and other inter-sectoral bodies that play a role in adapting against climate changes.
3. Drafting an all inclusive legislation framework and the related regulations to provide the integration of adaptability and mitigation elements in territorial planning. For instance: smart and green economic growth, being orientated towards new buildings in areas that have no floods risks.
4. Capacity building (human and financial) that are available to the planning authorities in developing and implementing the required reactions against climate impacts.
5. Increasing awareness in policy-making and decision-making factors on impacts of climatic changes and the importance of addressing such impacts through specific mitigation and adaptation measures in the planning process. For instance: in developing Shengjin port, as one of the 4 thematic ports of the country, a infrastructural sensitiveness analysis is required against the phenomenon of sea level increase and proposals on elasticity of such infrastructure on the expected raise of sea level.

6. Technical capacity, knowledge and skills building in relation with the infrastructural adaptation against the climate change effects through guiding, educating, training and best practice exchange.

In local level:

1. In planning a new building or expanding existing structures, a sensitiveness analysis of the predicted infrastructure has to be done in extreme weather conditions and based on its results, an action plan needs to be prepared in reducing permanently the effects of such phenomenon.
2. Implementing such measures in reducing sensitiveness of infrastructure towards the extreme weather conditions, has to be a central management obligation on each infrastructure. The objective of implementing such measures needs to be especially based on reducing the damage caused from the users of weather sensitive infrastructure.
3. The instructions for the methodology, procedures and data collection of extreme weather conditions have to be clearly determined and to plan and implement the measures in reducing infrastructural sensitiveness predicted from these weather conditions.
4. Rehabilitation, expansion and creating the required infrastructure for water supply including climate change scenarios in this sector and the management of water demand through reuse, providing new water reserves, rain water, desalination, etc.
5. Improving water efficiency, irrigation infrastructure; vegetation varieties, drainage system, fertilization and preservation of earth humidity are some of the measures that have to be undertaken in the agricultural sector, taking into consideration the expected climate (temperature) changes.
6. Sea erosion management and adapting against raise of sea level.
7. Monitoring sea level and water quality in wetlands and underground waters.
8. Monitoring coastline and quantity of sediments coming from the rivers.
9. Determining buffer zones for areas impacted from raise of sea level.

10. Construction and protection from floods by increasing the level of river beds and sea concrete gates.

11. Informing, educating and raising public awareness for climate changes and the effects related with this sector. Raising awareness on the residents for climate changes takes a special place in territorial administration from the local government units. Information campaigns must be performed from municipalities accompanied by preparations of maps that show areas which have natural risks. This thing can be achieved every year through educating and orientating campaigns performed in schools and rural areas, where living is much more linked with the nature and where the public infrastructure might not be in its best conditions.

Risk management from natural disasters

Civil emergencies in national and local levels, in order to protect the population, need to administer and manage territories and a local financial fund related to natural risks focusing on residents relocation from risked areas. In medium-term and long-term the local fund needs to provide and construct the necessary infrastructure for social buildings that would be utilised if natural risks occur.

The focus needs to be directed toward informal areas constructed in former agricultural lands, and near river beds or natural land-slide areas and other zones identified as danger areas near dams or tectonic zones.

Identifying high risk buildings needs to be accompanied by displacement and relocation options in safer territories, through providing soft crediting or partnership schemes. Certain measures have to be predicted in reducing danger coming from natural disasters and in rehabilitation of regions after the natural emergency has ended and provision of short-term decision making that does not conflict the long-term ones. Short-term reconstructions have their impact in possible options for stable development in the long-term. For this reason, the strategic vision in the long-term has to be implemented

immediately after the catastrophe has struck. Recuperation measures have to be integrated in a coherent economic and social development strategy, focused in the long-term economic development and in providing employment and shelter options in the affected areas.

Identifying the economic basis and specific economical-social directions for the region in increasing regeneration capabilities. Being that regeneration requires time, it is essential to identify the stakeholders and possible options coming from priority actions to be implemented in economical reconstruction and social development. Determining the actions that have the highest priority would assist in placing a time hierarchy for recuperation phases and would bring success signs in creating equality and property ownership.

Developing an integrated strategy for redevelopment after natural catastrophes has to strengthen the dialogue between the affected groups in order to increase the recuperation possibilities and in raising the quality of decisions that have been taken.

Decision-making process accompanied by identification of the necessary conditions in implementing strategies and in identifying the relevant actors. Cooperation between private and public actors, in different governmental levels, is necessary, bearing in mind that the social costs of natural catastrophes surpass the financial and organisational possibilities of the affected region. Strategic solutions require local leadership.

Although the necessary financial, organisational needs or human capacities cannot be fully provided from local institutions, the strategic decisions and choices of regional development and the required instruments into implementing this, have to be directed and drafted from the municipalities themselves. Civil society and the private sector have to be a crucial part of this process. Using crises in placing standards or implementing standardization reforms.

Being that the national resources and capacities play a directing role in defining the development strategies in the regional natural post-crises scenarios, the standards and conclusions of

regional post-crises have to serve in raising and improving the national platform against such crises.

Natural crises hit, not only the physical capital, but also the social and cultural one of the region. For this reasons, the local development strategies have to include and reflect the communities vision and to include such communities in the decision-making process because in this way they will ease the decision-making processes and will speed up the recuperation time.

Promoting public participation assists in taking decisions. As follows you will find several advices for municipalities, within this framework:

- Placing public consulting and informing standards as a component of development strategy.
- Providing physical and electronic "on-line" communication and decision-making scrutiny.
- Organising institutions in attending meetings to discuss progress and to ensure that the expressed opinions have effective influence in the decision-making.
- Establishing trust will increase accountability of policy-making and will improve the administration capacities.
- Improving access, quality and information sharing regarding the reconstruction expenses, in selection criteria and time-frame, are the start of building trust.
- Investing in resources, capacity building and funds to secure information systems used for joining and disseminating vision and expected results from implementing such strategy.
- Placing defined targets on accountability, informing in being transparent and dialogue between stakeholders, civil society and multi-sectoral planning can increase and improve the administering capacities.

Marine environment

Marine environment is the maritime space of the Republic of Albania, together with its flora and fauna, marine assets found in seabed and the underground part of it, including coastline, beaches, ports, anchorage places and their land territories, lagoons, river estuaries, lakes and

water lines that are bound to the sea. Marine environment is utilised for economic, trading, scientific, social, sports, tourism and military activities.

In the marine environment it is prohibited to:

- a) dispose dangerous poisoning and explosive matter and waste;
- b) dispose substances and matter as described in Appendix I, of law no. 8905, date 6.6.2002 on environmental protection;
- c) dispose hydrocarbons and polluted water;
- ç) dispose solid waste, of every type, excluding vessels and tools used for fishing and the necessary substances and tools used to construct ports, berths and other constructions, based on the projects approved from Ministry of Environment and its determined conditions;
- d) dispose of every kind of waste from ships, platforms, installations and from the coastline;
- dh) transport of dangerous substances and wastes;
- e) sinking ships, freight and every other type of goods;
- e) sinking and abandoning every type of instalment that has served for different activities;
- f) constructing and utilisation of tools that emit ionizing radiation;
- g) burning every kind of material and substance;
- gj) entering in ports with dirty ballast of marine vessels of every kind, type of tonnage.

Air

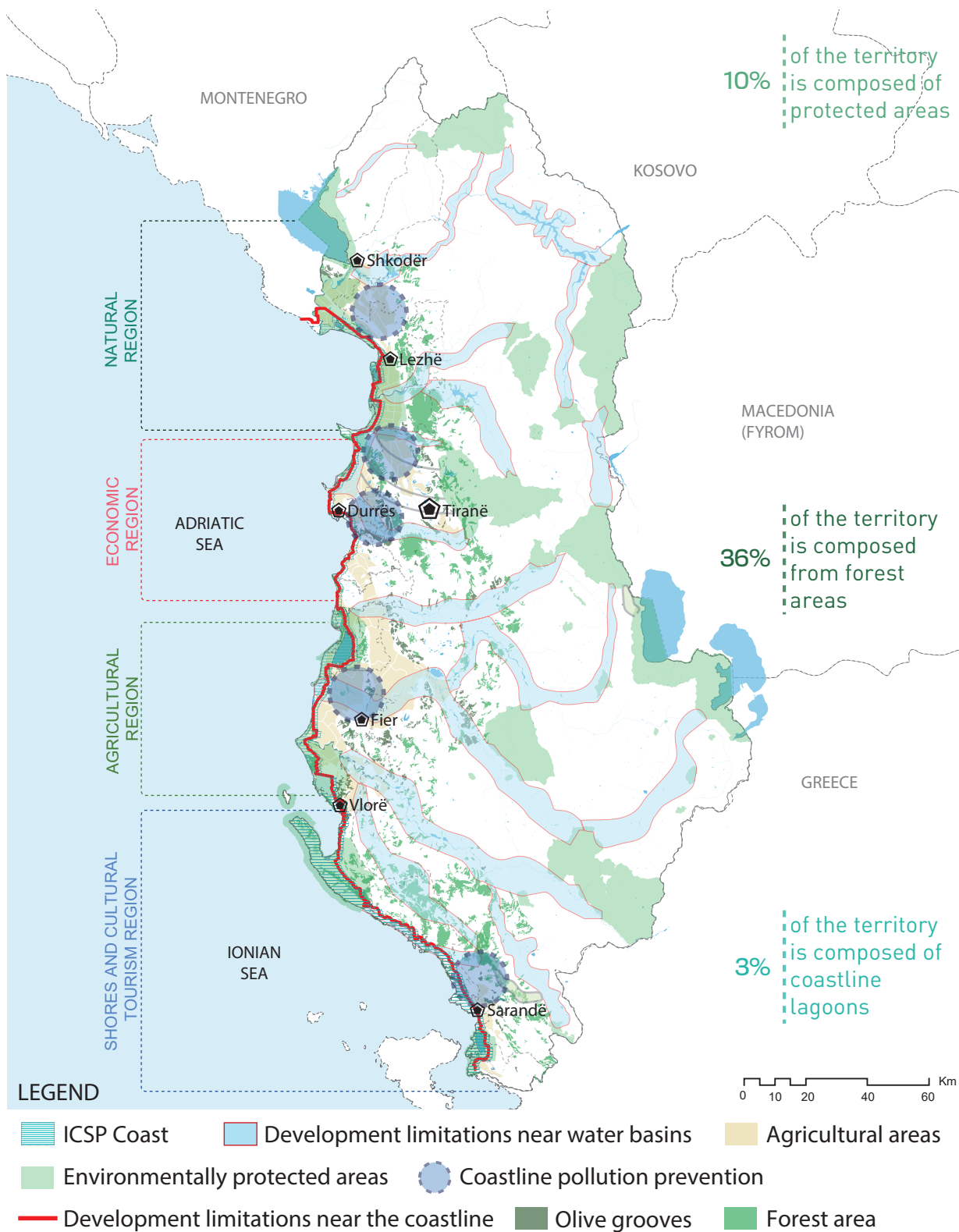
Air pollution from chemicals, dust particles and biological materials causes disorders or damage to humans and other organisms, having a negative impact in the natural environment. Sources of air pollution can have a natural or an anthropogenic origin. Health effects caused from air polluters are classified as physiological and biochemical changes, that are classified from light to severe breathing, smelling, coughing difficulties and in cardiac and respiratory problems.

Air quality in the Albanian coastline results to be within the prescribed norms by the Albanian legislation and European conventions. Nevertheless, the tendency of population growth

towards coastline cities will cause deterioration of air quality if some primary measures are not taken.

The possible measures that will assist in improving standards and air quality in the cities of our country are:

- 1- reducing vehicles through promotion of public transport utilisation against the private one;
- 2- improving public transport;
- 3- managing roadway network;
- 4- promoting vehicles that have clean technology;
- 5- promoting cycling;
- 6- increasing green surface areas;
- 7- improving the quality of combustible materials.



5.9 Economy and tourism

In the long-term perspective, the projections predict a population reduction in the coastline from 39.4% of the total population in 2011, in 37.4% in 2031. Population will be contracted by 40 thousand people, that represent approximately 80% of total population reduction in a national level. The major part of population contraction is assessed to be in Fier (-59.231 residents), Lezhe (-23.388 residents) and Shkoder (-36.731 residents). The national and local development strategies have to identify factors and to orientate policies and relevant investments that soften this negative trend.

In-depth analysis of economic and social profile of coastline urban centres and their interconnectivity with the predictions of General National Territorial Plans (GNPs), provide positive premises in increasing the quality of drafting and implementing sectoral and local development strategies, which, depending on the vision, strategic objectives and priority projects, have to provide an effective terrain for a quality and harmonic development to take place in the coastline region and its impact in the national economy. The economic and social indicators for 12 coastline municipalities are referred to INSTAT.

This plan aims to establish the primary conditions for the further economic development of the coastline, guaranteeing security in terms of continuation of population welfare and stable environmental development. For this quality step, initially it is aimed to construct territorial structures in supporting economy, and then other economic models based in the group work between companies, academy and local and national governmental structures (models of economic clusters).

Primary development sectors for the coastline are tourism, services economy, logistics and agriculture. This plan aims to promote the development of these primary sectors providing relevant conditions in stable territorial development through supporting

infrastructures and specific areas designated to be in their service. Development is proposed to be based in economic clusters, supported on regional development poles, as designed from the General National Plan and the Sectoral Plans.

Coastline municipalities have to interconnect the development of territorial factors with the suitable human, physical, economic and cultural resources. In achieving this objective, they need to develop primary structures of urban centres in creating conditions for attracting domestic or foreign investments and in developing geographic clusters or economic groups that have supporting services for each-other. Developing such centres needs to be primarily supported in the following functions, such as:

1. Developing and preserving territories for economic and technological purposes

of central and local administering level. Municipalities have to prioritise certain territories to develop such economic structures equipped with a relevant and efficient interconnectivity for elite businesses, having public transport and logistics supporting infrastructure and having the adequate sewage and energy, water and fast ICT supply infrastructure in place. Determining such territories has to be harmonised, not only in the level of General Local Plans (GLPs) but, in the same time, also in the central and local sectoral plans.

2. Development and preservation of interconnecting infrastructures

under central or local administering. The relevant ministry and municipalities have to harmonise development of interurban and urban roadway systems, for connecting entry and exit national points (ports and land border crossing points) with the economic areas, primary urban centres, airports, logistics areas and primary development zones of municipalities, and also BID and TID. Coastline municipalities have to predict and prioritise the territories that are under their administration to develop port and berth areas in serving the fishing economy and other areas that serve coastline tourism

empowered from yacht, cruises and ferryboat ports. Development of urban roadway network has to be supported from the development of highways from north to the south, and from east to the western part, as defined in GNP and from the sectoral strategies and plans of the relevant ministry.

3. Development of territorial space in protecting environment and recreation, supporting the physical well-being of the population, interconnected with protected or free natural areas. Local government units have to develop new surface areas in protecting the environment and in serving the residents and tourists. These territories have to protect the strategic zones regarding the scale of relevant values, in the inner and outer parts of the urban centres. Municipalities have to create interlinked networks of natural zones in serving tourism, accompanied with simplified access and in the same time services infrastructure that damages environment.

4. Developing material or non-material cultural assets, accompanied by supporting services for the economic development in primary areas, urban centres and buildings that adapt to these values; as museum centres, research centres, historic areas, etc. Prioritising public investments has to be interlinked with strategic tourism areas accompanied from opportunities in the areas of hotels, recreational activities, services related to urban economic centres (BID, TID) and historic and cultural areas. Tourism centres, information offices, tourism schools, historic and cultural centres, fairs, creative neighbourhoods and zones have to serve as supporting assets to develop local economies and in the same time, to generate continuous income in maintaining cultural assets.

5. Developing services and mixed infrastructure areas in the internal part of urban centres, accompanied by pedestrian boulevards, academic centres offering professional education profiled based on needs and development regional and local potentials. Municipalities have to create the adequate

conditions in developing urban centres that have mixed functions and guarantee quick and efficient access without needing the inclusion of private vehicles, thus guaranteeing better environmental conditions for citizens and serving as attraction centres in attracting foreign investments or foreign, specialized, labour force.

6. Developing, preserving and consolidating territories in function of agricultural production and agro-tourism, accompanied by services areas such as markets, processing centres for agricultural products, profiled and certified schools and labs. Municipalities have to prioritise territories in function of agricultural products, providing the adequate conditions in interconnecting investments in sectors such as, environment, water and agricultural economy. In the same time, they need to develop professional education networks that support the whole agricultural development cycle, from seeds, up to composing and marketing of such products.

5.9.1 Economic areas (territorial development in support of regional economy)

Developing the coastline for ICSP Shores initially aims the reduction of inequality and economic and social development of the population in rural zones and territories, but also in developing services economy of urban centres found in the inner parts of the territory. In achieving this goal, central and local government units have to unify and harmonise investments in urban centres and their surroundings, in primary sectors, to guarantee the reduction of population migration and in providing the conditions of critical mass development in the economies of rural areas and urban centres connected to them. This approach has to be strengthened based on specific development assets of each municipality, including the territorial, physical, historical-cultural and human values. Based on these opportunities, this plan proposes, as a primary objective, to develop territorial assets in those territories that have significant strategic potentials, valid in developing tourism sector.

Primary and secondary urban centres

have to implement public investments based on functions defined in the centres hierarchy as determined in GNPs, in the regional development strategies of several Agencies (RDA 1,2,4) and in the directives provided from national inter-sectoral plans. Urban centres of tertiary and local level have to support with complementary services the higher hierarchies found in centres, thus providing an interconnecting network of functions for an economy based in clustered services.

Taking into consideration **the natural, water, mineral and agricultural assets** of the coastline, and the proximity of urban centres, it results that the primary supports needs to be issued into interconnecting rural economic activities with urban centres, thus providing products and raw material that serve urban centres and economic areas, in developing products and services that have a closed cycle. These services have to be provided for highly timely efficient markets and for this reason it is presented as a priority, the construction of logistics centres network near primary roadway axis.

Logistic centres have to be developed, in the same time, near ports, airports, economic corridors, economic or industrial areas (sectoral or inter-sectoral), thus guaranteeing eased access for all business structures and for the mobility of the employees. Municipalities have to prioritise the territorial preservation and development (zones, corridors) for these functions, securing, in the same time, protecting areas (green preservation areas), based on development typologies and the current legislation.

Technology areas and economic development and industrial areas, despite the administration level, being local or central, have to be supported from infrastructures regarding public transport, ICT networks, sewage systems that cover dangers against floods, water and gas supply networks and supporting structures of public services that assist businesses. These areas have to be determined and presented in GNPs of municipalities in harmony with the

territorial systems defined in the law on territorial planning. They need to support the consolidation of urban territory, guaranteeing, in the same time, non violation of territories in function of agricultural production and protected environmental, historical and cultural areas, based on the current legislation. In a national level, the technological and economic development areas that have to be empowered are; Shkoder, Lezhe - Shengjin, Durres, Fier, Vlore, Sarande.

In urban centres, as a primary factor in developing economic activities, has to be guaranteed, not only the completion of business needs in terms of public services, but also the mixed functions territorial development, on business services related with the efficient residencies. This impacts in decreasing environmental pollution and in the same time, guarantees efficiency increase in services, in terms of time and economies of scale. It is recommended to develop **BID** areas (Business Improvement Districts), **TID** areas (Tourism Improvement Districts), in generation of new development poles within urban centres and in profiling sectors of local economy. Every municipality has to provide or cooperate with the private sector through P.P.P.s, in developing priority infrastructures to serve such areas, inside urban centres in mixed territorial utilisation. Their development has to be harmonised and accompanied from public services such as services centres "One-stop-shop", public services offices, information centres an added services from private sectors that serve in increasing the potential of F.D.Is attraction.

F.D.Is and specialised labour attraction will require, in the same time, provision of high standards in terms of urban qualities, forcing municipalities in developing new parks, attraction points, waterfronts, pedestrian areas, fairs and social services centres, in the urban areas.

Based on priority development needs, it is recommended to construct:

TID Shkoder, BID Lezhe, TID Durres, TID Divjake, BID Fier, TID Vlore, TID Himare, TID Sarande.

Further economic development of these primary and secondary centres, is closely connected with the development of structures and centres in service of specialised/ professional education. It is recommended that the relevant ministries and municipalities interconnect their resources and coordinate their actions, through development packages and programs based in strategic sectors of local economies, in developing the professional education.

Specifically speaking, the development of such packages has to include, in the same time, knowledge development for young entrepreneurs. For this reason, it is recommended to develop economic development instruments such as incubators, that have to provide knowledge and assistance to become part of the entrepreneurs global networks.

In the aforementioned urban centres it is recommended to promote development of such structures and services, mainly based in P.P.P collaboration formats. Forms of directing such structures are recommended to be developed based on models such as “Triple-Helix or Quad-Helix”, which are administration forms that have boards of directors composed from academic people, local government and business, or from academic people, local government, business and civil society.

5.9.2 Mineral resources, energy, water

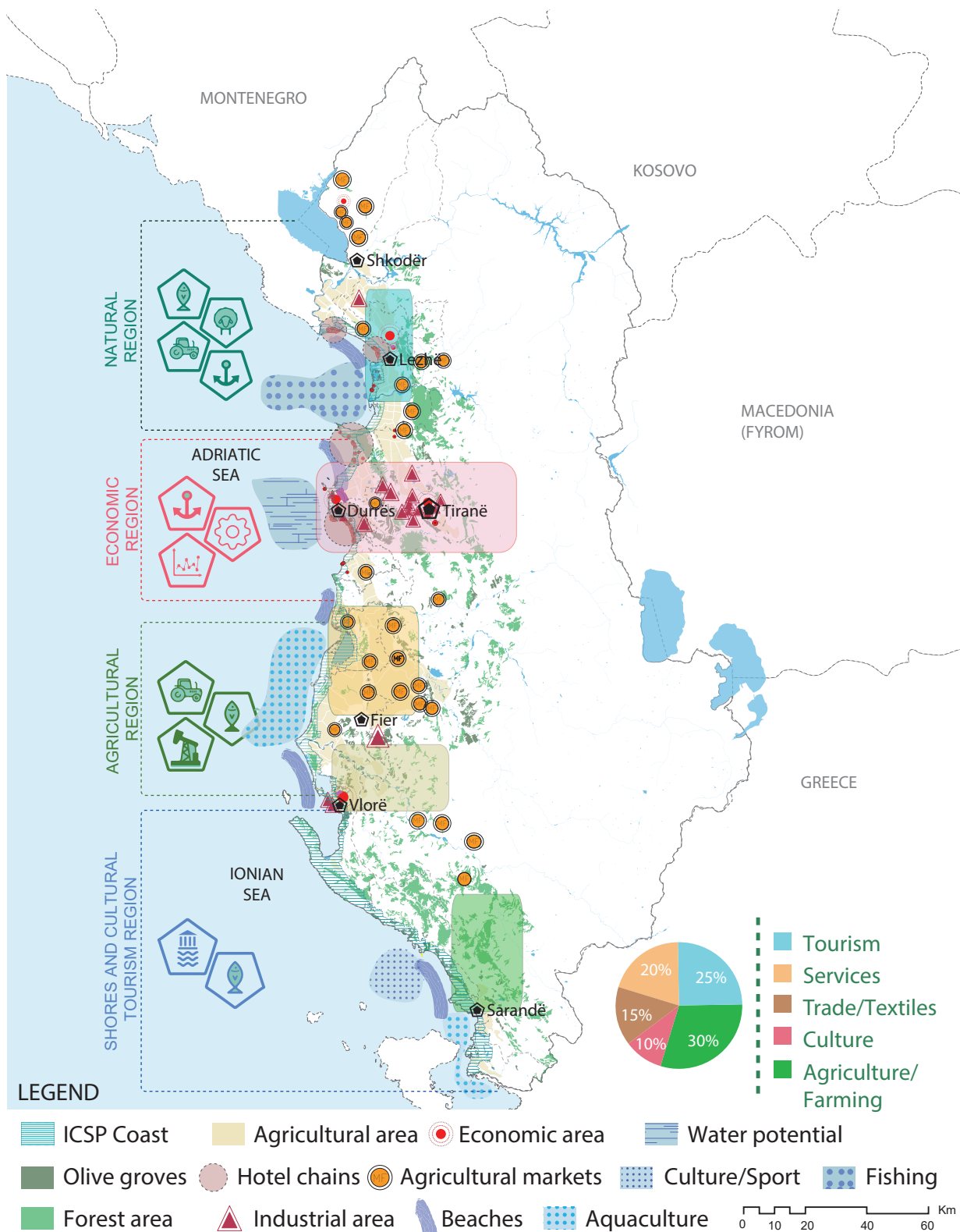
Mineral sector has been one of the main priorities, contributing in the development of the country before the 90s. In the first years of the transition era, the mineral industry resulted in economic deficit, whereas after 2000s, this sector has mainly functioned in a concessionary regime. Developing production industry sector, based on the analysis of employability and GDP of every other sector, results inversely proportional with the economic development of services sectors supported in environmental protection principles.

From information assessment on the map of mineral resources, it results that, in general, the major parts of these resources are mainly situated in the inner and eastern parts of the territory. For this reason, it is recommended, that the development of this industry shall be mainly focused in the inner parts of the territory, aiming to significantly minimise the environmental, acoustic and visual impacts that can potentially arise from such activities. On the other side, such regulation creates added chances for the coastline to develop alternated tourism with agriculture, services economy and other innovative forms of energy absorption, such as using wind and solar energy.

Municipalities, mainly those situated in the second and third zones (from Durres to Vlora), have to take into consideration and precisely determine in their local plans (GLPs), separation of land utilisation for extracting and processing industries, avoiding conflicts with territories which are adapt for developing agricultural and tourism sectors. In the same time, in territorial development regarding solar energy sector, the municipalities have to prioritise the territorial utilisation, allowing their development in unfavourable territories of agricultural production (such as saline soils). The potentials for such areas are found in; Shkoder, Durres, Kavaje, Divjake, Fier, Vlore.

5.9.3 Tourism

Through ICSP Shores it is communicated the vision for Albanian coastline development as **an authentic, diverse and clean** destination. Based on this vision and strategic objectives of the plan, there are provided certain methods in perennial tourism development, thus aiming to develop every value chain link based on tourism typologies in combination with the local economies and human and natural resources of this area. Tourism in Albania is in a resizing phase. Strategies, programs and sectoral projects that are being currently undertaken from the central government, aim to transform tourism in a competitive sector of the region, against other countries that have a certain tradition in this sector, such as: Montenegro, Croatia, Greece or Italy.



Map 5.6 Economy

ICSP Shores, in supporting these national strategies, based on NSDI, Tourism 2020 Strategy and GNP, proposes, as a primary step, a better interconnection between neighbour countries and the improve of environmental and urban conditions. For this reason, it is aimed to develop every type and combine every method of transport, drawing special attention to the marine transport, not only in the Mediterranean and international level, but also for the local level, in providing efficient accessibility for every coastline tourism destination.

The relevant ministries, together with the coastline municipalities, have to develop port infrastructures to serve marine transport and tourism. The latter have to be developed near urban centres in order to increase the possibility of the tourism visit duration of passengers and tourists. Ports infrastructure, that have to be developed and enriched with adequate services, are referred to urban centres such as: Lezha, Durres, Kavaja, Vlora, Himara and Saranda.

New tourism ports have to provide anchorage opportunities for ferryboats, cruises, yachts and fishing vessels. At the same time, it is recommended to develop and regenerate port zones in these urban centres, guaranteeing direct connection with multi-modal public transport roadway zones and axis. Port zones that serve tourism have to guarantee, in the same time, open port spaces accompanied by pedestrians areas near urban centres to facilitate cruises tourists mobility within cities. These regeneration developments and ports infrastructures have to be implemented in: Port of Shengjin, Durres, Vlora, Himara and Saranda.

Another step in developing this sector of economy is to establish a clean and unique destination that is accompanied with the need of adding new environmental areas and with the redevelopment of new sewage networks, plants that filter polluted water and regional or local points or stations used as deposit places of solid wastes.

Central and local government have to prioritise investments in developing such infrastructure, initially taking into consideration the population projection and predicted tourism flows until 2030. These strategic public investments have to be closely interconnected, not only with investments inside primary and secondary urban centres, but also have to include local centres that have a tourism potential. These territories need to be developed taking into consideration the assigned territorial utilisation in general local plans (GLPs) of every municipality, providing connection for future developments in territories that are specified as tourism potential areas.

ICSP Shores proposes to expand environmentally protected areas, where green infrastructure is expected to be presented. Primary urban centres (local and urban centres), or group-centres that have to work on providing and determining green infrastructures are: Shkoder - Velipoje, Shengjin - Lezhe, Durres - Golem Kavaje, Divjake, Vlore - Orikum, Palase - Dhermi, Ilias - Vuno, Himare - Qeparo - Borsh, Piqeras - Lukove, Saint Vasil - Nivice, Sarande - Ksamil.

Creating unique destinations comes as a result of priority investments in primary sectors. This approach requires actors to be focused towards rehabilitation and all necessary actions in support of cultural and historic heritage and in the same time, in developing the necessary human capacities in services sector within urban centres, but also in the local ones.

Regional Development Agencies (RDA 1,2,4), relevant ministries and coastline municipalities, have to develop coordinated strategies and clear development programs, that will interconnect urban regeneration areas with historic-cultural ones, and with the natural and rural zones.

Creating cycles and clear regional tourism destination will assist, in the same time, in increasing collaboration between local governments units. Urban regeneration areas and destination management programs must serve as primary catalysis in attracting

investments (domestic or foreign). They can be developed from public investments or even from public-private partnerships. Regeneration areas that serve residents and tourism must interconnect infrastructural regeneration and objects with services typologies in support of such industry. Creating such destinations should consider, in the same time, the development of administrating and monitoring structures, assisting in its well-functioning. Services of these centres (TID) have to provide information, not only towards tourism, but also towards tourism operators, in facilitating marketing and branding opportunities of destinations found out of the national borders.

Rehabilitation and revitalisation of cultural and historic heritage must be supported by the necessary knowledge from human resources, thus guaranteeing certified education in tourism, especially in the cultural area. The relevant ministries and municipalities must promote and support, through fiscal incentive policies, the establishment of professional schools, that guarantee the adequate certification of human resources that operate in this sector.

Tourism industry for these coastline areas provides high development potentials, based on the proximity with urban centres and unique geographic resources and diverse cultural and historic potentials.

Based on these potentials, tourism industry has to be transformed in an important aspect of all development strategies in the regions and municipalities, thus aiming the development, not only on the coastline potentials, but also related to added activities that can be developed within the territory, providing the necessary conditions for a stable tourism and economy throughout the whole year. Diverse typology tourism development will serve in connecting separated sectors of the economy, thus providing the connection of value chain through economic clusters. The relevant ministries, regional development agencies and coastline municipalities must interconnect their development and marketing strategies in specific assets and resources, and in potentials offered from them in some clear segments of global tourism

industry, thus aiming the development and interconnection of urban tourism with services tourism, the nature with the adventurous tourism (land or marine) and agro-tourism with sun-sea tourism. These zones municipalities, through GNPs and primary projects, must preserve and develop zones and territories that are considered as a priority in tourism sector, including historic areas, cultural centres, museum-cultural centres, fairs centres, natural zones, agricultural zones within the territory, together with the accompanying infrastructures in facing massive flows in high season (mainly during summer time).

Developing these new tourism areas outside urban centres must be closely linked with natural and territorial potentials of the zone, by not allowing the creation of new urbanised areas (which are mainly presented as areas that serve closed communities). This development needs to be in harmony with the sectoral legislation in power and with the legislation of territorial planning, providing that structures and business services fulfil needs of local community and potential tourists by non violating the potentials of five territorial systems.

This interlinked chain of functions will facilitate the economic development of local centres within the territory, thus assisting in socio-economic inequality reduction and in prolongation of rest period for domestic and foreign tourists, which directly impacts in income generation throughout the year for urban centres and the surroundings of coastline areas.

Development of urban and local centres

(serving tourism) must preserve the character of a centre, thus not changing the social, historical and cultural character. Tourism services for these areas must be supported and strengthened by developing pedestrian squares (pedestrian areas), waterfronts, offices of public service, information centres and community schools for continuation and education of the community in relation to tourism. Public services, depending in the hierarchy of urban centres, must provide places or information and services centres for tourists.

Models of surroundings development found within the territory (mainly referring to zone 4: South Riviera) have to be created in interrelation with primary and secondary urban centres, providing that investments will be interconnected based on mutual tourism schemes and other specific priority sectors development. Development of surroundings and tertiary historic centres must be developed being based on clear revitalisation schemes, including physical urban regeneration and in the same time, local economies regeneration. This approach will require the development of new schemes for revitalisation, based on public-private partnership model, guaranteeing the participation of communities and business in this development.

It is recommended that every municipality can determine local centres that will be subject to revitalisation. These developments must be presented in the list of strategic projects of municipalities and in their GLPs. Economic development agencies, RDAs and municipalities have to provide and develop the board and fund for tourism, which needs to be composed from local and central government units, communities representatives, academy people and local business (quad-helix). This representatives board must administer and guarantee the timely well-management of centres that are going to be revitalised, and needs to promote and develop continuous events in serving tourism, thus guaranteeing the favourable conditions for a stable local economy.

Also, it is needed to identify mountainous areas that are adequate for mountaineering, camping, hiking, recreational and other activities related with the local tradition. Important elements in tourism development are rivers and numerous valleys extended in the mountainous areas. These areas have to be transformed in international level attractive destination if in them the right infrastructure is developed and if they are promoted in the best way possible from specialised structures.

Local centres that have development potential and have to implement regeneration intervention, are: Fishte, Velipoje, Bushat, Tale, Hamallaj, Rinia (Durres), Golem, Qerret, Karpen, Spille,

Darezeze, Zvernec, Akerni, Radhime, Orikum, Dukat, Tragjas, Palase, Dhermi, Vuno, Ilias, Castle of Himare, Pilur, Upper Qeparo, Kudhes, Borsh, Kuç, Saint Vasil, Xarre, Konispol.

Physical regeneration of local centres that are going to be impacted from redevelopment must be in harmony with the predicted territorial development, described in GLPs of coastline municipalities. These centres, within the territory (not only in the coastline) must serve, in the same time, to accommodate tourist flows, serving as elite hotels centres. Accommodation structures must serve as inns, hostels, local museums, bed & breakfast (B&B) or other accommodation typologies that do not violate historic-cultural assets.

These zones regeneration has to be closely related with the strategic investments of central and local government, and with the strategic investors, thus guaranteeing the link between development of new territories with the regeneration of existing ones. Potential instruments that would provide such developments to take place, when these cannot be developed only being based on public funds, are development instruments that are presented in the territorial planning, such as: Conditional Development Intensity or Transferring the Developments Rights (TDR), or use of other instruments such as, Differentiated Taxation or other clear P.P.P. schemes.

Development opportunities: Strategic investors that would request to develop other zones in the coastline, with surface areas more than 5-7 ha, for recreational and sun-sea tourism, have to guarantee the development or physical regeneration of local centres, or some physical regeneration of them. Based on 'win-win' principle, the investors that contribute in improving the physical conditions of the local centres, which on the other side would add the area's tourism offer, can have advantages in relation with development conditions, which would be part of the documentations of the Detailed Plan on the National Importance Area, or the construction permit, depending on the specific case.

Regeneration areas have to be developed only in territories that are presented as priority in tourism development. These interventions have to take into consideration the development typologies of the area and the values that are found there. Central and local government structures have to guarantee clear schemes of physical and economic regeneration, that are going to be developed from private investors, guaranteeing likelihood of success for both parties, the public and the private one. Monitoring structures must be composed from representatives of both governmental levels.

Development of new structures in serving tourism, outside the urban centres must guarantee that development must be related with current public services and with community services as well. Such ventures have to guarantee direct and indirect employment of communities. Developing new roadway axis and supporting infrastructures (overground and underground) must be performed by private investors, when such investments are not considered as strategic investments.

In urban centres, municipalities must develop supporting infrastructure to attend and accommodate tourists, such as: ports, piers, waterfronts, hotel areas, services centres and “info-point” offices, museums, guest house (B&B), cultural monuments and supporting services for services tourism, for entertainment and recreational purposes (health). Roadway infrastructure, sewage and water supply network, energy and ICT infrastructure must be developed in these centres, based on the principle “dig-once”, utilising the same overlapping corridors for infrastructures, which means increasing efficiency for public investments and territorial utilisation.

5.9.4 Touristic potentials in the coastline

From the analysis and studies, based on the national and international tourism strategies, this plan assesses that the tourism development tendency in Albania has to be focused in harmonising typologies of natural and eco-tourism, coastline tourism, historic and cultural tourism, rural tourism, adventurous tourism and services tourism. These tourism typologies are separated in subcategories to fit in the best way possible to the development opportunities based on territorial assets and primary attraction sources, as follows:

1. Coastal tourism composed of:

- nautical tourism (marine);
- sun-sea tourism (beach) which is further divided in typology A (sand/width > 60m), typology B (rocky/width < 60m), typology AB (sand/ rocky), typology C (virgin/natural);
- tourism of travelling by ships and cruises (cruiser).

Based on the accommodation typologies, the target group that frequents every beach will be defined.

For areas where it is proposed to have ecological accommodation units (camping, parasols, campers), the main target group will be young tourists, who are prone to be adventurous. These beaches belong mainly to the natural B and AB typologies.

For areas where there are proposed accommodations such as hotels, inns, health centres, the main target group of tourists would be family tourists. These beaches belong mainly to A and B typologies (beaches typologies and the relevant accommodations are found below in table no. 5.6).

2. Historic and cultural tourism composed of:

- Monuments and archaeology tourism;
- Historic itineraries tourism;
- Tourism of historic villages;
- Architectural tourism;
- Gastronomy tourism.

3. Natural tourism composed of:

- Mountainous tourism;
- Eco-tourism;
- Tourism of the preserved areas.

4. Rural tourism composed of:

- Agro-tourism/ tourism of local products;
- Tourism of farms.

5. Adventurous tourism composed of:

- Cycling tourism;
- Climbing tourism;
- Parachuting tourism;
- Skydiving tourism;
- Scuba diving and "windsurf" tourism;
- Tourism of nature jogging;
- Equitation/horseback riding tourism;
- Fishing tourism;
- Sailing tourism;
- Kayaking tourism.

6. Services tourism in urban centres is composed of:

- Educational services, cultural events and entertainment tourism,
- Relaxation and health services tourism.

Territorial utilisation schedule, based on such subdivisions, are presented in the last part of tourism development strategy section.

5.9.5 Tourism in the coastal zones

Proposals on developing coastline tourism are issued based on the territorial division in 4 horizontal zones, based on potentials and characteristics analysis carried by them:

Zone 1 of the coastline, extended from Velipoja down to Cape of Rodon;

Zone 2 of the coastline, extended from Cape of Rodon down to Kavaja;

Zone 3 of the coastline, extended from Kavaja down to Narta (Vlora);

Zone 4 of the coastline, extended from Narta down to Konispol.

Coastline tourism is a tourism sector that presents most noticeable potentials to be developed and raised until 2030. Improving

the quality of primary resources and the development conditions of accommodation structures of coastline tourism, doesn't necessarily mean to build new buildings in the shore.

This plan makes it obligatory to increase the quality of existing accommodation structures near the coastline, such as regeneration of traditional houses and stock created from unplanned buildings in the last 25 years in the coastline. These structures have to be equipped with the necessary hotel infrastructure and services (based on the number of starts that they have), as predicted on the tourism law. It is then suggested to fulfil the needs and added demand to accommodate tourists near such areas. In this way, the critical mass is going to be developed, accompanied by public services for tourism, providing the development of public infrastructures and capital investments from central and local government.

This approach would provide the prioritisation and increasing the efficiency of public investments in clearly defined territories as intervention areas (an example of revitalisation and intervention are the centres of Golem, Kavaja, Orikum, etc.). This plan defines the macro-zones for activities and interventions to be performed, to transform this zone in serving domestic or foreign tourists.

The plan orientates coastline municipalities to draft educational, training, management and marketing programs in developing cultural, natural, marine values and development of human resources that serve in this sector.

Types of tourism

Cultural and historic tourism, is related with activities that are developed based on assets and cultural resources, material (physical) or non-material being, including the great potentials of cultural, historic, archaeological, religious, folkloric, culinary, art and traditional architecture heritage, in the whole territory. Cultural tourism integration with all other tourism typologies is one of the

main objectives of this plan, thus providing the creation of diverse and combined tourism itineraries.

Nature tourism/eco-tourism, is related with activities that can be developed in mountainous zones, in natural protected areas and in rural territories far from urban centres. It is developed in order to promote natural attractions, such as mountains, national parks, attracting landscapes, unique flora and fauna of different ecosystems, rivers and lakes, and in promoting the growth of local economies.

Rural tourism, includes tourism activities that are developed in a rural environment, orientated towards utilisation of domestic products in farming sectors. This typology of tourism product is concentrated in traditional villages, that have an emphasised rural authenticity. Agro-tourism activity is essential to develop and interconnect such unused values, providing the cooperation of agriculture with other coastline, natural, sport, cultural, etc. tourism typologies. In the coastline, this service is mainly provided from local population, making this tourism even more attractive, in times when the development of other economic sectors in rural areas has lower chances to be implemented. In economic terms, this kind of tourism is promising, because achieves direct income distribution in the local population.

Services tourism is closely related with activities mainly found in urban areas, where certain services can be included such as cultural events and professional education, health and therapeutic treatment, welfare and relax/rest, etc. Urban centres and sometimes its surroundings, have a high potential in developing services tourism, mainly that of welfare and health. The territory provides primary resources, and reasonable costed services, where there can be mentioned the diverse therapeutic medical plants, thermal water resources, etc. It is recommended that such areas to be developed based on a connected health tourism network, based on services offered near the centres. Based on the physical, chemical and climatic characteristics

that are mainly related with the salty or sweet waters, sand and mineral mud, every opportunity needs to be utilised in developing health and welfare tourism poles.

Active and adventurous tourism, is related to sport activities based on natural territorial resources, starting from the easy level to be applied such as: swimming, sailing, jogging, cycling, equitation, golf, etc. and ending to extreme sports such as: parachuting, cars racing in difficult terrains, sailing in torrential rivers, scuba diving, skiing, mountaineering, etc.

Performing such activities, even though being dependent on private actors, must develop basic infrastructure in accessing unique territorial destinations. Such infrastructures must be developed in a way that they can guarantee a low environmental impact and by utilising ecological materials. They can be achieved through P.P.P.s or differentiated taxation of businesses that operate in these sectors.

Accompanying infrastructure has to serve, in the same time, to other tourism activities in those segments, where the typologies and tourism itineraries are overlapping. Roadway axis and mountain trails should be equipped with the necessary road signs and rest stations, providing ring-like connectivity with urban or rural centres.

Other accompanying infrastructures include:

- specific centres for diving;
- jetties, quays, sailing water corridors;
- camping and campers areas equipped with the relevant facilities;
- trails for natural jogging near protected areas and through river and green corridors;
- special, approved points, for parachuting;
- determining attractive and suitable areas for horseback riding.

Municipalities must guarantee, the representation of such axis in digital networks, enabling the marketing and promotion of tourism potentials.

Tourism in zone 1 of the coastline

Zone 1 of the coastline, which is extended from Velipoja down to Cape of Rodon, is considered as a primary area in developing **natural tourism, eco-tourism and sun-sea tourism**. Activities, services and accommodation structures that are going to be developed there, have to guarantee a low environmental impact.

Primary urban centres that have to supply services to achieve these development priorities are: Shkodra, Lezha, Kurbini.

Local specialised centres in tourism are determined to be Velipoja and Shengjin, which will provide accommodation for massive tourism and services such as:

- Professional education;
- Administrative services;
- Space for cultural activities, concerts, theatrical shows, conferences, etc.;
- Beach stations;
- Information points;
- Multi-modal stations;
- Visitors centres.

Tourism local areas, in preserving authentic and ecological values of the coastal territories are going to be focused in offering ecological accommodations such as:

- Inns (Standard);
- Guest house-Hostel (Standard/Comfort);
- Camping tent (Standard);
- Camping for campers (Standard).

To accommodate flow of sun-sea (beach) tourism, the relevant municipalities found in this zone have to determine in their GLPs the allowed areas to be developed in the coastline, guaranteeing the combination of primary development typologies of natural tourism and eco-tourism. In order to not allow the poor territorial management for sun-sea tourism, a protection priority is found in "Rana e Hedhun", Tale and Patok Lagoons areas.

Although sun-sea tourism in this zone is orientated towards beaches utilisation from massive family flows, municipalities must guarantee that coastline utilisation of three aforementioned areas to be developed in harmony with the current legislation in

tourism area, beaches utilisation and use and management of protected areas.

ICSP Shores determines such territories as strategic destinations, where beaches of C category are not violated from permanent services structures.

Historic and cultural tourism in zone 1, is developed from interconnected itineraries from Velipoja to Shkoder, Theth, Valbone, Bajram Curri, Fierze, Fushe-Arrez, Vau i Dejes, Lezhe (Shengjin), Shkoder. These itineraries typologies aim to interconnect, as much as possible, the cultural values contained in the coastline with other natural and physical values found within the territory, thus creating stable and diversified tourism.

Natural tourism/eco-tourism, in zone 1, has its highest potentials, as a typology, on tourism development. Identification, interconnection and placement of natural assets in function of tourism will provide, to the northern coastline, a diversified development.

Potential eco-tourism development areas in the northern coastline are:

- Shkodra lake / Shiroka,
- Buna river estuary,
- Vilun lagoon,
- Vau i Dejes lake,
- "Rana e Hedhun",
- Tale lagoon,
- Patok lagoon,
- Berzana natural managed reservoir,
- Shkumbin river estuary,
- Cape of Rodon.

This plan aims to integrate high quality tourism areas in the general tourism system. This will be achieved through making such areas part of local itineraries by interconnecting roadways and corridors. Zones that have natural potentials are part of green corridors along the coastline. In raising the eco-tourism development network the following must be provided:

- establishing information centres for tourists on protected areas, museum tourism centres that explain the complexity of ecosystems, the role played by them, the interrelation with other ecosystems, etc.;

- establishing educational infrastructure and services, that will serve in raising awareness, not only of the local population, but in the same time will certify guides and relevant staff working on tourism services (it is advised that universities teach special subjects for eco-tourism and protected areas in their educational curricula and in organising continuous work and contests for them);

- establishing the necessary structures to promote, integrate, cooperate and monitor tourism activities that are developed within the same eco-system space (it is recommended that such structures are established based on clusters concepts);

- establishing necessary structures and infrastructures to promote tourism, showing the work done from all public and private actors, through web pages, media, leaflets and domestic and foreign marketing offices;

- developing and promoting stable transport methods, especially ecological ones (bicycle) or public transport such as buses, trains, etc.;

- issuing "protected area" status to those ecosystems, that despite the values they possess, are facing environmental dangers as a consequence of several human or natural factors.

Rural tourism in zone 1 of the coastline, is predicted to be developed by interconnecting agricultural services with mountainous farm products, through small family business activities.

The elements that must be combined in rural tourism activities include traditional domestic foods, wineries, the diverse marine products and attractions of services and work in the farm. Municipalities must develop supporting systems, including information, education and training of this relevant area professionals. In the mountainous areas that have a high biodiversity and diverse terrain, it is necessary to create mountain tourism and supporting infrastructures such as cable cars, protective nets, road signals, trails signals for pedestrians jogging in the wild nature and determining suitable camping areas.

Priority areas to be developed are:

Dajç, Reç, Kallmet, Torovice, Zadrimë, Razem, Rrjoll, Barbullush, Ishull-Lezhe, Tale, Fushe Kuqe - Gorre, Adriatic.

Active and adventurous tourism is developed by encouraging different land and marine sport activities, such as: horseback riding, hunting, nature jogging, sailing, kayak, diving, etc. Water sport activities are going to be developed in the coastlines of Shengjin, Velipoja, Kuna, Tale, Patoku lagoon. This plan foresees as closely connected with the adventurous activities, the development of cultural activities every year, such as traditional celebrations, festivals, fairs, etc., aiming to strengthen identity in these areas based on their tourism potentials. Areas proposed to develop such activities are:

- Buna river estuary;
- Velipoja;
- Vilun lagoon;
- Rana e Hedhun;
- Shengjin;
- Kune-Vain;
- Tale;
- Patok lagoon.

Services tourism will be focused in developing different supporting activities to develop tourism. This kind of tourism will be developed in urban centres that must provide accommodation and basic services for tourists.

These potentials for zone 1 are found in Velipoja and Shengjin.

Part of services tourism is the health tourism as well, a tourism that can be developed in Shkoder.



Map 5.7 Types of tourism for the first zone

Types of coastline tourism development (Zone 1)

Name of zone/Code	System	Tourism sectors	Tourism typologies	Target groups	Exclusions	Priorities
- Reç (B1)	-Agriculture	- Rural - Natural	- Agro-tourism - Gastronomy - Eco-tourism	- Family	- Urban development - Permanent accommodation	- Sewage system - Promotion - Increasing local capacities
- Buna river estuary (N1)	-Natural	- Natural - Adventurous	- Eco-tourism - Jogging in the nature	- Tourist groups - Day-tripper	- Urban development	- Promotion - Soft
- Vilun Lagoon (N2)	-Natural	- Natural - Adventurous	- Eco-tourism - Jogging in the nature - Protected areas	- Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion
- Velipoja (U1)	-Urban	- Services - Sun-Sea - Adventurous - Nautical	- Education, cultural events and entertainment - Sailing - Cruises - Typology A beaches	- Massive, family	-	- Infrastructure - Increasing the local capacities
- Rana e hedhun (N3)	-Natural	- Natural - Adventurous - Det-Diell	- Eco-tourism - Mountain tourism - Typology C beaches	- Individual - Eksplorues - Turistë ditor	- Urban development - Permanent accommodation structures	- Information infrastructure
- Shengjin (U2)	-Urban	- Services - Sun-Sea - Adventurous - Nautical	- Education, cultural events and entertainment - Sailing - Cruises - Typology A beaches	- Family, massive	-	- Infrastructure - Increasing local capacities
- Kune Vain (N4)	-Natural	- Natural - Adventurous - Sun-Sea	- Eco-tourism - Jogging in the nature - Protected areas - Sailing - Typology AB beaches	- Environmentalists - Individual	- Urban development - Permanent accommodation structures	- Promotion
- Tale (N5)	-Natural	- Natural - Adventurous - Rural - Sun-Sea	- Gastronomy - Eco-tourism - Sailing - Typology A beaches	- Family	-	- Promotion
- Patok lagoon (N6)	-Natural	- Natural - Adventurous - Rural - Sun-Sea	- Gastronomy - Eco-tourism - Sailing - Typology A beaches	- Environmentalists - Individual	- Urban development	- Promotion
- Cape of Rodonit (N7)	-Natural	- Natural - Adventurous	- Eco-tourism - Sailing - Horseback riding - Diving	- Environmentalists - Individual - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Rrotulla Qerret (B2)	-Agriculture	- Rural - Natural	- Agro-tourism - Gastronomy - Eco-tourism	-	- Urban development	- Sewage systems - Promotion - Increasing local capacities
- Lalzi Bay (N8)	-Natural	- Natural - Adventurous - Sun-Sea	- Eco-tourism - Sailing - Typology A beaches	- Massive - Elite - Individual	-	- Infrastructure - Increasing local capacities
- Bishti i Pallës (N9)	-Natural	- Natural - Adventurous - Rural - Sun-Sea	- Agro-tourism - Gastronomy - Eco-tourism - Sailing - Typology AB beaches	- Individual - Day-tripper	- Urban development	- Promotion - Information infrastructure

Table 5.2 Types of tourism development in the first zone

Tourism in zone 2 of the coastline

Zone 2 of the coastline, extends from Cape of Rodon down to Kavaja. It is presented with a strong identity in favour of developing service economy, industry, logistics **some tourism typologies** such as **historic-cultural, natural/eco-tourism, rural/ agro-tourism, sports, services and sun-sea tourism**. Activities, services and accommodation structures that are going to be developed in relation with the primary needs of every typology. **Primary urban centres** that have to supply services and regeneration zones that have tourism potential in this area, are the ones of Durres and Kavaja.

The 12 nautical miles shores and coastline of this zone will be focused, in the same time, in developing marine transport, based on the primary potentials provided in terms of ports and Durres urban centre (services and passengers transport) and the industrial port of "Bisht-Palle" (logistics services and raw materials). In this area, it is a necessity to develop attractive areas in terms of activities and structures and services of recreational tourism in the weekends and **"sun-sea" tourism** services. This approach will supply the high demand of this area for weekend tourism, mainly based in the elite quality services within urban centres.

Primary areas for developing tourism in the coastline are Lalezit Bay, Curila area in Durres, urban centres of Durres, Golem, Karpen. To accommodate "Sun-Sea" (beaches) tourist flows, municipalities found in this zone have to predict in their GLPs, the allowed areas of development of the coastline, based on primary development tourism typology mentioned before. In order to avoid poor management and territorial utilisation for sun-sea tourism, a special focus is drawn in areas such as Cape of Rodon, Rushkull- Bist Palle reservoir, Curila - Kallm hills, Karpen - Cape of Lagji.

Although sun-sea tourism is orientated towards beaches utilisation in serving massive family and youth tourism, municipalities must guarantee that beaches utilisation will be performed in harmony with the current legislation that regulates such area.

Development priorities for specific areas, are found in the schedules in the end of the section dedicated to tourism.

Deepen strategies and development areas of this zone, will be determined from the Inter-Sectoral Integrated Plan of Tirana-Durres Zone.

Historic and cultural tourism in zone 2 is proposed to have a ring-like itinerary, which starts from Cape of Rodon up to Preza, continues in the hills found near Dajti mountain, Petrela, Ndroq, Maminas and ends again in Cape of Rodon. An important itinerary that can be developed and can be included in the cultural European ways remains 'Via Egnatia', which penetrates through Central Albania. In the historic city of Istanbul there is marked one extremity of 'Via Egnatia'. Durres city must be the other extremity of this important historic road.

Nature tourism/eco-tourism in zone 2 of the coastline has development potential in local government of Durres and Kavaja, in territories such as: Bishti i Palles, natural lakes, Qerreti field, Turra Castle, etc.

The presence of natural assets and the potential of economic and logistics development, make this area a special and enriched zone, but in the same time, puts important challenges in place in integrating tourism potentials with the economic ones, within a relatively small territory, without damaging each-other.

This can be achieved through certain initiatives, such as:

- establishing information centres for tourists in relation to protected areas; museum tourism centres, that explain the complexity of ecosystems, the role played by them, the relation with other ecosystems, etc.;
- establishing infrastructure and educational services, that will raise awareness not only for local population, but in every time will certify relevant staff and guides; it is recommended that universities teach special subjects for eco-tourism and protected areas in their educational curricula and in organising continuous work and contests for them;
- establishing the necessary structures to promote, integrate, cooperate and monitor types

of tourism that are provided within the same ecosystem space; it is recommended that these structures are developed following clusters principles;

- establishing necessary structures and infrastructures in promoting tourism. Promotion needs to be developed based on the work of every public and private actor, through social networks, web sites, media, leaflets, fairs and marketing offices;
- development and promotion of stable transport ways, especially ecological ways (bicycle), or public passengers transport, such as buses;
- issuing “protected area” status to those ecosystems, that despite the values they possess, are facing environmental dangers as a consequence of several human or natural factors.

Rural tourism in zone 2 of the coastline, has potential to be developed by interconnecting agricultural services with mountainous farm products of the area, if the necessary conditions are provided based on services offered from small family business structures. In this area and its surroundings there are several successful examples of agro-tourism development, such as: agritourism Huqi, winery canteen Durres and agricultural greenhouses in Durres field.

Promoting such businesses would provide an efficient and controlled development of this area, because it would guarantee the development of agriculture and would provide rural development far from urbanization models, and in the same time would integrate rural areas with urban ones.

Active and adventurous tourism in zone 2 of the coastline, requires developing several land and marine sport activities such as: horseback riding, hunting, jogging in the nature, sailing, kayak races, diving activities, etc. Organised and integrated development of land tourism with the marine one and strengthening the interconnection between marine tourism sectors and land sectors would provide a full guide that enriches the country's offer. Tourism activities related with adventurous tourism have potential to be developed in the areas of:

- Bishti i Palles,
- Durres fields,
- Karpen.

Services tourism in the zone 2 of the coastline, is focused in providing several supporting activities to develop tourism. This type of tourism will be mainly developed in primary urban centres, that must provide accommodation and basic services to enable such tourism.

Durres city is one of the biggest cities in the country and in the same time, is considered to be a port-city, where there are found primary administrative, health, economic and tourism services.

Part of services tourism is the health tourism, that can be developed in several primary coastline centres. In these centres, based on the high presence of dental services, aesthetic interventions (plastic surgery) and physiotherapy services, it is proposed to develop this kind of tourism. On these development opportunities, it is recommended for certain regulatory measures to be implemented, in achieving the relevant certifications from EU countries. In the same time, through differentiated taxation or other forms of fiscal facilitation, it is proposed to provide full weekly tourism packages that offer such services for these segment of the market in a global scale.

The steps that have to be followed to develop such sector, are:

- information collection and identification of all assets that have development potentials;
- providing a strategy to manage and utilise such assets;
- adding and constructing supporting services and infrastructure in the proximity of these assets;
- combining such services with other parallel ones, such as: hotels services, culinary, etc.;
- placing standards for centres and health services, on which certain standards are specified, such as: equipments, safety, service quality, etc.;
- promoting such values in the form of tourism packages related with other tourism typologies.

Tourism in zone 3 of the coastline

Zone 3 of the coastline extends from Kavaja down to Narta. It is presented with a strong identity towards developing **some types of tourism such as rural/ agro-tourism, natural/ eco-tourism and sun-sea tourism.**

Activities in the 12 nautical miles coastline for this zone will be mainly orientated towards activities that combine sun-sea tourism with natural and agricultural one, based on the presence of natural resources such as Bashtova Castle, National Park of Karavasta, Myzeqe field, Seman Beach, Natural Park of Pishe-Poro, Vjose-Narta Lagoon.

Primary and secondary urban centres in function of developing the aforementioned tourism types, and that have to provide services and regeneration areas, are: Rogozhina, Divjaka/ Lushnja, Fieri and Vlora.

On accommodating “sun-sea” tourism flows, the municipalities that are part of this zone, have to include in their GNPs, the allowed areas to be developed in the coastline, based on the primary development tourism types mentioned before. In avoiding the poor management and territorial utilisation for sun-sea tourism, a special attention shall be drawn to the areas such as Karavasta Lagoon, Natural Park of Pishe-Poro and Vjose-Narta reservoir. Although sun-sea tourism in this zone is characterised from massive family and young age tourism, regarding the way beaches are utilised, the municipalities must guarantee that their utilisation will be in harmony with the current legislation that regulates this area. Development priorities for specific areas, are presented in the schedules found in the end of the section dedicated to tourism.

Historic and cultural tourism, in zone 3 proposes itineraries that make possible the interconnection of the marine area with the agricultural one and with the historical and cultural zones. Such itinerary starts in Divjaka and passes through in Berat, Apolloni and Seman.

Natural tourism/eco-tourism in zone 3 of the coastline has development potential in local units of Fier, Berat, Divjake and Lushnje, which constitute the highest agricultural potential of the country. Interconnecting natural tourism

sector and the agricultural one, enables for this areas to achieve a fast and balanced development. Potential territories in developing eco-tourism are Divjaka, Seman Darzeza, Vjosa estuary, because of the presence of protected areas.

Rural tourism in zone 3 of the coastline has an immense potential to be developed because of the consolidated tradition of living through planting the agricultural land, and the welfare, proved to come from performing agricultural activity.

The surroundings of the coastline found in zone 3, will serve as intermediaries to connect coastline tourism and the benefits coming from its rural/agricultural values. Local agricultural products, that are produced and processed in the surroundings of the coastline, will be served for accommodated tourists not only in the shores. Surrounding areas will serve as poles to develop agricultural clusters and will also serve as services and accommodation units.

Designated areas of rural tourism development are Bashtova, Spille, Divjaka, Adriatic, Seman, Darzeze, Vjosa estuary, etc.

This plan aims to increase accessibility in these territories, to develop the professional education in agriculture and agro-tourism, to provide incentives for developing the land, etc. Creating clusters, where agriculture is combined with food industry and tourism, provides the efficient and stable development of the territory.

Active and adventurous tourism in zone 3 requires the development of land and marine sports activities such as: horseback riding, hunting, jogging in the nature, sailing, kayak, diving, etc. This plan foresees the adventurous activities as being closely connected with the cultural ones throughout the year, such as traditional celebrations, festivals, fairs, etc., in order to strengthen the identity of such areas that have high tourism potentials. The proposed territories to develop such activities are: Divjake, Seman, Darzeze, Vjosa estuary.

Services tourism is focused in developing several supporting activities to develop tourism in general. This type of tourism will be developed in primary urban centres, that have to provide accommodation and basic services for tourism development. For zone 3, health services are going to be received in primary urban areas and in the local centres in proximity of the coastline, such as: Rogozhine, Divjake, Lushnje and Fier.



Map 5.8 Types of tourism for the second and the third zones

Types of tourism development in the coastline (Zone 2)

Name of zone/Code	System	Tourism sectors	Types of tourism	Target group	Exclusions	Priorities
- Hills of Durres (N10)	- Natural	- Rural - Natural - Adventurous	- Gastronomy - Eco-tourism - Sailing	- Family - Explorers	- Urban development - Permanent accommodation	- Increase of the local capacities
- Durres (U3)	-Urban	- Services - Sun-Sea - Adventurous - Nautical - Historical/Culturor	- Education, cultural events and entertainment - Sailing - Cruises - Monuments and archaeology - Typology A of beaches	- Tourist groups - Day-tripper	-	- Infrastructure
- Qerret (B3)	- Agricultural	- Rural - Natural - Adventurous	- Agro-tourism - Eco-tourism - Horseback riding	- Individual	- Urban development	- Sewage systems - Promotion - Infrastructure
- Karpen (N11)	- Natural	- Natural - Adventurous - Historical/Culturor	- Eco-tourism - Horseback riding - Jogging in the nature - Monuments and archaeology	- Family, massive	- Urban development	- Infrastructure - Increasing local capacities - Information infrastructure

Table 5.3 Types of tourism development in the second zone

Types of tourism development in the coastline (Zone 2)

Name of zone/Code	System	Tourism sectors	Types of tourism	Target group	Exclusions	Priorities
- Spille (B4)	-Agricultural	- Rural - Natural - Sun-Sea - Adventurous	- Agro-tourism - Gastronomy - Eco-tourism - Horseback riding - Typology A beaches	- Explorer	- Urban development - Permanent accommodation structures	- Kanalizimet - Infrastruktura - Infrastruktura informuese
- Divjaka (N12)	-Natural	- Natural - Sun-Sea - Adventurous	- Eco-tourism - Jogging in the nature - Protected areas - Sailing - Typology A beaches	- Family, massive - Environmentalists - Individual - Day-trippers	- Urban development - Permanent accommodation structures	- Rritja e kapacitetit lokal - Infrastruktura informuese
- Topoje-Darzeze (B5)	-Agricultural	- Rural - Natural	- Agro-tourism - Gastronomy	- Environmentalists - Individual	- Urban development - Permanent accommodation structures	- Kanalizimet - Promovimi
- Seman (N13)	-Natural	- Sun-Sea - Adventurous	- Eco-tourism - Sailing - Typology A beaches	- Family, massive - Individual - Day-trippers	- Urban development	- Promovimi - Infrastruktura informuese
- Darzeze (N14)	-Natural	- Sun-Sea - Adventurous	- Eco-tourism - Sailing - Typology A beaches	- Family, massive - Individual - Day-trippers	- Urban development	- Promovimi - Infrastruktura informuese
- Vjosa river estuary (N15)	-Natural	- Natural - Adventurous	- Eco-tourism - Horseback riding - Jogging in the nature	- Environmentalists - Individual - Day-trippers	- Urban development - Permanent accommodation structures	- Promovimi - Infrastruktura informuese

Table 5.4 Types of tourism development in the third zone

Tourism in zone 4 of the coastline

Zone 4 of the coastline, which is extended from Narta down to Konispol, is an area that has great potential of developing **cultural, natural and adventurous tourism**. Coastline (12 nautical coastline miles) for sun-sea tourism will have as a priority to consolidate the historic and cultural identity of the local centres (historic villages) situated near shores or within the territory.

The 12 nautical miles line and coastline found in this zone will have as a priority to develop marine transport, based on the primary potentials it offers, where the port is situated in the urban centre of Vlora (used for services and passengers transport), fishing and industrial ports in Vlora, port of Saranda urban centre (used for services and passengers transport).

The territorial development of maritime economy including marines, resorts, anchorage places for cruises, infrastructure that serve the development of water sports activities, etc., needs to be directed towards urban centres, of every level, in order to diversify the tourism package offer. Professional schools, that are related with several sectors such as: coastline tourism, agriculture, culture and environment, marine and maritime sports, must be placed near urban centres to have a massive impact in increasing capacities and in enhancing human capital, that serves in developing such sectors.

Primary urban centres that need to provide services and development of regeneration tourism areas, are; Vlore, Orikum, Palase-Dhermi- Vuno, Himare, Qeparo-Borsh, Lukove, Sarande, Ksamil.

To accommodate tourist flows of “Sun-Sea” (beach) tourism, the relevant coastline municipalities need to include in the relevant GLPs, the allowed areas to be developed in the coastline, based on the primary types of tourism development mentioned above. In avoiding poor management of territorial utilisation for sun-sea tourism, a special attention needs to be placed to areas such as Vjosa-Narta Reservoir, Karaburun Peninsula, Sazan Island, Porto-Palermo Bay, National Park of Butrint.

Although sun-sea tourism in this zone is categorised as family or young age tourism, based on the way beaches are utilised, municipalities must guarantee that shores utilisation must be performed in harmony with the current legislation that regulates this area. ICSP Shores determines such territories as strategic destinations for C category beaches, thus elite destinations, with clean, natural and virgin beaches, that haven't been impacted from the massive services and permanent structures development after the 90s. Development priorities for these specific areas, are presented in the schedules found in the end of the section dedicated to tourism.

Historic and cultural tourism in zone 4, is proposed to be achieved through an itinerary that provides the interlink between coastline and the inner parts of the territory. Such corridor is the corridor of Vlora river, which starts in Vlora, passes through Sevaster (Amantia), Velce, Lepenice, Kuç and Borsh, where the connection between certain villages that have a rich history and cultural values is provided. Another corridor passes from Butrint in Gjirokastra and then goes up to Berat. Both these itineraries are combined in “Beach Park”, a continuous pedestrian road trail along the whole Riviera (such as the soldier road trail, as known before) and providing a new trail through mountains, that would be a very interesting project in bringing forward the whole context of the south coastline in one go. Another corridor in developing cultural and historic tourism is the itinerary of south villages, where each village provides authentic cultural values (this itinerary occasionally overlaps with the “Beach Park”).

Natural tourism/eco-tourism in zone 4 has an immense potential because this area presents unique marine and mountainous values. The presence of strong natural and marine elements makes this area an authentic coastline zone in the national and regional level, to develop natural tourism. In the recent years, the trend of foreign visitors has been increasing, because of these traits.

ICSP Shores proposes the development of Info-Points, visitors centres, guides and physical and virtual tours, education centres

and events, nautical stations, museum centres, administrative offices, ports of different typologies, safety centres, outdoor events space; all of this in order to achieve an integrated and stable, perennial development in the southern coastline, where without doubt, there are needed investments in services and infrastructure to achieve the aforementioned objectives.

Potential areas in this zone, to develop eco-tourism, are:

- Zvernec,
- Sazan,
- Karaburun,
- Palase,
- Dhermi-Vuno,
- Pilur,
- Porto Palermo,
- Borsh-Lukove,
- Kakome,
- Butrint,
- Kepi i Stillos.

ICSP Shores aims to increase accessibility in these areas, to develop professional education, construct marines, consolidate tourism guides, and increase accessibility in terms of investments, in areas that are considered as a priority to be developed in terms of tourism, etc. Creating clusters, where certain services are unified aiming to combine natural and marine tourism in the tourism areas of the coastline, is a priority determined from ICSP Shores.

Rural tourism in zone 4 of the southern coastline can be better developed in specialised local areas in tourism and specialised zones in agriculture, depending on the potentials provided by its territory.

ICSP Shores aims to increase interaction between territories that have a development potential of sun-sea tourism and cultural one with territories where agricultural tourism can be developed, as a great opportunity to cluster tourism economy in the southern parts of the country, which presents unique traits and significant potentials in:

- Soil flora and fauna,
- Marine flora and fauna,
- Eco-systems,

- Landscape,
- Natural monuments,
- Geological monuments, rocks, caves,
- Free natural areas,
- Waterfalls, canyons, forests, rivers,
- Fishing areas,
- Islands, natural bays,
- Rocky and sandy shores,
- Points of reference (landmark).

Rural tourism is expected to be mainly developed in the existing assets of specialised local areas, where other new developments might take place depending on the accommodation and services needs, but always through integrating new development with the existing ones.

Active and adventurous tourism in zone 4 of the coastline is the tourism typology with the highest potential to be developed.

In the illustrative table for zone 4 which is found as follows, there are identified all sectors of adventurous tourism and relevant areas where such activities can take place.

Adventurous tourism can be developed starting from Narta area, continuing in Llogara and Karaburun areas, and afterwards in the villages of the Riviera starting from Dhermi to Pilur and Ksamili.

Active and natural tourism can be developed based on organising several sports such as, horseback riding, hunting, jogging in the nature, sailing, kayak, diving, mountainous cycling, parachuting, rally, etc.

Services tourism is focused in developing several supporting activities for tourism development. This type of tourism will be mainly developed in urban centres, which must provide accommodation and basic services to develop tourism.

For zone 4, health services are going to be allocated in primary urban centres and in the local centres found in the proximity of the coastline, such as: Vlora, Himara, Saranda and Ksamili.



- | | | |
|---|--|--|
| <ul style="list-style-type: none"> Primary centre Secondary centre Tertiary centre Specialised local centre Specialised localities | <ul style="list-style-type: none"> Urbanised area Border of ICSP Coast Construction line 200m/60m Main road Scenery coastline roadway | <ul style="list-style-type: none"> B1 Agricultural System N1 Natural System U1 Urban System ABC Beaches Typology Environmentally protected area |
|---|--|--|

Map 5.9 Types of tourism for the fourth zone

Explanation to read the table of tourism types development, which is issued in this chapter for each of the four zones of coastline division, depending on their territorial characteristics.

Tables are closely related with each of the identified zones of the coastline that are considered to have a significant potential in tourism development, where each of them has a unique code related with the territorial system it belongs based on the current legislation of territorial planning. For each area, there are showed the sectors and tourism types that can be developed there, as a proposal of ISCP Shores, again based on the territorial characteristics of each area. For each area,

based on the potential tourism types, potential users groups are also identified. There are some exclusions that must be identified in each area and these exclusions are written in exclusion column, which needs be strictly implemented from the relevant structures that manage such zones. In the last part, objectives that should remain as guideline priorities are presented for the local and national decision-making levels.

Types of coastline tourism development (Zone 4)

Name of zone/Code	System	Tourism sectors	Tourism typologies	Target groups	Exclusions	Priorities
- Zvernec (N16)	- Natural	- Rural - Natural - Sun-Sea - Adventurous	- Gastronomy - Eco-tourism - Sailing - Monuments tourism	- Family - Exploring - Day-trippers	- Urban development - Permanent accommodation structures	- Increasing local capacities
- Vlora-Orikum (U4)	- Urban	- Services - Sun-Sea - Adventurous - Nautical - Historic/Cultural	- Education, cultural events and entertainment - Sailing - Monuments and archaeology - Typology A Beaches	- Tourist groups - Day-trippers	-	- Infrastructure - Increasing local capacities
- Orikum-Dukat (B6)	- Bujqësor	- Rural - Natural	- Gastronomy - Eco-tourism	- Day-tripper	- Urban development	- Infrastructure - Increasing local capacities
- Sazan (N17)	- Natural	- Natural - Adventurous - Nautical - Historic/Cultural	- Eco-tourism - Jogging in the nature - Protected areas - Cruises - Monuments and archaeology	- Environmentalist - Individual - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Karaburun 1 (N18)	- Natural	- Natural - Sun-Sea - Adventurous - Nautical	- Eco-tourism - Cruiser - Typology AB beaches	- Environmentalist - Individual - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Karaburun 2 (N19)	- Natural	- Natural - Adventurous - Nautical	- Eco-tourism - Jogging in the nature - Protected areas - Sailing	- Environmentalist - Individual - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Palasa (N20)	- Natural	- Natural - Sun-Sea	- Eco-tourism - Sailing - Kayaking - Typology A beach	- Individual	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure

- Dhermi-Vuno (N21)	- Natural	- Sun-Sea - Adventurous - Historic/ Cultural	- Eco-tourism - Sailing - Monuments tourism - Typology A beach	- Family, massive - Individual - Day-tripper	- Urban development	- Promotion - Information infrastructure - Local capacity building
- Pilur (N22)	- Natural	- Rural - Natural - Adventurous	- Gastronomy - Eco-tourism - Jogging in the nature - Monuments tourism - Horseback riding	- Individual - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Himara (U5)	-Urban	- Natural - Sun-Sea - Adventurous - Nautical	- Education, cultural events and entertainment - Travelling by ship - Sailing - Monuments tourism - Typology A beaches	- Family, massive	-	- Infrastructure - Local capacity building
- Porto Palermo (N23)	- Natural	- Natural - Adventurous - Historic/ Cultural	- Eco-tourism - Jogging in the nature - Sailing - Monuments tourism - Diving	- Environmentalists - Individual - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Borsh-Lukove (N24)	- Natural	- Natural - Sun-Sea - Adventurous	- Eco-tourism - Sailing - Kayaking - Typology A beach	- Family, massive - Day-tripper	- Urban development	- Infrastructure - Local capacity building
- Kakome (N25)	- Natural	- Natural - Sun-Sea - Adventurous - Historic/ Cultural	- Eco-tourism - Jogging in the nature - Monuments tourism - Typology C beach	- Environmentalist - Individual - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Saranda (U6)	-Urban	- Natural - Sun-Sea - Adventurous - Nautical - Historic/ Cultural	- Education, cultural events and entertainment - Travelling by ship - Sailing - Monuments tourism - Typology A beach	- Family, massive	-	- Infrastructure - Local capacity building
- Finiq (B7)	-Bujqësor	- Rural - Natural	- Agro-tourism - Gastronomy	- Day-tripper	- Urban development	- Promotion - Information infrastructure
- Ksamil (U7)	-Urban	- Natural - Sun-Sea - Adventurous - Historic/ Cultural	- Eco-tourism - Jogging in the nature - Monuments tourism - Typology B beach	- Family, massive - Day-trippers	-	- Promotion - Information infrastructure - Local capacity building
- Butrint (N26)	- Natural	- Natural - Adventurous	- Protected areas - Travelling by cruise - Sailing - Monuments and archaeology	- Environmentalist - Explorer - Day-tripper	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure
- Vrina (B8)	-Bujqësor	- Rural - Natural	- Agro-tourism - Gastronomy	- Day-tripper	- Urban development	- Promotion
- Cape of Stillo (N27)	- Natural	- Natural - Adventurous	- Eco-tourism - Jogging in the nature	- Explorer	- Urban development - Permanent accommodation structures	- Promotion - Information infrastructure

Table 5.5 Types of tourism development in the fourth zone

5.9.6 Capacities of beaches

Based on the aforementioned priorities of utilising the coastline, ICSP Shores presents as follows the study/ proposals on development opportunities and utilisation capacities of beaches (from north to the south) to serve “sun-sea” tourism.

Based on shores utilisation typologies, ICSP Shores orientates their territorial separation and the way how these assets can be utilised, based

on the physical traits of every beach. The added value, that will assist structures that will manage shores territories and their surroundings, found in the inner land parts, is to determine possible and necessary accompanying structures and infrastructures, for each of these territorial assets.

This study is based on territorial separation, by grouping the shores of each of the 4 zones in one group. The proposal gives information regarding the naming of the beach, the width

Coastlines areas	Beaches capacity in the Albanian Coasts						
	Name (Category)	Width (m)	Length linear (km)	Surface total (km ²)	Capacity 10 (m ² /tourist)	Basic typology accommodation	Capacity 25m ² /person (Unit m ²)
Zone 1 Velipoja - Bisht Palle	Velipoja Beach (A)	500	3.2	0.16	16 000	Hotel, Inns, Hostel	400 000
	“Rana e Hedhun” (C)	150	2	0.3	-	Camping Tents, Campers	-
	Shëngjini Beach (A)	145	2	0.29	29 000	Hotel, Inns, Hostel	725 000
	Kune-Vain Beach (AB)	50	5	0.25	25 000	Inns, Hostel, Campers Curative centre	625 000
	Tale Beach (A)	180	4	0.72	72 000	Hotel, Inns, Hostel	1 800 000
	Gotulla Beach (AB)	50	4.6	0.23	23 000	Camping, Tents, Campers	575 000
Total			20.8	1.72	165 000		4 125 000
Zone 2 Bisht Palle - Castle of Turra	Lalezi Beach (A)	114	9.6	1.1	110 000	Hotel, Inns, Hostel	2 750 000
	Bisht Palle Beach (AB)	20	0.2	0.006	600	Camping, Tents, Campers	15 000
	Kallmi Beach (AB)	36	0.25	0.009	900	Camping, Tents, Campers	22 500
	Curila Beach (A)	100	0.5	0.05	5 000	Camping, Tents, Campers	22 500
	Durres Beach (AB)	54	2.6	1.41	141 000	Hotel, Inns, Hostel	3 525 000
	Golemi Beach (A)	135	3.7	0.5	50 000	Hotel, Inns, Hostel	1 250 000
	Mali i Robit Beach (A)	77	0.9	0.07	7 000	Hotel, Inns, Hostel	175 000
	Qerret Beach (A)	100	0.95	1.95	95 000	Hotel, Inns, Hostel	2 375 000
	Stal i Ri Beach (AB)	43	0.8	0.035	3 500	Inns, Hostel, Inns	87 500
	Forsiluku Beach (AB)	38	1.1	0.042	4 200	Camping, Tents, Campers	105 000
	Gjeneralë Beach (AB)	57	0.35	0.02	2 000	Inns, Hostel, Campers	50 000
	Spille Beach (A)	180	3.6	0.65	65 000	Hotel, Inns, Hostel	1 625 000
	Grethi Beach (A)	250	2.2	0.55	55 000	Camping, Tents, Campers	1 375 000
Total			26.75	6.392	539 200		13 377 500
Zone 3 Castle of Turra - Narta	Divjaka Beach (A)	454	2.2	1	100 000	Camping, Tents, Campers	2 500 000
	Seman Beach (A)	593	6.4	3.8	380 000	Inns, Hostel Camping,	9 500 000
	Darzeza Beach (A)	462	5.4	2.5	250 000	Inns, Hostel Camping,	6 250 000
	Pishe-Poro Beach (A)	462	3.1	1.42	142 000	Camping, Tents, Campers	3 350 000
	Zverneci Beach (A)	178	2.8	0.5	50 000	Hotel, Inns, Hostel	1 250 000
Total			19.9	9.22	922 000		22 850 000

in meters, categorising the shores in A, B, AB and C, where A is mainly a shore that has sand composure and wideness more than 60 m; category B is shores that mainly have a rocky and gravel composure, consisting of a wideness not more than 60 m; category AB is a combined beach, which retains characteristics of A and B shores; and category C, is a virgin, natural, free utilisation beach, where there is not allowed to construct something, not even a movable beach station. The study provides the linear length of each beach in km, calculate in km²

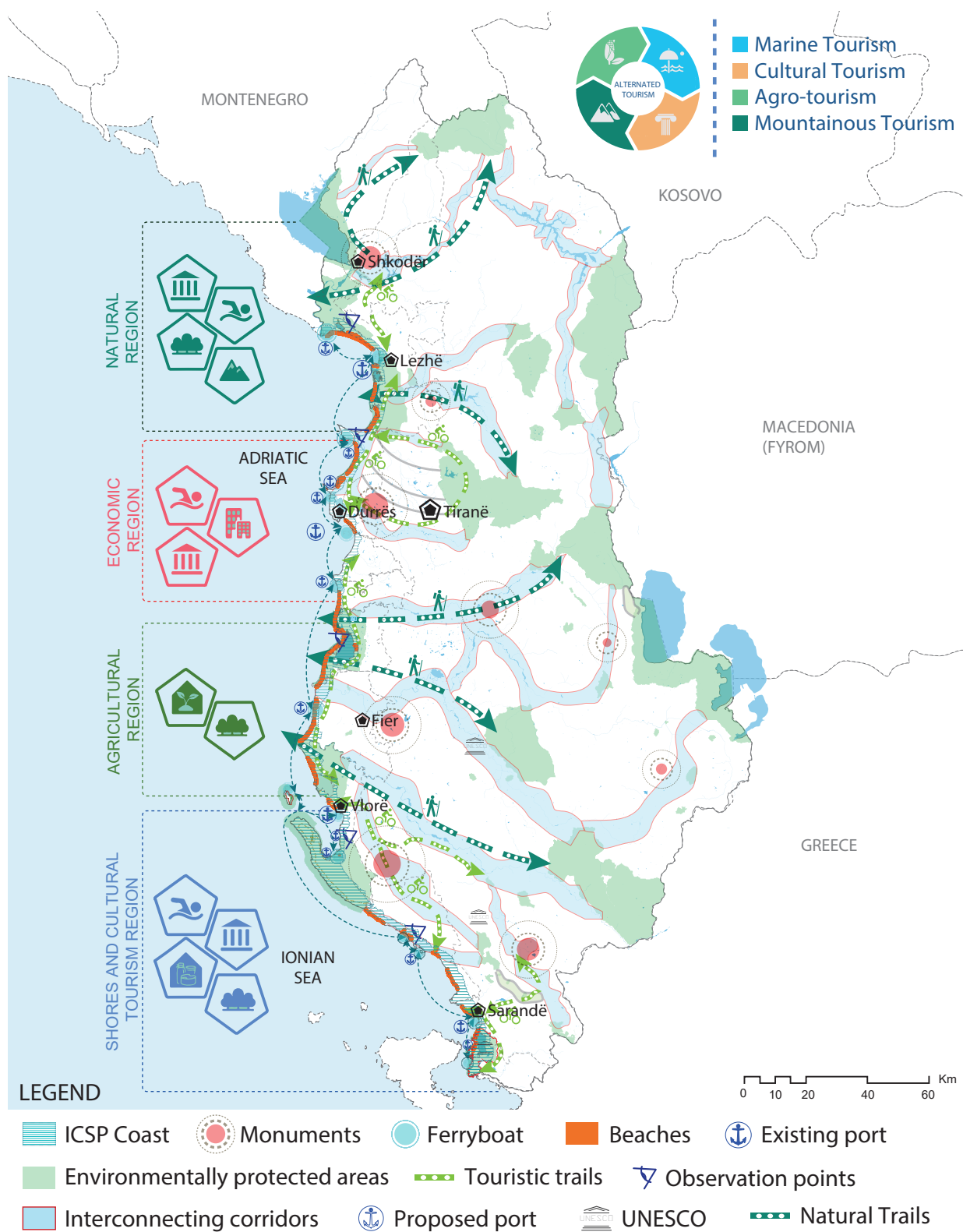
the total surface area of the beach, orientates the accommodating capacity of tourists in each beach, based on the standard 10 m² for every tourist, where there are included the necessary spaces for mobility and other shores services. The proposal orientates for the possible and favourable accommodation typology in the proximity of every beach, based on the territorial characteristics of supporting areas. In the end, the proposal orientates the construction capacity that can be covered from supporting areas.

Zone 4 Narta - Cape of Stillo	Narta Bay (C)	50	0.2	0.01	-	Camping, Tents, Campers	-
	Zvernec (C)	156	0.96	0.15	-	Camping, Tents, Campers	-
	Old Vlora Beach (A)	84	2	0.16	16 000	Hotel, Inns, Hostel	375 000
	Vlora Beach (A)	127	1.8	0.23	23 000	Hotel, Inns, Hostel	400 000
	Orikumi Beach (B)	58	1.6	0.1	10 000	Hotel, Inns, Hostel	250 000
	Palasa Beach (A)	166	1.2	0.2	20 000	Hotel, Inns, Hostel	250 000
	Drimadhes Beach (A)	83	1.8	0.15	15 000	Camping, Tents, Campers	375 000
	Dhermi Beach (A)	76	1.7	0.13	13 000	Hotel, Inns, Hostel	325 000
	Gjipte Beach (C)	77	0.3	0.02	-	Tents, Campers	-
	Jali Beach (A)	100	0.3	0.03	3 000	Hotel, Inns, Hostel	75 000
	Livadhja Beach (A)	76	1.3	0.1	10 000	Inns, Hostel, Campers	250 000
	Himara Beach (B)	40	0.5	0.02	2 000	Hotel, Inns, Hostel	50 000
	Himara 1 Beach (B)	50	0.2	0.01	1 000	Hotel, Inns, Hostel	25 000
	Potami Beach (B)	50	0.4	0.02	2 000	Hotel, Inns, Hostel	50 000
	Potami 1 Beach (B)	50	0.6	0.024	2 400	Hotel, Inns, Hostel	60 000
	Frikuri Beach (C)	25	0.2	0.005	-	Camping, Tents, Campers	-
	Llamani Beach (B)	50	0.2	0.01	1 000	Hotel, Inns, Hostel	12 500
	Qeparo Beach (B)	41	1.6	0.067	6 700	Hotel, Inns, Hostel	167 500
	Borshi Beach (A)	88	3.4	0.3	30 000	Hotel, Inns, Hostel	750 000
	Piqeras Beach (B)	55	0.9	0.05	5 000	Inns, Hostel, Campers	125 000
	Lapardha Beach (B)	33	0.6	0.02	2 000	Inns, Hostel, Campers	50 000
	Lukova Beach (B)	42	0.7	0.03	3 000	Inns, Hostel, Campers	75 000
	Kroreza Beach (C)	41	1.2	0.05	-	Camping, Tents, Campers	-
	Kokome Beach (C)	33	0.3	0.01	-	Camping, Tents, Campers	-
	Saranda Beach (B)	25	0.4	0.01	1 000	Hotel, Inns, Hostel	25 000
	Mango Beach (B)	23	0.3	0.007	700	Hotel, Inns, Hostel	17 500
	Manastiri Beach (B)	25	0.2	0.005	500	Hotel, Inns, Hostel	12 500
	Pasqyra Beach (B)	40	0.3	0.012	1 200	Inns, Hostel, Campers	30 000
	Pulebardha Beach (B)	36	0.27	0.009	900	Inns, Hostel, Campers	22 500
	Harta Beach (B)	20	0.15	0.003	300	Camping, Tents, Campers	7 500
	Ksamit Beach (B)	33	1.5	0.05	5 000	Hotel, Inns, Hostel	125 000
	Pema e Thate Beach (B)	20	3.2	0.064	6 400	Camping, Tents, Campers	160 000
Total			28.98	2.056	181 100		4 065 000
Total	Total		96.43	19.388	1 807 300		44 417 500

Table 5.6 Beaches capacity

System	Zone/Code	Tourism types	Attractive elements/facilitations	Services/public infrastructure	Accommodation/lodge
Urban	<ul style="list-style-type: none"> -Velipoja (U1) -Shengjin (U2) -Durrës (U3) -Vlora (U4) -Himara (U5) -Saranda (U6) -Ksamil (U7) 	<ul style="list-style-type: none"> - Services - Sun-Sea - Adventurous - Nautical - Historic/Cultural 	<ul style="list-style-type: none"> - Specialised human resources, specialised services, professionalised education; - Waterfront, geological monuments found underwater, quality of beaches and water, natural bays, port spaces; - Historic Centres (Churches, Monasteries, Mosques, etc.), tourism urban centres; - Festivals 	<ul style="list-style-type: none"> - Hospital centres, hospitals, health centres, ambulance, etc.; - Universities, high schools, professionalised schools, etc.; - Administrative services; - Concerts, other public spaces, theatres, conferences; - Beach stations; - Info-point; - Multi-modal stations; - Visitors centre. 	<ul style="list-style-type: none"> - Inn (Standard) - Guest house-Hostel (Standard/Comfort) - Camping by Tents (Standard) - Camping by Campers (Standard) - Bed and Breakfast B&B (Standard/Comfort/Superior) - Curative Centre (2-5 stars) - Motel (Standard/ Comfort /Superior) - Hotel (1-5 stars) - Resort (3-5 stars)
Natural/ Water	<ul style="list-style-type: none"> -Buna River Estuary (N1) -Viluni Lagoon (N2) -Rana e Hedhun (N3) -Kune Vain (N4) -Tale (N5) -Patok lagoon (N6) -Cape of Rodon (N7) -Lalezi Bay (N8) -Bisht i Palles (N9) -Durrës Hills (N10) -Karpen (N11) -Divjaka (N12) -Seman (N13) -Darzeze (N14) -Vjosa Estuary (N15) -Zvernec (N16) -Sazan (N17) -Karaburun 1 (N18) -Karaburun 2 (N19) -Palasëa (N20) -Dhermi-Vuno (N21) -Pilur (U22) -Porto Palermo (N23) -Borsh-Lukove (N24) -Kakome (N25) -Butrint (N26) -Cape of Stillo (N27) 	<ul style="list-style-type: none"> - Natural - Adventurous - Rural - Sun-Sea - Eco-tourism - Jogging in the nature - Protected areas - Mountainous tourism - Sailing - Horseback riding - Diving 	<ul style="list-style-type: none"> - Observation points, landscape, points of reference (Landmark); - Free natural areas; - Waterfalls, canyons, forests, rivers; - Eco-systems, marine flora, fauna; - Geological monuments, rocks, caves, natural monuments; - Fishing areas; - Islands, natural bays, beaches. 	<ul style="list-style-type: none"> - Rest areas, events spaces; - Info-point; - Visitor centres; - Guides and physical and digital tours; - Educational and events centres; - Nautical stations; - Museum centre; - Administrative office; - Ports; - Security centres. 	<ul style="list-style-type: none"> - Inns (Standard) - Guest house-Hostel (Standard/Comfort) - Camping by Tents (Standard) - Camping by Campers (Standard)
Agricultural	<ul style="list-style-type: none"> -Rec (B1) -Rrotulla-Qerret (B2) -Qerret (B3) -Spille (B4) -Topoje-Darzeze (B5) -Orikum-Dukat (B6) -Finiq (B7) -Vrina (B8) 	<ul style="list-style-type: none"> - Rural - Natural - Agro-tourism - Gastronomy - Eco-tourism 	<ul style="list-style-type: none"> - Natural landscape; - Tours of bio local products, tasting fresh products, observing product processing processes; - Festivals; - Tours and sharing experiences for works in agriculture and farming; - Activities in farms, planting, harvesting; - Cattle and dairy farms, herds, animal shed. 	<ul style="list-style-type: none"> - Restaurants, inns, farms, canteens, ecological structures for markets, trading BIO food products, guest houses and restaurants that provide bio products, canteens and centres of product processing; - Visitor centres; - Guides and physical and digital tours; - Educational and events centres; - Adequate roadway infrastructure; - Local products markets; - Traditional restaurants and guest houses; - Unpaved roadway infrastructure and local centres near farms; - Traditional services and products. 	<ul style="list-style-type: none"> - Inns (Standard) - Guest house-Hostel (Standard/Comfort) - Camping by Tents (Standard) - Camping by Campers (Standard)

Tabela 5.7 Attractions, services and accommodation in the seashore



Map 5.10 Tourism



Territorial land use regulation

Content

- 205** TR1- Definitions on land use
- 205** TR2 - Consolidating urban centres
- 212** TR3- Consolidating and regenerating rural centres
- 215** TR4- Developing regional rural poles
- 216** TR5- Economic development areas
- 217** TR6- Developing poles of tourism and recreational type
- 221** TR7- Regional strategic road networks
- 223** TR8- Infrastructure, energy and telecommunications
- 224** TR9- Protecting and developing environmental spaces
and ecosystems

Territorial land use regulation

Introduction

Such regulation has been drafted in alignment with the territorial land use regulation, an integral part of the Integrated Cross-Sectoral Plan for Tirana-Durres area, a plan similar in hierarchy, methodology and content with ICSP for the Shore.

These regulations aim at:

- promoting urban, environmental and economic sustainable development;
- economic and investment growth by studying areas included in the plan;
- strengthening poor or undeveloped sectors in all urban poles, by preserving the hierarchy that this plan proposes on coastal development;
- avoiding spontaneous developments and urban sprawl (such as prohibiting new constructions on relevant territorial assets like: arable lands, grove yards, forests, vineyards, terraces of citrus and orchards);
- protection from natural disasters by defining and identifying in the map areas endangered by floods, landslides, geological and geomorphological problems of the terrain;
- improving or providing public services in many sectors like: transport, energy,

sewerages, water supply, healthcare and urban wastes management;

- providing for and fulfilling demand for additional public services during the tourism season period.

The area where this regulation will be applied and that this plan was drafted for is the territorial space of 12 coastal municipalities of Albania (that have access in the Adriatic and Ionian seas), as well as the maritime space of 12 miles of sea from North (Adriatic sea) to South (Ionian sea; pursuant to the Decision No. 1, dated 8/10/2013, "On the initiative of drafting the Integrated Cross-Sectoral Plan for the Shore").

The bordering inland municipalities are suggested to use this development regulation as an advisory and guiding document for their administrative territorial planning and development, as the impact of the coastal region on their development is unavoidable.

For inland areas, these rules serve as advisory and guiding ones, in order to reach a harmonization of the territorial developments among border municipalities. Here we mean the coastal municipalities with the ones more inland of the territory, to coordinate and

align different typologies of economic and tourism development, not only coastal but mountainous as well. Through this scenario, the mountainous municipalities benefit from the potentials of the coast and vice versa.

The local government units which are part of the area under study from the Integrated Cross-Sectoral Plan for the Shore and which have the obligation to build local general planning for their municipalities on this Plan, and therefore apply the guidelines and rules defined herein, are the following 12: Shkodra, Lezha, Kurbin, Durres, Kavaja, Rrogozhina, Divjaka, Fier, Vlora, Himara, Saranda, Konispol.

Within the territory of ICSP for the Shore there are also protected territories, belonging to the environmental sector, cultural heritage or national protection. Regarding these territories with specific status, as defined by Decision of the Council of Ministers, or special decisions, the definitions of the effective sectoral legislation, sectoral management plans and accompanying regulations shall be implemented, as appropriate. The territorial plans shall be obliged to be acquainted with these definitions and reflect them in the respective documents. The territorial plans do not have any competence to change by reducing the protection level of these territories, but can propose additional protective measures if deemed necessary. Regarding these additional measures it is necessary to obtain the approval of the authorities responsible for the protected areas with a special status.

The list of areas may change throughout the years, based on the sectoral studies, the same as management plans and respective regulations.

It is up to the planning and development authorities, at central and local level, to follow up the dynamics of the sectoral legislations and accompanying documents that determine the legal regime of the protected areas, in order to conduct an appropriate territorial planning and development.

TR1- Definitions on land use

The definitions on land use must be based on the territorial development vision under the definitions emerging from the national and regional context. The process for defining land use must be an analytical systematic process which connects the current uses to the strategic objectives on the future of the respective territory.

The definition of land use must follow an "elimination" process or a hierarchical reservation, starting from the sectoral restrictions coming from plans standing higher in the pyramid of hierarchy, or the sectoral legislation.

Such specific definitions are:

- The existing or planned facilities of the maritime infrastructure, including: commercial ports, fishing ports, yachts ports, docks for entertaining purposes and their auxiliary infrastructure.
- Airports and aeroplanes landing runways.
- Military areas.
- Reserves for main infrastructure, like: new roads, expansion of current roads, water catchments, main water supply pipelines, sewerages, main roads, power transmission lines, waste dump sites, landfills, waste water processing plants, etc.

TR2- Consolidating urban centres

The development of urban centres must ensure all-inclusiveness and equality for each social strata, a controlled development of territorial and environmental use, ensuring the conditions to a sustainable development for the current and future generations.

The municipalities must control urban development, ensuring the required conditions to provide compact urban centres, equipped with efficient services for the community and ensuring equality of services for all the areas and territories within the urbanized areas.

Building compact centres must be based on the process of urbanization growth and development in compact controlled areas, that stimulate the concentration of mixed functions, formation of economies of scale and densification, support with rapid access, mobility and efficient public services for all the social groups. The development of centres must be controlled, in order to avoid urbanization sprawl by means of such instruments as densification, restrictive “green line” of urbanization and legal and fiscal incentives for territorial use. An efficient use of these instruments must be ensured, in such a manner as to provide sustainability and control of urban sprawl in the peripheral areas (peri-urban), reduce the ecological print of the urban centres and efficiently use the territory in these areas.

The municipalities along the shoreline must promote and develop urban areas (of any level) with a low ecological print, by stimulating services within these urban territories, increasing density in the priority areas like: regeneration areas, revitalization areas, central areas of business development, transport-oriented areas. These centres must stimulate the establishment of a critical mass, ensuring minimum and maximum densities, based on poles and development areas with a mixed territorial use. The poles and areas must be developed by addressing the community needs both in housing and employment, by providing residential neighbourhoods and blocks with mixed adequate spaces, with green areas, services and recreation.

The municipalities must focus on:

- mitigating pressure on land use for housing, in peripheral and peri-urban areas;
- the efficient use of land in agriculture and auxiliary services, in the peri-urban area;
- integrating tourism and recreational services in peri-urban areas;
- preserving high natural and environmental values in peri-urban areas;
- restricting urban development beyond the “green line”;
- promoting the development of “TOD”

(Transit-Oriented Development) and “CBD” (Central Business District) areas;

- using urban territory with mixed high density functions (Mix-use);
- promoting walking and biking in urban areas;
- short interurban distances less dependable on vehicles, to reduce energy consumption and CO₂ emissions ;
- reducing environmental pollution by increasing green areas;
- increasing living standards due to efficient services for the residents;
- reducing costs in infrastructure and services.

Densification of centres

A smart densification of urban centres must be build upon the model of multi-functional residential neighbourhoods and blocks, with high quality public and social areas, based on the historical and architectonic values of the areas. Densification must ensure to eliminate the demand for residences outside urban centres, to increase the level of polycentrism among the urban centres poles and to increase the quality of services and life in these centres. Increasing space use for residential purposes and services shall be oriented toward vertical development, ensuring the necessary conditions for more green community areas, ecological transport means and mixed functions in using buildings in residential blocks. The municipalities must stimulate the return into operation of these unused assets by means of legal/financial measures, local tax system or public-private partnerships. Then, development must be oriented toward “filling in the blocks” with a poor urban structure, by using such instruments as regeneration or revitalization.

The development of new urban areas should be focused toward using lands with low fertility, next to the overground and underground infrastructure accompanied with access to public transport, in order to connect employment areas to the residences. The municipalities should promote the use of new urban development criteria such as the

land permeability/porosity coefficient for urban blocks, in order to ensure the growth in land permeability during rainy periods, by providing higher efficiency for the systems of sewerages, and to reduce the impact of disasters that might be caused by floods.

The strategic poles and areas of urban densification should be supported with efficient public transport, with specialized lanes that promote the possibility to be used for employment and tourism purposes.

Urban regeneration is the process and program of retrofitting an urban area, which aims at remaking the area efficient by using such tools as retrofitting of facades, squares, public spaces facilities and infrastructure. Urban regeneration should be addressed as an efficient solution for the urban areas of high residential density, that appear to be degraded or with a poor urban development structure. The use of territory in these areas should take into consideration the need for a future development of the area, ensuring the necessary spaces for infrastructure development, roads with lanes dedicated to public transport, bicycle lanes and added spaces for pedestrian services and areas with mixed functions.

Such areas and territories should explicitly define the regeneration area boundaries, taking into consideration the additional need for residential and employment purposes, not only within this territory but also in the surrounding bordering units. Urban regeneration and the establishment of new urban poles should be stimulated by new centres for public use like:

- Socio-cultural objects, recreational centres, exhibition centres, socio-commercial centres, mixed residential blocks, post-industrial areas (redevelopment serving the community) or new parks for relaxation and recreation.
- Areas of public transport stations, new block of business character and/or education with high standards.
- New areas for recreational industry, development and retrofitting of buildings with cultural-historical and architectonic values.

- Opportunities for pedestrian areas, equipped with mixed services.

Urban revitalization is the process and program of retrofitting/redevelopment of the urban area and community, which aims at developing and regenerating not only public spaces but also community spaces. By creating areas that promote employment and services, we simultaneously ensure the development of communities, thanks to the strategies for promoting human resources capacities in the area. The municipalities should stimulate the use of such instruments as PPP for the development of these areas which present retrofitting opportunities to create better living conditions for the community. Given that urban revitalization includes regeneration as well, it is advised to be used as a development tool for areas predetermined in the general local plans. Such instrument should be used in those territories that present development opportunities for the future, such as degraded areas with a poor urban structure.

Urban redevelopment is the process of urban area development that aims the reconstruction of this territory. This process should be lead by the municipalities along the shoreline in full compliance with the territorial use plans (TUP), by first ensuring the necessary conditions to establish the infrastructure, create the necessary spaces for social and recreational functions accompanied with green areas. The municipalities located along the shoreline must use this development method, taking into consideration the geographical conditions and socio-cultural values that the area represents. Land use should be developed efficiently, based on the principles of all-inclusiveness and sustainable development.

The municipalities should promote the use of such instruments as the Transfer of Development Rights, Conditional Intensity or other forms of financial instruments for territorial development. Such interventions should be in compliance with the demand for development of the GLPs and they should be

developed by means of Detailed Local Plans (DLP) for these territories.

The development of peri-urban areas

should be oriented far from the urbanization pressure with primary functions of territorial use in auxiliary services for the rural and urban areas. Land use in peri-urban areas should be oriented toward the development in favour of the environment, agro-tourism, recreational services and urban agriculture. The municipalities located along the shoreline should use differentiated taxation and legal incentives to protect these areas. Peri-urban areas should be defined in the general local plans, as development control tools supported by the “green line” limiting urbanization.

“Urban development expansion areas”,

despite the development focus, when required to be established beyond urbanization boundaries, they should ensure such conditions that can guarantee a continuity of the urbanized area. These surface areas should be developed next to the current centres, supported with services and access, without prejudice to the use of agricultural land with a high efficiency, forests, protected areas and water system. Their development should build upon mixed functions of territorial use, avoiding the creation of gated communities or neighbourhoods, such as villas of limited use or second houses.

Sustainable urban blocks and neighbourhoods

The main feature of rapidly increasing urban centres is urban sprawl. This manner of development orientation is accompanied by usurpation of large surface areas of free land, bringing critical problems in the manner how the territory is used, dependence of mobility with vehicles, low and dispersed densities, social segregation, etc. Similar models of urbanization development in residential areas have been accompanied with speculations regarding territorial use

and have resulted in the creation of inefficient and fragmented urban systems, where urbanization advantages and the concept of urban centres get lost or minimised. Future urban centres should be built according to a new form of spatial and urban structure, where community life “flourishes” and the majority of the current urban problems is solved. UN Habitat puts forward an approach that summarizes and redefines the existing theories on sustainable urban planning, in order to assist the establishment of a new relationship between the inhabitants of urban centres and urban space, and increase the value of urban land. Such approach is based on five principles that support three main features of urban centres and blocks: **compact, integrated and connected.**

Principles to built sustainable urban blocks and neighbourhoods:⁵⁰

1. Adequate space for streets, with an efficient transport system. The street system should occupy 30% of the territory and at least 18 km of street length/km².

2. High density with at least 15,000 inhabitants/ km² or 150 inhabitants/ha.

3. Mixed land use where at least 40% of the floor space should be allocated for economic and services functions in every neighbourhood or urban block.

4. Social mix (mixed communities) with various availabilities in the range of prices and manner of tenure in every neighbourhood or urban block, in order to accommodate inhabitants with different income; 20 to 50% of the residential floor area should go for low cost housing; any type of tenure should not be more than 50% of the total used.

5. Limited land use specialization (single function), in order to limit single function blocks or neighbourhoods. Single function blocks should cover not more than 10% of every neighbourhood or block.

⁵⁰ <https://unhabitat.org/a-new-strategy-of-sustainable-neighbourhood-planning-five-principles/>

The objectives of five principles to support the establishment of sustainable blocks or neighbourhoods:

1. Promote high density urban growth, alleviate/reduce urban sprawl and maximize land efficiency.
2. Promote sustainable, diversified, socially equal and thriving communities in economically viable ways.
3. Encourage walkable neighbourhoods and reduce car dependency.
4. Optimise use of land and provide an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.
5. Foster local employment, local production and local consumption.
6. Provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community, at densities which can ultimately support the provision of local services.

Key features for sustainable urban neighbourhoods and blocks

The five principles promoted by UN Habitat predict to stimulate sustainable urban development by creating liveable and efficient settlements. Urban centres should be successful, adequate, liveable and safe. Urban centres should embed the following elements and characteristics, which contribute to the completion of the five abovementioned principles:

1. A vibrant street life that supports and promotes street life by enabling a variety of activities, conducive frontage and street width, and reduce the presence and role of private transport. The five principles encourage high density and mixed land use which boost a lively street life. A high population density generates sufficient

industrial and commercial service demand while mixed land use provides adequate manufacturing and service space. Urban centres consistent with the five principles must be able to link demand with supply and thus stimulate and ensure a prosperous city street life which satisfies people's material and spiritual needs and creates a safe and vibrant city life. This is a key feature of sustainable urban centres.

2. Walkable blocks/neighbourhoods that promote walkability as a key measure to bring people into the public space, reduce congestion and boost local economy and service interactions. A vibrant street life encourages people to walk or cycle around, while a rational street network enables necessary city administrative services to be offered within walking or cycling distance and ensures security and time efficiency. High density, mixed land use and a social mix make proximity to work, home and services possible. Walkability helps to reduce automobile reliance and thus alleviate relevant congestion, air pollution and resource depletion issues. It is healthier to "walk more and drive less"! Life vibrancy in the cities is incredibly added by pedestrians and services provided to them.

3. Affordable in transactions and economic activities, as well as in services and housing, by promoting proximity and reducing costs and building services for a diverse group of users in the society. The proximity brought by the application of "Five Principles", helps in reducing the time and resources wrongly used, thus bringing a reduction of costs in the main services. The principle of social mix should promote a rational distribution of urban public resources and offer adequate housing for groups with various income, by means of the regulations on urban centres planning, ensuring social equality and promoting economic efficiency. A urban centre that provides affordable and accommodating housing, is a good example with core features to create sustainable urban centres.

Developing energy efficiency in buildings

By means of the Local General Plans, Local Sectoral Plans and Detailed Local Plans as well as local regulations, the municipalities located along the shoreline should firstly develop the areas and standards to promote energy efficiency in buildings.

The municipalities should first increase energy efficiency in building with public or social functions, aiming at the full retrofitting of buildings that enable reduction of electricity consumption, by using alternative energy resources and improving the infrastructure of internal networks of these buildings.

The municipalities should set out in their development regulations some high standards on energy efficiency, and, therefore, all new buildings should abide by these high standards on energy efficiency. Simultaneously, the use of green terraces with mixed functions should be promoted, as joint properties, with dedicated spaces for solar panels and auxiliary services. The municipalities located along the shoreline must develop qualifying and differentiating standards for the development of new residential blocks with “green” certificates, providing a differentiated taxation for the use of these assets.

Mobility in urban areas

Urban mobility plans must cover all forms and manners of transport for all urban and regional agglomerations, including mobility with private and public vehicles, of passengers and freight, motor or non-motor vehicles, while moving or in parking lots.

Urban centres should develop the ring road systems, multi-modal poles of transport modes exchange, accompanied with massive parking areas next to the entry-exit main axis. The municipalities should ensure efficiency for public transport modes, ensuring efficient exchange networks and hubs.

Public transport systems should ensure safety and efficiency in use, in order to guarantee massive flows of mobility. These networks should be provided with dedicated axis and frequent stations of exchange equipped with information systems.

The mobility networks of the centres should intertwine the suburban mobility flows with the urban ones, creating mobility multi-modal hubs in the strategic poles where ring systems and regional roads primary axis interconnect. The connection and harmonization of urban mobility should intertwine clear schemes and rules for:

- motorized mobility of inhabitants;
- urban logistics;
- mobility with public means;
- alternative pollution free mobility modes.

The strategic poles and areas of urban densification should be supported with efficient public transport and specialized lanes that promote the possibility to be used for employment and tourism purposes.

Public transport in urban centres

Urban centres should ensure dedicated spaces and networks to connect employment areas with the residential ones, where these dedicated lanes will increase commuting efficiency in the urban strategic (primary) corridors, while ensuring the completion of the need for public transport stations within distances less than 300 metres or/and less than 10-12 walking distance.

Strategic corridors with mobility flows of more than 30,000 - 40,000 passengers/day in one way travels, should be accompanied with public transport with primary dedicated lines, whereas flows under 10,000 daily users should be supported with alternative transport, such as taxis, motorized private vehicles and bicycles.

The municipalities should undertake measures to identify areas for future development, while ensuring the preservation of public transport corridors spaces, inhibition of urban preliminary development in these strategic axis, equipment with buffer zones, delivery of underground infrastructure in the main hubs prior to the development of these networks.

Mobility in urban centres should be developed not only toward motorized vehicles, but it should also promote bicycle mobility, by providing the necessary road infrastructure, massive parking areas, adequate areas for parking during working hours, and stations for rented bicycles.

The development of road axis should ensure the necessary protection to provide a safe walk by the vehicles. Bicycle lanes should be developed in such a manner as to ensure information on the mobility. Road intersections should be redeveloped to support such forms of mobility. The municipalities should develop clear regulations to set up bicycle parking areas next to the employment centres and public institutions.

The new urbanization areas should be developed in such a manner as to provide buffer zones and areas for public transport dedicated lanes to cross through.

Regional itineraries for bicycle mobility

Bicycle mobility itineraries beyond urban areas should be adapted with specialized lanes, far from vehicles mobility in order to make mobility as safer and as pleasant as possible.

It is suggested to develop ring mobility itineraries for bicycles, along water streams, rivers, lakes, shore and protected areas, interconnecting the natural, urban and cultural important elements, and connecting them to regional natural parks.

Passing by road infrastructure should be projected in such a manner as to guarantee a high level of safety for bicycle users, by establishing dividing barriers. Bicycle stations in urban centres should be attached to service stations of other transport modes. Bicycle stations for remote distance itineraries may cover an operation range less than 6-8 km. They should provide the opportunity to exchange transport means without having to return the user at the point of departure to hand over the transport mean.

Pedestrian mobility in urban areas

Primary, secondary and local centres should prioritize pedestrians mobility. The municipalities should provide the conditions and development regulations to:

- Create rapid mobility axis among the residential blocks for pedestrians, by eliminating barriers in these blocks, for e.g. removing dividing walls outside private properties, eliminating interconnection barriers among the residential blocks.
- Pedestrians mobility should be based on a safe access during late hours, by providing lighting and mobility opportunities for persons with disabilities.

TR3- Consolidating and regenerating rural centres

The regeneration of rural centres will be carried out by promoting the creation of joint areas, eliminating spatial boundaries (such as dividing walls, fences and railings), creating collective service areas and zones for the community and creating more recreational spaces and urban parks.

Areas for densification in the rural centres should be part of the urbanized areas of the administrative local units. Spaces not dealt with in the urbanized areas, should be promoted for urban densification by means of applying the law on territorial planning or other land management tools. Such areas/lands should have been removed from the agricultural land management fund or should be part of the urbanized areas map. Moreover, informal areas should be handled upon placing them within the urbanized areas ranges of the GIS system of local administrative units.

The demand to reside in rural areas should be oriented toward densification areas, responding to the needs to fill in the current inhabited areas supported by the regeneration poles of the centres with social spaces and services. The general local plans (GLP) should ensure and assist the development within local settlements. Also, reuse and efficiency of existing building should be encouraged, where possible, instead of building new ones.

The demand for development should comply with the traditional and rural architecture spirit, generating harmonization among these rural centres and preserving the rural character of the area. New urban developments should adjust to the nature, should not prejudice the natural silhouette and should be developed with local materials. The sizes and forms of new development should be in harmony with the current developments, if the latter bear cultural, historical and architectonic values.

The construction of new residential areas in the rural centres should respond to the need for development beyond the urbanization areas only upon termination of the complete utilization of the urban territory as per the GLPs. It should be developed next to the traditional areas in order to promote employment, services and quality of these centres, and by reducing infrastructural costs. The development of demand should be oriented toward non-agricultural lands, without prejudice to agriculture, water environment and natural resources. Failing to develop in non-agricultural lands, the demand pressure should be oriented toward those lands that have lost fertility for agricultural purposes.

Holiday houses might have a positive or negative impact on rural areas. Settled and adjusted in rural areas, these residences might structurally develop poor rural areas from the economic point of view, but on the other hand they might cause negative effects as well to the permanent residents. A balanced approach to supply holiday houses with infrastructure (which may include individual holiday houses, housing schemes, tourism accommodation or groups), should be reflected in the development plans, taking into consideration the identification of potentials for holiday houses in order to adjust it to the development of these units.

The development should be as such as not to damage the landscape. The municipalities should take measures to manage wastes and future infrastructure on these structures, making obligatory the development of independent private self-financed schemes, to fulfil added seasonal needs.

Areas with characteristic residences of a traditional and monumental architecture

New developments, in the form of restorations or new developments, in the areas holding a protection status, proclaimed pursuant to the sectoral legislation on cultural heritage, should apply management plans and respective regulations, as well as the sectoral legislation in its entirety.

While new developments in the areas around those with a protection status should comply with the orientations of this plan, until the endorsement of general local plans or detailed plans for the areas of national relevance, as per the specific location.

The regulation on the implementation of the general local plans should necessarily build upon the orientations of ICSP for the Shore. The regulation on the implementation of the detailed plans for the areas of national relevance, should also certainly be developed pursuant to the orientations of this plan, as the core orientation framework for development in the shoreline territory.

Where there is a presence of traditional architecture and cultural monuments, new development should be designed in harmony and in compliance with all the traditional architecture principles, and with the morphology of urban historic development of that unit. In such cases, the new architecture should be consulted with experts of architectonic heritage.

Based on the features of each settlement, new developments should adapt to the urban morphology, traditional silhouette and architecture, observing the height, volume, distance and neighbouring objects, surrounding walls, etc.

The local government units, or responsible authorities as the case may be, should take care to include in the respective regulations the rules requiring compliance with the architectural tradition of the settlement, where construction materials, construction techniques and colour tonalities that characterize these constructions are not prejudiced.

The local government unit, or responsible authorities as the case may be, should formulate specific rules to adapt existing constructions, that are not used or abandoned, to the typologies brought by the typical architecture of the settlements. Such measure is indispensable in order to reach architectonic harmony of the settlement,

which will affect the development of tourism through traditional values.

The local government units, or responsible authorities as the case may be, should accompany architectonic regulations with incentive and supportive measures as well for the owners of the existing buildings which are abandoned, in order to stimulate them to conduct the necessary harmonizing works. Such measures would consolidate urban developments and would significantly improve urban and architectonic quality of the settlements. On the other hand, the pressure for urban expansion prejudicing lands intended for production would reduce. Residential houses and buildings developed for tourism purposes should be mixed within the permanent residential areas and neighbourhoods.

It is not advisable to create new tourism nuclei in territories lacking public infrastructure, sewerages, water supply, electricity, streets, and other similar to them, which stand at the foundation of the functioning of a settlement.

The territorial planning process should be guided by the principle of mixed uses, where residential units and structures intended for tourism services are mingled together or next to each other, in order to benefit from the dynamics of one another.

In case the territorial planning processes state that undeveloped territories should be developed in the future in order to accommodate the need for services, then, their development should undergo a detailed local planning, or for the area of national relevance, as the case may be.

The local government units, or the responsible authorities as the case may be, should revive and promote traditional and cultural events of each locality (like festivals for example). This would help to develop the local economy, attract national and international tourists during the year and not only during summer, and would directly affect the improvement of social life in these localities.

Extension/expansion of settlements

The existing urbanized areas should be firstly densified and then continue with the expansion toward new free territories, at the periphery of residential centres. This approach will enable the consolidation of the urbanized territory and as long as possible preservation of production lands.

Turning the attention toward abandoned settlements or with a depopulation trend, inside the coastal territory, may be achieved by providing incentives to develop a coastal tourism which is alternated with other tourism typologies, such as the mountainous, natural and adventurous, culinary, etc.

Use/consolidation of agricultural land

The municipalities along the shore, based on the general local plans (GLP), should take into consideration the various possibilities of rural territories development. This approach asks for different responses, in relation to the rural spatial contexts, in order to prudently use agricultural land, housing space and the services provided. The municipalities should prioritize the use of agricultural land based on the following typologies:

Rural area under strong urban impact, peri-urban areas are urban peripheral areas under strong impact from urbanization, where the development pressure and of urban activities have a strong impact on land. The development and use of land in the peri-urban areas should be oriented toward using them as buffer zones to halt urbanization expansion by means of such instruments as:

- green line, restrictive of urbanized areas;
- legal and economic incentives, which must be used to prioritize these areas to the benefit of rural development with such services as: regional markets, urban agriculture, agro-tourism, recreation and services serving to the sustainable development, etc., in order to promote interaction among urban and rural areas.

The areas under strong rural impact, the agricultural areas, are the areas focused on the development of agriculture, where the main income are generated from agriculture. Land use in these territories should be oriented far from the pressure of urban activities. By means of the General Local Plans (GLP), the municipalities located along the shoreline, must turn into a priority the agricultural activity, avoiding urbanization rise and sprawl. The planning conditions and regulations must only allow the development of activities related to these functions.

The rural marginal areas and those natural-agricultural ones, which have a poor agricultural development or a scattered urbanization development, must be developed with a focus on possibilities to support agriculture, as reserve areas of agriculture and nature. The benefit will be obtained by using the territory in large areas mainly in functions focused on nature, such as reserves or spaces serving the environment and eco-tourism, spaces serving cultivated forests, orchards, areas supporting agriculture with necessary spaces for cultivated species asking for large territories.

Free natural areas and protected natural areas constitute the peripheral part of impact on urban and rural tourism. These territories must be kept under protection and preserved from urban developments. The interconnection and services of these areas with urbanized areas must be focused on recreation functions and natural tourism. The services and infrastructure of these areas must be accompanied with informative tables and with temporary services serving the natural tourism. It is suggested to use a minimum coefficient of utilization of these areas to protect the ecosystems. The areas focused on protection from development are: river deltas, wetlands, water systems and resources, coastal forests, mountain ranges and peripheral hills.

Management of agricultural land

It will be carried out through the “consolidation” tool in order to create a competitive agrarian sector, with a development focus on increasing the fragmented parcels surface areas of land, for agricultural use in the rural areas.

The line ministry and municipalities along the shoreline must develop programs and projects based on such instrument, in order to provide the opportunity for unification of agricultural land parcels, promoting agglomerations with similar services, in order to create surface areas of arable land of same product in 5-7 ha. First it is recommended to carry out preliminary pilot projects, to further develop full consolidation programs on agricultural land management at a regional level.

The municipalities located in the shoreline must set up and develop the agricultural land management fund and board with predefined utilization budgets. The most effective manner of setting up this rural development instrument is the full and all-inclusive consolidation, but there are also other possibilities like, simplified consolidation or voluntary groups consolidation. First the municipalities will be promoted to develop pilot projects and then apply a large scale consolidation.

TR4- Developing regional rural poles

Agricultural farms are the main stakeholders in promoting economic activities in rural areas. Addressing their sizes and locations must allow the farmers to be able to change the production activities as per their needs. The municipalities must prioritize investments, by gathering economic development in territorial poles with mixed functions as per the needs. The development of these poles must be based on predefined conditions of territorial use.

The functions of areas for activities are as follows:

- **Peripheral areas (peri-urban)** must be utilized for activities specialized in rural-urban agro-tourism, urban agricultural services, markets and services that can help connect urban areas to rural ones. The utilization and development of these territorial spaces must be lead by the municipalities through differentiated fiscal or legal policies and regulations for uses focused on creating the above-mentioned activities.
- **Rural areas** must be build upon a clear vision of network interaction of agricultural industry to create the economy of scale in agriculture. The municipalities are suggested to use development instruments like: agricultural land consolidation and management, public-private partnership, cooperatives and regionalism of agricultural production.

The municipalities are recommended to promote:

- Developing the food products delivery infrastructure and network like collection and processing points, packaging and storing and delivery of products to the urban centres markets.
- Developing the recycling infrastructure, establishing the network of natural waste composting, recycling and reuse points, in order to stimulate a closed cycle rural economy at local and regional level.
- Regenerating the infrastructure of agricultural land irrigation systems.

The municipalities located along the coast must develop projects to create regional irrigation integrated systems. These systems must be protected with buffer zones and monitored for over and underground pollution, and for any urban constructions near them.

The development of irrigation and drainage systems must be recovered starting from: redeveloping the reservoirs pumping stations, cleaning yet active reservoirs, cleaning discharge wells, irrigation/drainage channels and their systems of centralized control, building water wells that are controlled and certified.

TR5- Economic development areas

The economic development areas, with a high economic concentration of activities, constitute an integral part of a considerable part of the shoreline. The coastal municipalities, where these developments are encountered, should promote and develop geographical agglomerations to accommodate regional enterprises. Future developments of these territories, inside and outside urban centres, should be oriented toward rapid access near road and rail axis, which are already formed. However, development should be as such as to not allow urbanization sprawl in continuous linear strips, that only utilize the first line of road corridors use, but to develop consolidated territorial poles. Supporting them with auxiliary areas inland should be promoted by building second and third strips, that will serve to develop future services and to provide the possibility of interaction among them for services and infrastructure.

The aim is to concentrate service functions, to stop linear expansion along the national road, create barriers/strips with dividing green areas, and strengthen natural areas next to these territories. The GLPs of the municipalities along the shoreline must reflect these territories to support business structures.

In order to carry out the above-mentioned, the municipalities along the shoreline must provide to the future businesses spaces of a better quality, of a size and level adapted to their nature. Depending on the priorities of each urban centre and their hierarchy (according to the definitions in the GNP and ICSP), these LGUs must ensure:

- Developing attractive and competitive spaces for central business areas, industrial and technological parks, areas of SMEs development, which may attract and accommodate various businesses and with specific needs;
- Service offices that cover the business needs for administrative services;
- Infrastructural networks, over and underground, mobility efficiency and efficient power, water, gas supply, sewerages, etc.;
- An effective public transport system that provides exchange possibilities of various modalities;
- ICT telecommunications networks that provide rapid connections and exchanges at global level;
- A high quality natural and urban environment, enriched in natural and physical assets, with interconnections and mobility manners that do not generate pollution and negative impact;
- The municipalities located along the shoreline should take into consideration and propose ways to avoid added risk from natural disasters and factors in these areas. The proposal is to develop ad-hoc infrastructures supporting and protecting these strategic investments of national and regional relevance.
- The General Local Plans (GLPs) of these municipalities must foresee and represent the proposed economic development zones and respective buffer zones for future expansion.

“Area with a development specifics” - means a functional territorial unit, including parts of one or more local self-government units within a development pole, with features similar to urban agglomerations. When presenting a development focus toward economic specialization, these territories must be accompanied with rapid access,

ensuring efficient exchange hubs and transport axis.
They must be supported with the necessary infrastructure like: dedicated lanes for public transport means, sewerage channels, electricity networks and ICT infrastructure rapid connections.
The use of territories in these areas must be developed with mixed service functions that ensure an economy of scale, safety and sufficient relaxation conditions for the users. The development of space should be such as to ensure a continuous use of the area during the whole day, serving with supportive mixed functions.

The massive events and fairs areas must be developed near primary poles of transport means exchange like multi-modal centres, central or secondary stations, creating additional opportunities for massive flows movement and ensuring necessary parking spaces for all needs. These territories must ensure safety of use and diverse functions while using the territory, ensuring the development of various events typologies at the same time. Shopping centres must be developed within the urbanization boundaries and ring transport systems. They should serve as new poles to attract and develop new urban areas supported with efficient transport.

National port areas as strategic entry gates must ensure a rapid access of goods and vehicles in the region. These spaces must be equipped with a contemporary infrastructure, to handle added volumes of passengers and freight in the future. These port areas must ensure the type of development that address the community needs for a sustainable and healthy environment, conducting the processing of goods and primary matters outside the urban centres.
Stationing areas must be developed with dedicated spaces for storage and flows management, supported by back up areas to increase capacities compared to the flows up to 2030.

The port area for the passengers flow management, tourists and cruisers ships and yachts must provide open access to interconnect with the city, to increase attraction between the city port and to develop local economy wherever these port areas are located.

They should provide access and stationing for:

1. passengers station, to anchor travel ships with average and small sizes;
2. tour stations, to anchor large cruiser ships;
3. processing and service port area, to anchor cargo containers;
4. service port area, to anchor the fishing fleet;
5. tour port area, to anchor yachts.

TR6- Developing poles of tourism and recreational types

The creation and development of tourism poles must be accompanied with qualitative services in electronic and physical infrastructure. First of all these tourism poles and areas should be equipped with infrastructure which provides rapid access with public transport and connection with multi-modal hubs of mobility means exchange. Such poles should be supported with services that encourage tourism and economy based on development typologies, geographical, socio-cultural and environmental conditions. The aim is also to develop tourism poles connecting geographical, physical, human and cultural potentials based on:

- **The regeneration and development of natural, historic-cultural assets in favour of tourism**, ensuring safety and rapid access to residential centres; efficient road and railway physical connections, massive parking areas over and underground, public transport and electronic infrastructure to access global market; efficient services; information infrastructure (information offices) and accompanying tour guides that are certified.

• **The promotion of tourism areas by holding cultural and social events**

and turning historic objects into museum centres, cultural premises and exhibition spaces. This requires the revitalization of socio-cultural buildings, by regenerating facades, connection with electricity network, use of ventilation systems and alternative ways of power supply (solar panels) to increase power efficiency. It asks for the business centres to be developed near economic development poles, and for the establishment of fair, events and conference areas, supported by rapid access and qualitative hotels certified for these services.

• **The organization of open festivals** and diverse events that promote culinary, culture, folklore, traditions and history of urban and/or rural centres. These activities must enable the connection of the provided services to the functions of urban and rural centres, to create economies of scale, safety and maximum efficiency.

• **The creation of areas of a youthful, artistic and creative character**, where culture and art is promoted, by revitalizing buildings, pedestrian squares, infrastructure and information points, and by developing managerial resources capacities, to provide services focused on culture, art and tradition. For example, “creative neighbourhoods” that promote the spread of culture through music, painting, poetry and applied art, should be set up in cooperation with local human capacity building, establishment of handicraft promotion areas and areas serving culture and heritage. Their establishment and development should be supported by programs based on public-private partnerships, accompanied by managing boards and monitoring and managerial administration.

• **Recreational and relaxation poles in urban areas** like waterfronts, urban squares and relaxation green areas serving tourism must be equipped with auxiliary services to provide information, safety, medical assistance, rapid access and public transport for the areas of massive relaxation, taking into consideration

the massive flows of local tourists and those coming during the seasons of maximum peak. The aim is to solidify and interconnect tour packages that generate an economy of scale and a critical mass for tourism services. Touristic areas and poles must be first equipped with infrastructure, which will then provide rapid access and multi-modality in transport. These areas must be supported with tourism services, as well as with massive parking to afford tourist flows.

• **Tourism in natural and rural areas**

These poles and/or coastal, lowland, hilly or mountainous areas must be developed in harmony with the environment, prohibiting urbanization development in free or natural protected areas. They must preserve and develop services pursuant to the natural characteristics and features of the area. The development of tourism focused on nature, apart from using the natural assets, must be supported by recreational functions and those of agro-tourism. The natural touristic assets must be connected through natural routes or green corridors to the recreational areas near urban-rural centres, to natural geo-monuments, historic-cultural objects outside urban centres, agro-tourism guest houses and to peri-urban or rural recreational assets.

The municipalities located along the shoreline must develop the green corridors infrastructure along river beds, equipped with infrastructure for off-road biking and hiking. These mobility axis must be developed in such a manner as to provide safe mobility and low impact in the nature. The services they provide must be intertwined with the service packages in the rural and cultural heritage areas of the region. The establishment of physical infrastructure along the green corridors must be intertwined with the areas that promote heritage and culture. Mobility along these axis must be equipped with physical and virtual information infrastructure. To set up these infrastructures and services, the municipalities must develop public-private partnership projects.

• **The development of structures serving tourism,** hotels or other functions of massive service, whether temporary or permanent, must not prejudice the character of territories where they develop, based on the five protection principles of territorial systems, maintaining distances provided for by the law and regulations, and terms and conditions of operating in these predetermined territories.

The services and activities must be developed in compliance with the effective legislation on the use of these territories. These activities should be based on those business development models that protect nature, such as tourism activities with a low impact on the nature, eco-tourism, agro-tourism, “outdoor” sports, hiking, air sports, etc. Such services must be accompanied with information centres, guides, auxiliary infrastructure serving safety and monitoring.

• **Areas of coastal tourism**

The areas of massive sunbathing must be equipped with auxiliary spaces and infrastructure at the service of tourists and coastal tourism. The municipalities may use instruments, like public-private partnership or long-term leasing, to develop and carry out these services.

Services in these areas must be comply with the:

- Law “On integrated management of water resources” and sectoral strategies of line ministries.
- Law “On tourism” and regulations and directives of line ministries and municipalities on the criteria of exercising the activity of beach stations.
- Capacities and potentials of use and utilization densities of coastal area, and all the physical, territorial and human potential.
- Measurements of entry-exit flows of mobility between beach areas and primary road axis, during maximum and minimum peak of use.
- Capacities of accommodation beds for guests in the hotels; capacities of sunbeds at the beach, in m²/person within the holding capacity of the area.

- Parking areas at the beach must be stationed behind natural or artificial forested areas, not in agricultural territories or natural protected areas. They must be based upon the flow analysis of coastal use by the tourists. Parking areas for vehicles belonging to the users of public beaches must be shared, monitored and served with infrastructure and public services managed by the municipalities or through public-private partnerships.

- Transport of tourists from public places to the shore, where these territories are far from each other, must be carried out through non-polluting vehicles (emission free) or, otherwise, provide the opportunity of hiking or bicycle routes. Public parking may provide bicycles and electric cars for daily use.

• **The development of tourism structures** must be in synergy with the current residential areas, taking into consideration the architectonic values, traditional and rural, as well as the need to generate employment and sustainable economy in these territories. The development of tourism structures in the coastal areas must not prejudice forests and the coastal green wreath. They must be oriented toward inland development. The municipalities must avoid creating tourism areas developed on urbanization models, like “closed communities” (temporary settlements with seasonal holiday homes). Such structures must provide mixed services serving to the development of tourism economy, recreation and local employment.

The development of these structures must comply with the legal provisions on territorial use, as well as with the functions defined by ICSP, pursuant to the sectoral effective laws. They must be developed in territories located above the sea level, to avoid risk from floods and natural disasters. Such suggestion is valid for free territories along the shore, and not for traditional urban centres.

In the first strip of coastal use, 100 m from the shoreline, it is suggested to perform services in one to two-storey structures, made of low environmental impact materials, such as wood or other temporary ones. The

services required to be developed within a range of 100 m from the shoreline are: toilets, dressing rooms, showers, bars, kiosks, fast food restaurants, first aid medical centres, safety and security services, emergency surveillance centres, sport areas with no impact on the environment, supportive structures for maritime tourism for temporary anchorage of boats, parking areas with infrastructure for camps and stationing/accommodation with sleeping tents, non-paved parking areas for vehicles etc.

The second strip from 100 m to 200 m from the shoreline, must be developed with permanent structures and infrastructures, that serve the public interest, like tour accommodation facilities, hotels, recreation and services, etc. These structures must be developed with materials that comply with the traditional architecture of the surrounding areas, and that consist of high contemporary standards.

The infrastructure of these structures, whether in power supply, water supply, sewerages and wastes, must be under strict monitoring (every month during the tourism season and every three months during the remaining part of the year) from the municipalities, regional agencies and relevant structures of consumer and environmental protection.

These developments serving tourism must connect the activities with the beach areas, through non-paved natural routes, that provide hiking, biking and riding electric vehicles at the service of communities and users. The municipalities must develop the interconnection of the public parking areas to the tourism areas.

The development of non-complex detached tourism structures, must ensure a territorial use with mixed services, not only residences for weekend tourism use. They must be developed in concentrated areas with complementary functions serving the community and tourists.

Their development at heights must not exceed the coastal green wreath.

The development of tourism elite structures in natural free areas at the coast, must be oriented towards investments that manage territorial areas larger than 5 ha, with holding capacities in compliance with the possibilities of tourism development in the area. These structures must have a mixed use of the territory, with additional complementary functions in recreation, sports, tourism, cultural and artistic services and hotels with multi-use spaces. The development of these structures at height must comply with the landscape silhouette, and it should be developed with materials that comply with the environment and local architecture. These structures must ensure sufficient spaces for tourists accommodation during the tourism season.

Development restriction along the shoreline. The shoreline is dynamic (in continuous shifts) and therefore is measured every 2 years by the responsible institution of the Albanian Geological Survey.

To protect the water system, ICSP has established:

- The blue line, which aim is to: protect from prohibited uses the area of the shoreline, defined as per the sectoral legislation on water resources protection; monitor activities for economic benefits along the area of the shoreline, river streams, and regenerate the natural corridors that accompany their stream.

TR7- Regional strategic road networks

The strategic road networks will be strengthened to encourage connection efficiency between the coastal region and the national and international axis, enabling efficient and rapid access. These axis must provide the necessary mobility to avoid seasonal traffic, suburban traffic that transits the region, and to provide rapid access to the connections of urban centres with employment areas.

The municipalities in cooperation with the line ministry must take measures to protect and preserve the territory, on the strategic road axis footprints, to reduce expropriation costs and to forbid development and construction along these footprints (100 metres in both sides of these axis). Informal developments affected by these corridors must not become part of the legalization process. The formalization of these structures increases expropriation costs.

The development of economic development technological zones or regional economic poles, must have rapid access to these axis by means of secondary connection roads. The municipalities must promote the establishment of business and service cluster areas within these borders for purposes of territorial use efficiency. The services and businesses must be concentrated in common areas with access intersections from these strategic axis and must be interconnected to secondary entry roads.

Mobility of vehicles flow in the strategic road axis must be interconnected to the transport strategies of the coastal municipalities, in order to create harmony of circulation in the key mobility points.

The ring systems of the coastal strip urban centres must be accompanied with parking areas at the points of interconnection with the strategic axis. The parking areas must be equipped with infrastructure and services,

that provide the possibility to exchange the type of vehicle, and also must provide the required conditions of rapid interconnection to public transport toward urban centres. The territories where these strategic road axis cross through, must be protected with buffer zones like: greening or areas obligatorily used for agriculture, whereas urban development along these axis must be avoided.

The strategic road axis must enable an efficient and safe mobility, pursuant to the safety norms in order to eliminate problems in the “hotspots” map of road accidents. The strategic road axis must avoid natural protected areas and minimize acoustic effects for urban-rural areas and habitats of wild species.

Multi-modal system and interurban public transport

The rapid mobility system to and from urban centres is based on the creation of efficient transport lines, with clear urban and interurban stations, that enable exchanges between various means of transport, through multi-modal “hubs”. Interconnection between urban centres must be strengthened by integrating various means of public transport, based on railway transport, supported by bus lines with multi-modal stations.

In order to reach this goal, the coastal municipalities should encourage:

- The development of compact and efficient urban centres served with public transport systems, with high connecting capacities between the urban poles and entry gates, supported from parking areas to afford suburban flows.
- The integration of all the systems and services in the transport network. Provide support with public transport to the tourism, employment, education and services areas.

- The improvement of opportunities and diversification of choice in mobility, to reduce use of private vehicles for commuting purposes.
- The promotion of high densities in the public transport hubs in urban centres.
- The protection/preservation of areas that must be reserved for future development of public transport corridors:
 - the municipalities must take measures to identify future axis footprints and forbid urban expansion over these territories;
 - provide with buffer zones and deliver the preliminary underground infrastructure in the main flows exchange hubs, in order to forego network development.
- The planning and determination in the general local planning documents of the added densities in housing and services in the territories around strategic nodes of mobility hubs, to enable a controlled development of these areas in the future.

Multi-modal hubs must be planned and mapped by each municipality in cooperation with the line ministries, near main axis, interconnected to residential areas with high density, preliminarily equipped with infrastructure.

Unplanned construction and development must be strictly prohibited in these proposed areas, in order not to increase potential expropriation costs in the future. The general local plans must determine these hubs beforehand as areas of high density, where development shall be allowed only upon conclusion of their construction (transport infrastructure).

The recommendation is to introduce land management tools in the territories around these poles, like the conditional development one. Interconnecting these areas with the interurban public transport networks appears as an obligation of general local plans for each municipality.

Railway mobility

Railway mobility must be developed in proportion to the mobility of individual vehicles for interurban travels, keeping in mind the following several conditions:

- Multi-modal stations must be located in primary entry axis of the urban centres, becoming accessible by all social groups, as well as to perform a complete flow management. Each urban/rural centre must establish multi-modal mobility poles, based on the interconnection of regional mobility strategic axis, urbanized areas, tourism areas, economic development technological areas and recreational areas.
- The hierarchy of multi-modal stations must respond to the hierarchy and functions of urban centres: primary centres, secondary centres, tertiary centres, local centres.
- The railway stations must provide opportunities to exchange transport means, like: parking for private vehicles, taxis, rented cars, bicycles etc.
- The development of physical infrastructure must ensure rapid mobility, restrictive spaces like physical barriers and acoustic barriers. It is suggested to build green belts, and it is recommended to avoid the legalization process for those structures and buildings located within the action range of railway mobility.
- Railway mobility must enable exchange of travel lines, whether for freight or passengers. The recommendation is to perform a step by step development for freight transport lines, firstly by protecting and preserving with buffers zones the territories where these lines might be developed, and, then, by establishing connections with port areas and economic zones.

Developing secondary, tertiary and local road axis in the rural areas

The development of secondary and tertiary new road axis in the rural areas must be in compliance with the needs of the community, tourism and territorial use, as defined in the general local plans.

The reinforcement and development of their sections width must be in compliance with the effective sectoral legislation, ensuring efficient connections for the communities, tourism structures and use in favour of agriculture.

The construction of axis, which only serve to separate private investment, must be carried out by the developers themselves, ensuring the necessary conditions not to prejudice the use of agricultural land, and the terrestrial and marine protected areas.

The local road axis serving to agriculture must be developed in a ring modality, to ensure easy circulation of agricultural vehicles. They should be based on the effective sectoral legislation, and should also provide interconnection opportunities with the agricultural poles and composting points of local and regional wastes.

TR8- Information and communication technology/ICT infrastructure

The development of water supply and sewerages, energy and telecommunications infrastructure should be oriented toward an integrated development of the utilities, coordination of civil works and co-use, with an environmental-friendly approach, based on the sectoral strategy and "Dig once" principle, to minimize costs.

The underground infrastructure must cover community needs, based on the populations projections and tourism flows. The definition and protection of underground waters, that will serve as future potentials to supply urban areas, must be a priority of the coastal

municipalities, in order to be protected and preserved from damages and impacts resulting from urban development.

The definition and protection of underground waters, that will serve as future potentials to supply urban areas, must be a priority of the coastal municipalities, in order to be protected and preserved from damages and impacts resulting from urban development. The underground infrastructural system must be based on strategic investments, on centres hierarchy, on their new developments, on all typologies and regional poles defined as a priority. The coverage with these types of services must precede urban development, prioritizing densification and concentration of investments and also reduction of maintenance costs.

Urban developments in low density rural-urban areas, like the ones with residential objects not connected to urban centres, must be supported to establish common water supply areas and alternative discharges, not interconnected with the network, such as certified water wells and discharge system with periodically controlled and certified/ecological discharge holes.

Electronic communications infrastructure/ICT

The services of telecommunications network must support urban centres and economic zones with rapid internet access, in order to develop the opportunities of electronic economy. Urban centres must be covered with rapid telecommunications connective infrastructure, whereas the integration of the networks in common infrastructural corridors must be coordinated among the coastal municipalities and line ministries.

The integration and interconnection of urban secondary and tertiary centres, especially of those with a considerable tourism character, in the national network of optical fibres, must be at the attention of the central and local authorities.

The coastal municipalities must cover with ICT infrastructure and services all subordinate institutions, which must exercise public functions, to enable the establishment of integrated e-services systems.

TR9- Protecting and developing environmental spaces and ecosystems

Green infrastructure is a comprehensive term that includes protection, management and enhancement of environmental resources in urban, peri-urban and rural-natural areas. Green infrastructure includes natural areas and green spaces in both, urban and rural-natural environments. It comes as a physical natural environment, within and among urban centres, and among residential local centres as well. Such an open infrastructural network includes: parks, gardens, forests, green corridors, rivers, streams and trees along the streets, etc.

The development of green infrastructure must be focused toward the identification, expansion and improvement of the existing green areas, while simultaneously ensuring network connections for these territories.

Their development must be based on the protection, establishment and interconnection of the natural areas, parks and environmental protected areas. Specifically, by connecting natural areas at urban, regional and national level with green areas, whether existing or proposed. Networks of parks must serve as a accelerator to recover the natural habitat characteristics and situations, but also the living conditions of the residents along the shoreline.

Network connection must be based on the geographical conditions of the terrain, where water surface areas will be connected to hilly and forested areas, to create interconnected natural systems.

The water system and rivers network must be protected with buffer zones, thus enabling the generation of necessary areas that will serve to create green corridors along the rivers.

These protective green belts must serve not only as supporting elements for the water system, but must simultaneously allow the living species living in the region to move. They should be created on clear territorial routes, supported with functions serving to the regional green infrastructure, like river rooms. These corridors might be equipped with infrastructure for off-road biking and hiking. These mobility axis should be developed in such a manner as to provide safe mobility and low impact on nature.

The services they provide must be intertwined with the service packages in the rural areas serving to the development of the environment, tourism, cultural and historic heritage of the coast. Mobility along these axis must be equipped with physical and virtual/electronic information infrastructure.

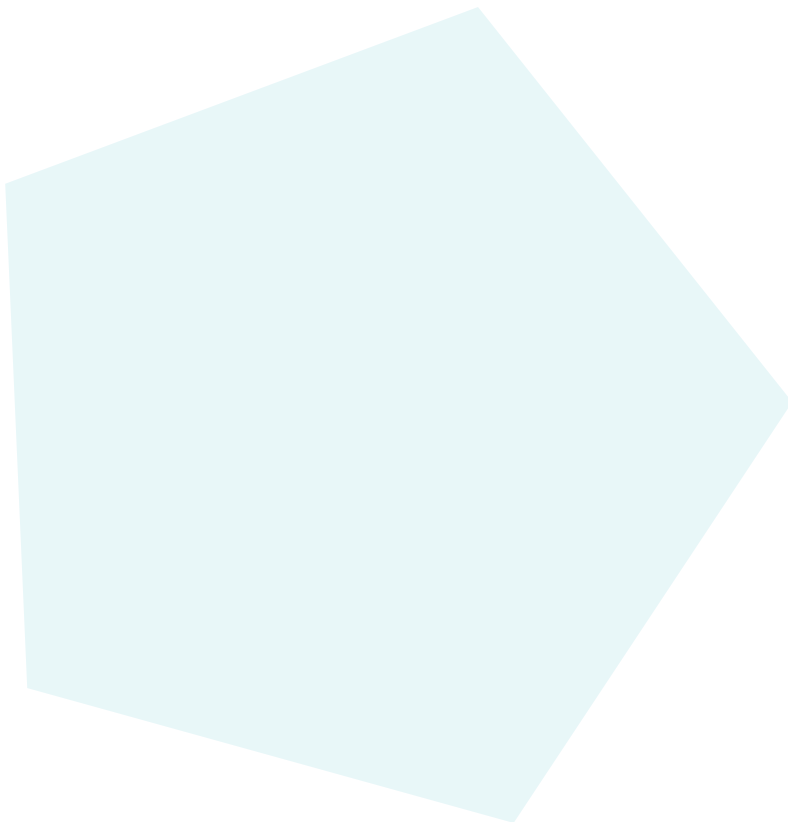
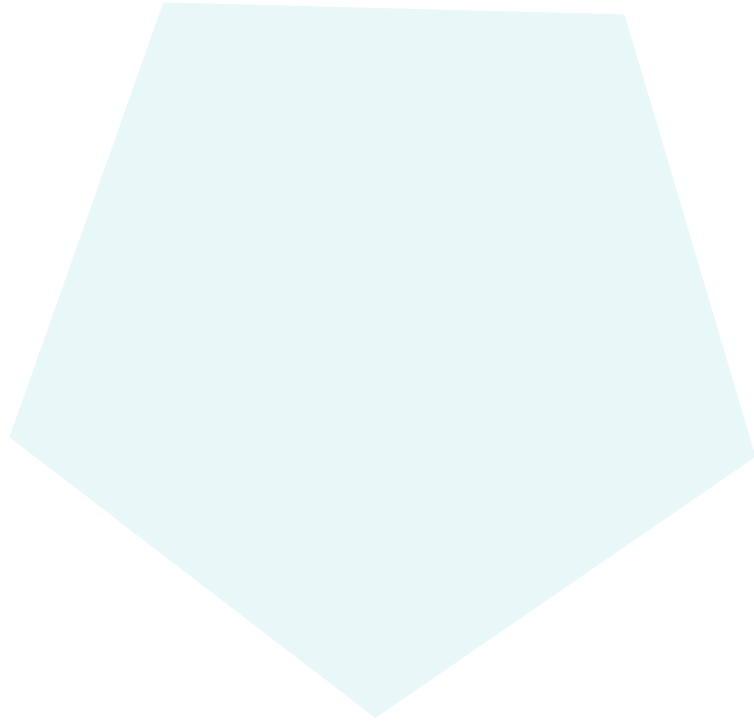
The services in these territories must be based on the effective legislation on territorial use (sectoral and cross-cutting).

First of all it is recommended that local authorities identify strategic points of intervention within the territories under public or private ownership and then improve connections among them.

Moreover, local authorities must use the mechanisms offered by the territorial planning system. Where there is a possibility to build interconnection corridors, the governmental authorities must intervene using schemes that stimulate the use of these territories as natural environments with service functions, recreation or eco-tourism.

The coastal municipalities are suggested to use unused urban spaces to develop urban green infrastructure. Creating green spaces at the service of environment and ecosystem, will serve to reduce infrastructural costs in the sewerages network. These environments must serve to protect the territory from floods and to improve the resilience conditions toward climate change.

Suburban gardens, residential spaces and vehicles parking must be available to develop this infrastructure, creating the necessary network, to bring the natural ecosystem inside the urban centres.





Strategic projects

Content

228 Table of strategic projects

Policy	Project	Description and expected results
EP8- Development of human resources and promotion of coastline potentials	Establishing the regional employment and specialisation strategy. Specialised qualifications and education. (related to ICSP Tirane-Durres)	Access in qualified labour force (attracting employees and new talents); regional or national educational centres, in primary coastal areas (Shkoder, Durres, Fier, Vlore, Sarande), focusing on the knowledge development regarding regional development priorities; establishing "knowledge network", on continuous qualifications and certifications; platforms on economic development harmonised through the collaboration of regional SMEs and universities.
EP3- Developing innovation in economic sectors	Establishing the regional innovation strategy. (related to ICSP Tirane-Durres)	Including, in one innovation package, all developers actors of all primary regional areas; research and development, entrepreneurs and SMEs, universities and institutes; access in the global networks and investments in research and development (R&D).
EP1- Clustered economic development of primary sectors	Establishing a strategy in creating and developing the model of four economic clusters types in agriculture/farming, tourism, marine products, handicraft, culture and agro-tourism, for municipalities of Lezha, Kurbin, Kruja, Divjaka, Lushnja, Himara.	Completing the strategy of clusters development, establishing operational structures and platforms with the governmental agencies, businesses, universities and research institutions. Combining, in one development strategy, of all four types of clusters: <ul style="list-style-type: none"> • Cluster for agriculture/farming in Divjake-Lushnje area; • Cluster for marine products and tourism in Shengjin-Lezhe area; • Cluster for tourism, handicraft, culture and agro-tourism in Kruje-Patok area; • Cluster for tourism services in souther Riviera/Porto Palermo area.
EP4- Increasing local capacities in tourism, agriculture, farming and culture	Providing on-line/one stop shop services in every municipality (E-business) Shkoder, Lezhe, Kurbin, Durres, Kavaje, Rogozhine, Divjake, Fier, Vlore, Himare, Sarande, Konispol.	Support by providing digital services which are on-line interlinked to ease procedures for businesses, utilising "One Stop Shop" method. Informing and serving in support of economic development and to enable partnership opportunities with the global chain for regional businesses. Orientating and informing investors for investment opportunities in the economic zones that are determined to be developed as found in GLPs of the relevant municipalities.
EP4- Increasing local capacities in tourism, agriculture, farming and culture	Public services development in local centres and their surroundings.	Improving public services in local centres and their surroundings. Establishing on-line services - with one stop, in public administration offices. Establishing information offices for tourism inside the premises of the private businesses. Developing certification centres and professional courses near unmanaged spaces in the territorial assets of municipalities. Establishing opportunities of utilising such territories that have different functions based on the programs.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital, in kind	Central/local public investment, Donation	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local Budget, Donation, in kind	Central/local public investment, Donation	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Private investors, Academic institutions, Civil society	Buxheti i Shtetit, Fondi i Zhvillimit të Rajoneve, Buxheti vendor, Donacion, Kapital privat, in kind	Central/local public investment, P.P.P.	2025-2030
Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations,	State Budget, Regional Development Fund, Local Budget, Donation,	Central/local public investment	2015-2020
Regional development agency/ies, Relevant municipality/ies, Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local Budget, Donation, in kind	Central/local public investment, Donation	2015-2020

Policy	Project	Description and expected results
EP4- Increasing local capacities in tourism, agriculture, farming and culture	Establishing training centres in agriculture and agro-tourism in areas of: Dajç, Reç, Bushat, Balldren, Shenkoll, Fushe-Kuqe, Ishem, Rrotulla, Katund i Ri, Sukth, Bisht Palle, Xhafzotaj, Qerret, Synej, Spille, Divjake, Grabjan, Gradishte, Libofshe, Topoje, Dermenas, Levan, Orikum, Finiq, Xarre, Vrine. (*local centres alongside coastline that are situated in the proximity of agricultural lands)	Establishing temporary supporting offices on informing and training issued in the area of agriculture and agro-tourism, focusing on educating and certifying small farmers that have farms less than 3 ha. Establishing programs that have a wide focus for all age groups with the subjects relevant to agricultural economy "From the farm to your plate".
IP4- Creating integrated mobility stations	Covering local centres in general and their tourism surroundings with public transport that connects them with the urban centres.	Establishing interlinked public transport stations in local centres and tourism surroundings with the main urban centres, supported from vehicles of alternated mobility. Creating "on-line" public system on interlinking the timetables of these lines with those of multi-modal centres system. Developing schemes that support mobility flexibility based on maximal and minimal peak time. Developing mobility schemes with bicycles in small and medium distances, with protected lanes and accompanied with the required road signals.
AP2- Creating economies of scale in agriculture	Supporting the creation of medium and large rural farms. Modernising agricultural farms in the municipalities of: Shkoder, Lezhe, Kurbin, Durres, Kavaje, Rrogozhine, Divjake, Fier, Vlore, Himare, Sarande, Konispol.	Farms mechanism in the region, through their modernization by including adapt and efficient tools assisting in working processes, that improve conditions and efficiency in the production processes. The target group are existing farms that have a potential development and employ more than 15-30 people. Developing financial schemes in partnership with the second-tier banking system. Utilising the local funds of agricultural land in promoting and consolidating medium farms, that do not only have a family ownership status. Specializing agricultural farms in BIO products to preserve even more the area's tradition.
AP2- Creating economies of scale in agriculture	Supporting farmers in creation of private cooperatives: issuing incentives.	Bringing together local small specialized farms in producing defined regional products, through promoting voluntary initiatives through farmers or mutual financing in P.P.P. schemes. Bringing together local small and medium farms to better cope with competitiveness and to improve and raise the quality of agricultural products in the farms that have a surface area of more than 7-10 ha. Utilising the mutual local agricultural land fund, in developing specialized cooperatives.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local Budget, Donation, in kind	Central/local public investment, Donation	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors	State Budget, Regional Development Fund, Local Budget, Donation, Loan, Private capital	Central/local public investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations,	State Budget, Regional Development Fund, Local Budget, Donation, in kind	Central/local public investment, Donation	2020-2025

Policy	Project	Description and expected results
AP4- Certifying and marketing of the agricultural products	Establishing regional markets, infrastructure of depots and processing points of agricultural products in areas of: Koplik, Shkoder, Torovice, Milot, Laç, Mamurras, Maminas, Synej, Divjake, Dushk, Libofshe, Xarre.	Establishing regional depots/processing/trading centres of local/regional products. Equipping these areas with the supporting logistic infrastructure. Establishing dedicated on-line platforms on the location and services offered in these regional centres.
AP2- Creating economies of scale in agriculture	Developing, at least, one model of agro-tourism in every local centre or tourism surroundings (example: Mrizi i Zanave)	Establishing agro-tourism models through combining BIO products production structures, guest house and traditional cuisine, handmade productions, events areas, etc. Strengthening such poles with supporting infrastructure, such as: trails of natural jogging and recreational space near historic centres. It is aimed to increase collaboration of small businesses that operate in the aforementioned areas.
EnP4- Waste, sewage and polluted water management	Building management centres of agricultural waste, at least one for every district.	Environmental protection through natural waste recycling (RRR) and their utilisation in the cycled economy of farmers and local businesses. Establishing required space in every district for controlled waste management in the regional schemes. Their reuse in supporting cycles and schemes for regional cooperatives.
EP2- Increase of economy efficiency through economic units and economies of scale	Establishing poles of economic development, as economic areas focusing on developing services, technology, light industry and logistics, in the areas of Spitalle-Porto Romano (ICSP Tirane- Durrës); Lezhe-Kurbin; Fier-Vlorë; Sarandë-Konispol-Gjirokastrë.	Fuqizim i poleve të zhvillimit ekonomik me zona shërbimesh, teknologji, industri të lehtë e logjistikë. Mbështetje me energji, infrastrukturë nëntokësore, zona buferike për rrjetet e gazifikimit, telekomunikacionit dhe rrjetit rrugor për lëvizjen e mallrave. Akses i shpejtë dhe eficient, me stacionet multimodale në qendrat kryesore urbane, portet dhe qendrat logjistike rajonale.
AP3- Regenerating systems and supporting infrastructure of agriculture	Revitalising water supply and drainage and irrigation systems in territories used for agriculture and revitalising reservoir systems, in municipalities of: Shkoder, Lezhe, Kurbin, Durrës, Kavaje, Rogozhine, Divjake, Fier, Vlorë, Himarë, Sarandë, Konispol.	Strengthening economic development poles by inserting services, technological, light industry and logistics areas. Support with energy, underground infrastructure, buffer zones for gasification networks, telecommunication and roadway networks for movements of goods. Quick and efficient access, with multi-modal stations in primary urban centres, ports and regional logistics centres.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors	Donation, Loans, Private capital	Donation, Private investment, P.P.P.	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital	Central/local public investment, Donation, Private investment, P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations	State Budget, Regional Development Fund, Local Budget, Donation, Loans,	Central/local public investment	2020-2025

Policy	Project	Description and expected results
UP3- Regeneration of urban poles of development	Revitalising/reconstructing the former industrial area of Azotik, Fier that has mixed functions.	Reconstructing areas that have mixed functions in the premises of former industrial zone, reconstructing and preserving the values of industrial architecture in function of promoting art, culture, research centres and tourism. Constructing spaces to be rented with a low cost in these structures to support new businesses. Fast connection with the public transport.
UP9- Regenerating the localities inland	Revitalising old or abandoned coastline villages into tourism centres: Old Tragjas, Old Qeparo, Old Dukat, Old Orikum, Vranisht etc.	Revitalising old or abandoned coastline villages that have traditional architecture values, transforming them into tourism centres that provide elite tourism services. Revitalising historic objects and preserving the identity of these local areas. Developing basic infrastructure and services in support of tourism, thus providing a diversified perennial tourism.
UP8- Cultural values rehabilitation through preserving traditional objects	Revitalising all cultural and historical zones along the Coastline, based on a form and functions that support business and tourism development.	Developing historic areas in the specialized local coastal centres, where there can be found handmade works, souvenirs, pictures and sculptures, being linked with other services in support of tourism such as bookshops, cafeteria and services with other functions such as: information offices and hotels. Areas supporting creative work. Support through crediting new artists in the existing neighbourhoods. Premises with low rent for these types of businesses.
EP7- Interconnection of service economy in urban and rural centres	Revitalising and equipping with the relevant infrastructure, of terrains situated alongside Buna and Ishem rivers and Shkodra lake, in order to develop sports and cultural and sportive events.	Establishing well-defined structures in developing suitable water sports, supported by the required infrastructure and services and equipped with informative infrastructure, in diversifying the tourism typologies. Developing and promoting social activities, celebrations, concerts and sport activities and competitions.
EnP4- Waste, sewage and polluted water management	Equipping with sewage, polluted water discharge infrastructure, to all urbanized territories where there is a lack of such infrastructure, and building plants of treating and processing polluted waters.	Coverage by the entire infrastructural network in managing polluted waters in all urban centres where such infrastructure is missing. Finalising and activating treatment and processing plants in the areas of: Shkodra, Shengjin, Vlora, Orikumi, Himara and Ksamil. Eliminating spillage of liquid waste that are discharged in the rivers. Establishing the differentiated infrastructure in rainfall treatment for new urban areas, to not overload networks when times of maximal flows are present.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital, in kind	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital, in kind	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital, in kind	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital, in kind	Central/local public investment, Donation, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private Investors, Academic institutions	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capitals	Central/local public investment, P.P.P.	2025-2030

Policy	Project	Description and expected results
EnP4- Waste, sewage and polluted water management	Replacing the entire depreciated sewage network, in all local centres and tourism zones.	Improving and replacing the old depreciated network of sewage and improving pits and manifolds, in all local centres and tourism zones where this problem is detected.
EnP5- Protection and management of underground and overground water resources	Equipping the water supply system with the required infrastructure, in all urbanized territories where this infrastructure is missing.	Full coverage of water supply network in water supplying all urban centres where such infrastructure is missing and in fulfilling the water needs in such centres.
EnP5- Protection and management of underground and overground water resources	Replacing the depreciated water supply network, in all local centres and tourism zones.	Reconstruction and replacement of depreciated water supply network, including manoeuvring shafts and pumping stations, in all local centres and tourism zones where this problem is detected, always taking into consideration the need for water during the high tourism season.
EnP4- Waste, sewage and polluted water management	Constructing regional waste landfills, that cover municipalities of: Shkoder, Lezhe, Kurbin, Durres, Kavaje, Rogozhine, Divjake, Fier, Vlore, Himare, Sarande, Konispol.	Constructing regional landfills, to achieve regional waste management. Establishing structures to manage and recycle waste from the source, up to the depositing place. Establishing re-treatment stations of hospital and industrial wastes. Establishing favourable schemes that promote recycling.
IP8- Increasing electrical energy network efficiency	Developing energetic infrastructure: Defining, implementing and preserving the trace of electrification and gasification of territorial corridors, for urban centres and national and regional economic areas.	Developing and protection against urbanization of energetic trace, by inserting buffer areas, for the region. Establishing and implementing controlled networks and stations systems, near national road networks, out of the urban centres. Establishing linking joints for light industry areas to be linked with primary centres. Determining primary areas for using solar energy in every municipality.
IP8- Increasing electrical energy network efficiency	Constructing, with the aim to cover with physical infrastructure the entire network of optical fibres and antennas systems, in all urban and local tourism centres.	Developing and protecting corridors and stations used for the networks of optical fibres in urban and local centres. Connecting with the high speed internet network in areas that have regional and national importance. Covering urban and rural areas with antennas systems required in utilising mobile phones.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations	State Budget, Regional Development Fund, Local Budget, Donation, Loans	Central/local public investment	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital	Central/local public investment, P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations	State Budget, Regional Development Fund, Local Budget, Donation, Loans	Central/local public investment	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local Budget, Donation, Loans, Private capital	Central/local public investment, P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations,	State Budget, Loans, Private capital	Central/local public investment, Private investment, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local Budget, Donation, Private capital	Central/local public investment, P.P.P.	2020-2025

Policy	Project	Description and expected results
IP8- Increasing electrical energy network efficiency	Replacing depreciated electric network (low voltage) and increasing capacity (in kV) of energy transmission in urban, local centres and tourism zones.	Reconstruction of electric network, improving the quality of electrical energy supply towards clients and reducing losses in the distribution network. It is aimed to increase the transmitting capacity of electric lines that have a low voltage.
IP2- Integration of railway and ports in the international network	Regenerating/renovating railway network of Podgorice – Shkoder – Durres – Vlore.	Establishing a low environmental pollution railway network, for passengers and goods mobility in the region. Establishing buffer security areas and multi-modal stations in urban centres, accessible from different mobility vehicles. Restructuring the maintenance network infrastructure. Establishing green zones as “buffer” zones and as barriers against noise.
IP1- Connection with the Mediterranean coastal infrastructure	Rehabilitating and completion of scenery coastline roadway.	Rehabilitating the scenery coastline roadway and completion of its missing segments. Provision of separated physical lanes for bicycles mobility. Implementing underground, security and informing infrastructure. Avoiding goods and heavy transport flows from this roadway and protecting, through buffer areas, against urban development.
IP4- Creating integrated mobility stations	Constructing at least one heliport in the fourth coastline zone, that has difficult mountainous terrain (Vlore – Konispol).	Constructing an heliport to increase tourism and have a faster tourists distribution along the coastline territory, and in gaining a quicker access in cases of emergency for the fourth coastline zone.
IP4- Creating integrated mobility stations	Building a bus terminal in the northern segment, near Velipoja.	Building a bus station near Velipoja, connected with the national strategic roadway, to gain quicker access of northern tourism areas with the main urban centres. Integration of regional mobility networks with the public transport stations system of urban centres. Implementing the regional ticket that has differentiated mobility prices for different categories of residents, students and tourists.
IP7- Revitalisation of existing ports and anchorage place as public stations for marine transport	Constructing ferries tourism terminal in Saranda.	Establishing new port structures to support tourism and in increasing Saranda’s port capacity, for passengers and vehicles mobility. Support with physical and digital underground and overground infrastructure, and access by public transport.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Lending Organizations	State Budget, Loans	Public investment	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations	State Budget, Donation, Loans	Central public investment	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations	State Budget, Regional Development Fund, Local budget, Donation, Loans	Central/local public investment	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans Capital investment	Central/local public investment, P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	Regional Development Fund, Local budget, Donation, Loans, Private capital	Central/local public investment, Donation, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans, Private capital	Central/local public investment, Donation, P.P.P.	2025-2030

Policy	Project	Description and expected results
IP7- Revitalisation of existing ports and anchorage place as public stations for marine transport	Constructing an harbour in Porto Palermo.	Constructing a tourism harbour in Porto Palermo, that has a perennial activity and international traffic flow, to promote and support tourism development. It is aimed to utilise existing ports, berths and harbours. Support through port administering and tourism services.
UP3- Regeneration of urban poles of development	Regenerating urban and local centres that have a tourism character.	Improving public space and main buildings, focusing on reconstructing buildings that have social-cultural and historic impact and creating recreational zones supported by services. Improving underground and overground infrastructural network, in urban designing and refurbishment. Adding green areas and pedestrian walking areas to create mixed functions in public space utilisation.
IP6- Promoting and improving the infrastructure for bicycles and pedestrians	Regenerating the entire coastline in urban and local centres and their tourism surrounding zones, through establishing coastline avenues, from Velipoja to Ksamil.	Improving public space and public and private services that are provided in them. Expanding capacities of green and recreational spaces along the coastline, and areas where there are found necessary services for the well-functioning of every day life out of, or, during the tourism season. Recreating faded identities, of each coastal residence area, through urban regeneration.
EP10- Promoting and developing coastline potentials and values	Cleaning the coastline areas and river deltas.	Regenerating lagoons territories, river deltas, natural reservoirs and the forested coastline areas. Developing efficient management, protection and monitoring structures of such territories in every municipality. Controlled land utilisation on tourism functions that are provided in these territories.
EnP1- Development of environmentally protected areas	Polluted waters cleaning and taking measures in preventing the pollution phenomenon in the source and during the flow.	Regenerating river beds, developing green corridors in both of their sides as buffer areas, accompanied with cycling trails. Creating “chambers” for rivers near urban and rural areas to protect these areas from floods. Preventing spillage of liquid and solid wastes in these rivers.
EP7- Interconnection of service economy in urban and rural centres	Revitalising these areas through adding and constructing recreational and sports areas in urban and local centres.	Constructing sports terrains, in urban areas that have a high density, through instruments of territorial planning, improving sports facilities in local educational institutions, their utilisation aperture for the community outside of institutional hours.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	Loans, Private capital	P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans, Private capital	Central/local public investment, Donation, P.P.P.	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Lending Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans, Private capital	Central/local public investment, P.P.P.	2025-2030
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Private investors, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, Private capital, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Private investors, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, Private capital, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Loaning Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans, Private capital	Central/local public investment, Private investment, P.P.P.	2015-2020

Policy	Project	Description and expected results
IP6- Promoting and improving infrastructure for bicycles and pedestrians	Revitalising through adding and constructing pedestrian green areas and mixed services for residents and tourists.	Promoting pedestrian mobility, in constructing avenues that pass through urban blocks. Constructing pedestrian axis that are uninterrupted from urban barriers, such as separating walls within neighbourhoods and residence blocks. Determining and developing axis that have restricted road traffic in certain hours.
EnP2- Reforestation of free natural areas	Establishing, through issuing status, projecting and implementing the Regional Natural Park near Shkodra.	Establishing accommodation structures in regional level, responsible for implementing projects and for managing and monitoring the park. Establishing mixed functions spaces for recreational services, natural areas in support of natural wild life, service areas of culture and tradition. Natural tourism supported in services and information stations near local urbanized centres.
EP6- Interconnection of areas and environmental and cultural primary resources through natural corridors	Establishing, through issuing status, projecting and implementing natural and cultural regional itineraries.	Interconnection of coastline tourism areas with historic-cultural centres through natural itineraries. Developing basic infrastructure and physical and digital informing infrastructure (GPS) for the well-functioning of the itinerary, raising its managing structures in different segments, supported by regional municipalities. Alternating natural trails with historic and cultural areas outside of urban centres and with the regional water basins. Interlinks with festival areas and recreational spaces in rural centres.
IP6- Promoting and improving infrastructure for bicycles and pedestrians	Establishing, through issuing status, projecting and implementing regional itineraries for cycling.	Cycling mobility itineraries out of urban areas, must be accompanied by dedicated lanes, that pass out of vehicles mobility areas, for a safer and more enjoyable bicycle mobility. Establishing ring-like mobility itineraries with bicycles alongside water lines, rivers, lakes, shores and protected areas, by interconnecting important natural, scenery, urban, cultural and regional parks elements. Developing cycling stations that enable renting them and taking information regarding rural natural tours, along such itineraries. Establishing the right infrastructure in developing sports such as mountain-bike and cycling trails alongside rivers.
EP10- Promoting and developing coastline potentials and values	Pilot project in raising an excellency centre, coastline scientific research centre, specialised in marine studies, with the centre being in Vlora.	In the city of Vlora, there must be established the national centre of coastline assets which will collect unique assets coming from marine flora and fauna. Researchers will have the possibility to perform scientific researches on coastline assets, whereas the centre will also serve as a museum where several findings can be exposed.

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Loaning Organizations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loans Private capital	Central/local public investment, Private investment, P.P.P.	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, in kind	Central/local public investment, Donation	2015-2020
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Loaning Organizations, Academic institutions	State Budget, Regional Development Fund, Local budget, Donation, Loan	Central/local public investment, Donation, P.P.P.,	2025-2030

Policy	Project	Description and expected results
UP5- All inclusive community spaces	Pilot project in integrating communities through regeneration and development of informal coastline areas.	Constructing pedestrian spaces and zones through: Redevelopment of urban blocks; creating common spaces by eliminating barriers and walls that limit accessibility and mobility. Establishing common green areas and services for socialisation. Accessing such centres by public transport.
UP11- Preserving traditional architectonic values in new urban developments	Pilot project in restoration and redevelopment of architecture without architect 1991-2013, to harmonise the traditional coastline residences found in the coastline in order to aesthetically improve and grow the construction quality of such residence areas.	In preserving and adapting traditional architecture in new constructions, and in harmonising the architecture of years 1991-2013 with the traditional architecture found in coastline residence areas, the initial interventions must be made in areas near tourism poles, such as Velipoja, Shengjin, Durres, etc., and in continuing in the entire coastline. Such intervention will be accompanied by eliminating surrounding walls in zones that present social problems, in territorial maintenance and in façades unification.

Tabela 7.1 Projektet Strategjike

Responsible actors	Financial sources	Implementation model	Expected implementation period
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Academic institutions, Civil society	State Budget, Regional Development Fund, Local budget, Donation, in kind	Central/local public investment, Donation	2020-2025
The relevant ministry/ies, Regional development agency/ies, Relevant municipality/ies, Foreign Supporting Organizations, Loaning Organisations, Private investors	State Budget, Regional Development Fund, Local budget, Donation, Loan, Private capital	Central/local public investment, Private investment, P.P.P.	2020-2025

8

Plan monitoring and assessment

Content

248 8.1 Plan monitoring and assessment

249 8.2 Indicators

Plan monitoring and assessment

8.1 Plan monitoring and assessment

The monitoring process and implementation assessment of this document shall be the following on-going work during the next 15 years, where NTPA will play the same fundamental role as the one during the drafting of ICSP for the Shore.

The monitoring process shall serve as the basis to control, but especially to guide developments in the territory toward a sustainable future. Generally, the implementation of any planning document, at central and local level, must be accompanied with its monitoring and assessment process. It is fundamental for the plans to drafted by clearly formulating a series of objectives, policies and tangible projects, because their monitoring and assessment shall be conducted based on these items, thus ensuring continuity and implementability of the planning documents and, consequently, sustainable development. The monitoring process might lead to the necessity of undertaking measures for amendments to the planning documents, depending from its monitoring reports.

The actors participating in the monitoring process of the implementation of the Integrated Cross-sectoral Plan for the Shore shall be the sectors involved in the constituting objectives, policies and projects, local government units located within the territory covered by the shoreline, as well as the National Territorial Planning Agency, as the process coordinator and responsible for the process in its entirety.

Monitoring is a continuous process, that will start upon approval of the plan and will be extended up to the termination of its period of action. Monitoring will enable the compliance of the objectives, policies and projects proposed by ICSP for the Shore with the ones proposed by the other planning documents, that due to the planning hierarchy must built upon it. This process enables the recognition of the factors that have an impact during the implementation of the Integrated Cross-sectoral Plan for the Shore, and also brings forward proposals for regulatory legal amendments or changes to the planning documents, when deemed necessary due to changes in the territory or other factors.

The assessment derives from a thorough analysis of the results obtained from the continuous monitoring process of the implementation of the planning document and developments on the territory. The plan assessment is a process conducted in specific intervals, but not necessarily every year. Whereas the monitoring of the plan is accompanied by a report, that is prepared every year, the assessment of this plan will be required every five years, where pursuant to the law a review of the sectoral plan must be conducted. However, based on the annual monitoring report results, the assessment might be deemed necessary within a time frame of 3 years, which coincides with MTFB, or in specific cases even more often. The plan assessment process will be conducted by the respective ministries and their subordinate institutions.

The process of Integrated Cross-sectoral Plan for the Shore monitoring and assessment will be carried out in line with the monitoring and assessment of other both plans at central level. The General National Territorial Plan and Integrated Cross-sectoral Plan for Tirana-Durres Area, pursuant to the law 107/2014 “On territorial planning and development”, and the by-laws for its implementation. In order to detail the manner how implementation and assessment of the planning documents will be monitored, a special document will be drafted in the form of a platform of indicators. Hereby below is provided in general terms the basis where the monitoring platform will be built upon, with regards to the concrete monitoring and assessment of the Integrated Cross-sectoral Plan for the Shore.

8.2 Indicators

Urban indicators

These indicators aim to measure the urban development degree in order to achieve a sustainable development model, that is looking to amend the errors of the past.

The main objectives that will be monitored are:

- Polycentric development along the coastal area;

- Distribution of the services as per the hierarchy of the centres;
- Improvement of waterfronts for coastal urban centres;
- Promotion and revitalization of the coastal tourism localities;
- Diversification of the tourism offer improving the connections of the coastal area to the agricultural and hilly-mountainous territories more inland;
- Economic clustering for the development of local tourism and economy at the coast. 5 economic clusters are proposed in order to increase economic interaction of the coastal localities to create the so-called economy of scale;
- Monitoring new constructions along the coastal area in order to stimulate the use of local construction materials and preserve traditional architecture. Such measure will stimulate the development of an elite and authentic tourism offer;
- Prohibiting and preventing informal construction activity along the coast.
- Cross-border cooperation through joint projects that have an impact on economic growth and those that raise awareness to protect natural areas, which go beyond administrative borders;

Indicators on infrastructure

These indicators aim to measure the degree of investment performance mainly in transport and energy to fully and qualitatively cover the whole coastal area with these services.

The main objectives that will be monitored are:

- Infrastructural investments and projects stimulating the improvements of connections to the Mediterranean network;
- Constructing the coastal landscape road as an interurban local road with a special focus on assessing the rural and natural landscape where it will cross through.

By considering infrastructure as a key element for coastal development, the aim is to interconnect all localities and potentials represented by the area;

- Full reconstruction of the existing north-south railway line;
- Concentrating around 50% of the infrastructural investments of the coastal area on the soft infrastructure and road signs for tourism development. Investments in soft infrastructure and signage aim the coastline values promotion and accessibility facilitation in tourism attraction areas;
- Increase up to 90% of the accessibility in potentials found alongside the coastline, having in place the required infrastructure for bicycles and pedestrians. Promoting cycling and walking alongside coastline areas, will push social interaction and will make such area more accessible;
- Developing marine infrastructure, focusing on the increase of existing ports capacities and increase of the number of tourism ports;
- Achieving up to 100% polluted water treatment in the coastal area. Constructing polluted water treatment plants, in accordance to the current capacity and the future predicted increase of visits in the coastal areas. Increasing quality of water alongside the coastline is in a straight balance with tourism level, thus it is aimed to have a maximal cleanness in the coastal areas, which will have a direct impact in the tourism sector;
- Electrical energy coverage and increase of quality of service for the entire coastal area. Coastal areas will be primarily considered for being supplied with continuous electrical energy, because, during the tourism season, this area encounters an increase in the demand for this service. This is a factor that imposes a qualitative electrical energy coverage to be extended in the entire coastal areas during the whole year;
- At least 10% of the total energy supplied in the coastal areas will be produced

from solar energy. Solar energy presents a high potential in the coastal areas. Alongside this zone, support is going to be issued to initiatives for solar energy utilisation in residences, plants, etc.

- Growing use of certain materials that have a high energy efficiency. Utilising new technologies in the energetic area, it is ensured a maximal efficiency in electrical energy production.

Economic indicators

These indicators aim to measure the level of economic growth and the performance of implementing measures in achieving strategic objectives.

The main objectives that will be monitored are:

- Economic increase by 30% in the coastal areas through integrated tourism sector in utilising and promoting natural, cultural and culinary traditional values, and increase in services quality;
- Establishing 5 economic clusters in tourism and local economic development in the coastline. Clusters utilisation as an example of success for economic development, will enable economic development based on its most important sectors, such as agriculture and tourism;
- Establishing and increasing efficiency of professional schools in human capacity building, which will serve in the main sectors that will support, or are currently part of the economic structure of this area;
- It is aimed to double the generated income from cultural monuments and heritage sites visits, through restoration and maintenance, public information, marketing and their interconnection through use of natural corridors with the residential centres;
- Diversifying tourism packages in achieving a qualitative tourism and in increasing by 10% the number of tourists in the coastal areas;

- Extending tourism season for up to 12 months. Extending tourism offer from the marine areas up to the inner parts of the territory, alternating tourism sectors with other development sectors will enable a much more attractive tourism as compared with what is currently occurring and moreover this would be a perennial tourism.

Agricultural indicators

These indicators aim to measure the realisation scale of strategic objectives in protecting agricultural land, increasing agricultural production and welfare of rural population.

The main objectives that will be monitored are:

- Protecting agricultural land by 100%;
- Certifying and marketing of about 90% of products that are produced and traded in the coastal areas. By certifying products as an alternative of services quality control, it is aimed to achieve a qualitative service in coastal areas;
- Improving all infrastructures that impact in agricultural development. Prioritising agricultural investments aim to develop and increase its interaction with tourism sector. Adjusting and improving irrigation systems (sewage, reservoir cleaning, etc.);
- Increasing the minimal size of agricultural parcels by 50%;
- Developing agricultural, farming and fishing products. Establishing a functional collection, trading, distribution and processing system, aims to increase revenues from this sector.

Indicators for nature

Such indicators aim to measure and monitor the effectiveness of inter-institutional measures in achieving strategic objectives and nature and biodiversity protection level, in order to reach a positive result.

The main objectives that will be monitored are:

- Well management and growing by up to 20% of coastal protected areas.
In order to protect and well manage protected areas, the plan aims to adding them up;
- Increasing marine protected areas surface by up to 50%.
It is very likely that the marine areas of our country have underwater assets, that still remain unexplored;
- Preservation of water basins in an area of 200 metres.
To reduce risks of river basins, they are going to be protected in a length of 200 metres from both sides of water border;
- Forestation of erosion endangered zones. Based on the consequences caused from erosion, it is thought to take certain protection measures, such as: forestation, systematization, etc.;
- Up to 50% of the infrastructure that is going to be added to the shore, will use ecological materials and will be in accordance with the surrounding nature. In protecting nature and in promoting stable development, the infrastructure placed in natural areas must be ecological;
- Reforestation of coastal area. A special attention will be given to forests and green layers of land, that have been damaged in the recent years, from construction, as well as, from unlawful cuts or fires. Doubling planted trees in replacing damaged trees because of different development interferences in the territory.

Glossary

“Urban cluster” - (based on GNP) makes up the continuous constructed surface area of a zone, mainly in the central parts of a city or village or even in the urbanized peripheries. In this context certain terms are used such as: urban agglomeration or urbanised unit, or geographical methodology utilised in classifying them. For instance, in 2011 census, made in Albania by INSTAT, a similar term is used, urban cluster is defined as the network of contiguous grid cells of 1 km², with at least 300 inhabitants per km² and a minimum population of 5.000 people.

“Regional development pole” - (based on GNP) is the territorial space that includes one or more units of local government identified in GNP as polycentric development centres, focusing on one or more sectors.

“Polycentric development” - (based on GNP) Is referred to the process that promotes collaboration between cities and regions with each-other and the territories around them, in order to identify mutual strengths and complementary potentials, that bring an added value in the economical development that otherwise is difficult to be achieved in isolated cities and regions (ESPON 2016).

“Area with a development specifics” - (based on GNP) Means a functional territorial unit, including parts of one or more local self-government units within a development pole or between such poles, with features similar to urban agglomerations, show the potentials of central cities and/or economic specialization areas, in impacting regional development.

“Cluster” - (based on GNP) Economic and institutional concentration or clusters based on geographical position, interconnected in a specific area, that has mutual features and externalities. (Based on the definition of Michael E. Porter, On competitiveness.) Otherwise known as regional agglomeration of industries and services placed in territorial proximity.

(EC Communication: Directed towards worldwide level of clusters in the European Union: Implementing the Strategy widely based in innovation - {SEC(2008) 2637}, 17 .10.2008, p.3).

Establishing successful clusters is one of the main elements that impacts in competitiveness of the territory. In this way, it is important that the establishing potential is identified in GNP. In this text, mentions of clusters that are based on human capital, wants to highlight the importance of investments in universities, research centres, technology, etc., to increasing human capacities, innovation potential, transforming the attractiveness level of the territory where these investments are occurring, and where these investments' main demand is for a qualified labour force.

“Specialized centres” - Inhabited centres that can correspond, in terms of hierarchy, with secondary, tertiary urban centres, local centres, or locality, that are specialized, or have a potential to be profiled in specializing these areas in specific sectors. In the Integrated Cross-sectoral Plan for the Shore, specialized centres in tourism, fishing, agro-tourism, cultural heritage sectors are highlighted. Specialized centres partially match with cities that are recognised for specific talents, based on GNP, but specialized centres also include inhabited centres that can have a rural character.

“Gate-City” - (based on GNP) is a term used for cities that have an important strategic position, regarding the country's interconnection with other regional countries and beyond. They are characterized from placing connecting infrastructure that has a national importance such as ports, airports, highways that connect the country with European strategic development corridors, etc. These cities have a potential to lead regional development and all national territory.

“City-region”- (based on GNP) is a term initially used since about 1950 from city and urban planners and economists in defining a metropolitan area and its surroundings. Typically, this term denotes a city, urban conurbation or urban zone with multiple administrative districts, but sharing same resources like a central economical activity district, a mutual market and a transport network such that it functions as a single unit.

“Region of development”- (based on GNP) is a functional territorial unit, that includes one or more self-governing local units, in order to draft and implement policies of regional development and cohesion.

“Regional development”- (based on GNP) is the process of identifying, promoting, administering and utilising the economic potential of development regions, achieving territorial cohesion through development regions, supported in retention of social equilibrium and environmental stability in the entire territory of the country or in one part of it.

“Protected marine area” - water, marine and coastal territories, that are determined to protect biological diversity, natural and cultural assets, associated territories, that are managed based on legal definitions and through modern scientific methodologies.

Bibliography

References

- NANR, 2014, Renewable Energies, Study for Albania;
- NEA, 2014, Report on environmental situation, Ministry of Environment;
- Cappato.A et.al., 2011, Cruises and Recreational Boating in the Mediterranean, Istituto Internazionale delle Comunicazioni, UNEP Plan Bleu;
- Biodiversity Directory, 2013, Achievements and shortcomings in nature protection, biodiversity and protected areas (2009-2013);
- General Directory of Sewage-Water Supply 2011, Report, Performance of sewage service in Albania;
- WRE, 2014, Report on the Performance of Sewage-Water Supply Companies.
- Guerrero.J, Marti Selva.L, Medina.R, 2005, Economic Impact of Western Mediterranean Leisure Ports, Universidad de Valencia;
- Hoxhaj. F, Abazi. E, Zaimi. K, Vako. E, 2015, Development of Hydrological and Hydraulic Study of Regulation of Skadar Lake and Bojana River Water Regime, Academy of Sciences Albania;
- IABR/UP, 51N4E, TUDelft dhe Fabric, 2014, The Metabolism of Albania, Atelier Albania dhe NTPA;
- IGR AG dhe IC Consulente, 2013, Water Supply and Sewerage Master Plan for Albania, Albanian Ministry of Public Works and Transport (MPWT), General Directorate of Water Supply and Sewerage;
- ENC, 2014, Implementing National Plan in aligning environmental legislation in Albania, National plan for waste management;
- Kulici.H, et.al., 2015, Monitoring dynamics of Albanian coastline and assessing the geological environmental impact on a scale 1:50000, in support of integrated management of the coastal space, Geology Directory, Marine Space Sector;
- Ministry of Environment, 2007, Draft-strategy of fishing and aquaculture development 2007-2015;
- Ministry of Environment and UNDP, 2013, Strategic Plan for Marine and Coastal Protected Areas (SPMCPAs), Institute of Nature Conservation in Albania;

- Ministry of Environment, 2015, Cross-sectoral Draft: Strategy of Environment 2015-2020;
- Ministry of Environment and UNDP, 2015, Protected marine and coastal areas in Albania;
- Ministry of Environment and UNDP, 2015, Management Plan for the Complex: Llogara-Rrëza e Kanalit-Dukat-Orikum-Tragjas-Radhimë- Karaburun;
- Ministry of Public Works and Transport, 2011, National Sectoral Services Strategy of water supply and sewage systems 2011-2017;
- Urban Development Ministry, 2014, National Draft-strategy on Tourism 2014-2020;
- Pano Niko, 2015, Albanian water assets, Science Academy of Albania;
- Shameti. E, Lecini. N, 2014, A new urban-rural classification of Albanian population, INSTAT;
- Shameti. E, Dhuli. E, Jahja. T, 2014, Albania communes and municipalities typology, INSTAT;
- Albanian Geological Service, "Monitoring and assessing dynamics of Albanian coastal space", Annual Report, March 2016.

Relevant legislation

- Law No. 8 378, date 22.07.1998 "Road Code of the Republic of Albania", amended;
- Law No. 8 743, date 22.02.2001 "On national properties real estates", amended;
- Law No. 8 743, date 22.02.2001 "On national properties real estates", amended; - Law No. 8 752, date 26.3.2001 "On establishing and functions of structures on administering and land preservation", amended;
- Law No. 8 906, date 06.06.2002 "On protected areas", amended;
- Law No. 9 048, date 07.04.2003 "On cultural heritage", amended;
- Law No. 9 103, date 10.07.2003 "On protection of transboundary lakes", amended;
- Law No. 9 244, date 17.06.2004 "On protection of agricultural land", amended;
- Law No. 9 251, date 08.07.2004 "Maritime Code of the Republic of Albania", amended;
- Law No. 9 317, date 18.11.2004 "Railway Code of the Republic of Albania", amended;
- Law No. 9 385, date 04.05.2005 "On forests and forestry services";

- Law No. 9 428, date 13.10.2005 "On adherence of the Republic of Albania in the Convention "On facilitation of International Maritime Traffic (London, on 9th of April 1965)"";
- Law No. 9 587, date 20.07.2006 "On protection of biodiversity", amended;
- Law No. 9 594, date 27.07.2006 "On adherence of the Republic of Albania in the Maritime International Convention "On prevention of pollution from ships, 1973", amended by protocol of year 1978 (MARPOL 73/78)";
- Law No. 9 693, date 19.03.2007 "On grazing fund", amended;
- Law No. 9 817, date 22.10.2007 "On agriculture and rural development";
- Law No. 10 040, date 22.12.2008 "Airway Code of the Republic of Albania", amended;
- Law No. 10 119, date 23.04.2009 "On Territorial Planning", amended (currently ceased to exist);
- Law No. 10 224, date 04.02.2010 "On adherence of the Republic of Albania in the International Convention "On civil liability for bunker oil pollution damage, 2001"";
- Law No. 10 290, date 24.06.2010 "On adherence of the Republic of Albania in the International Convention "On civil liability and compensation for damages in connection with the carriage of hazardous and noxious substances by sea, 1996"";
- Law No. 10 431, date 09.06.2011 "On Environmental Protection", amended;
- Law No. 10440, date 07.07.2011 "On assessing the impact in environment", amended;
- Law No. 10 463, date 22.09.2011 "On integrated waste management", amended;
- Law No. 111/2012 "On marine water sources integrated management";
- Law No. 91/2013 "On strategic environmental assessment";
- Law No. 107/2014 "On territorial planning and development" amended;
- Law No. 115/2014 "On administrative-territorial division of local government units in the Republic of Albania";
- Law No. 93/2015 "On tourism";
- Law No. 139/2015 "On local self-governance";
- Decision No. 676, date 20.12.2002 of Council of Ministers "On awarding the status of protected area to the natural monuments of Albania;
- Decision No. 266, date 24.4.2003 of Council of Ministers "On administrates found in the protected areas;
- Decision No. 267, date 24.4.2003 of Council of Ministers "On procedures of proposing and awarding the status of protected and buffer areas;
- Decision No. 807, date 4.12.2003 of Council of Ministers "On regulations on utilisation permission of caves";
- Decision No. 86, date 11.2.2005 of Council of Ministers "On establishing management committees for the protected areas;
- Decision No. 306, date 25.03.2009, of Council of Ministers "On announcing, categorising and naming the Port "Porto Romano" - "An available port for international traffic";
- Decision No. 553, date 02.06.2009 of Council of Ministers "On announcing, categorising and naming the Port "Vlora-1", in Vlora bay, as an "Available port for international traffic";
- Decision No. 747, date 24.10.2012 of Council of Ministers "On announcing, categorising and naming the Port of Goods "Limion-Sarandë" as an "Available port for international traffic";
- Decision No. 408, date 13.05.2015 of Council of Ministers "On approval of Territorial Development Regulation", amended;
- Decision No. 671, date 29.07.2015 of Council of Ministers "On approval of Territorial Planning Regulation";
- Decision No. 1, date 08.10.2013 of National Territorial Council "On emergent intervention measures on protection and rehabilitation of the environment in certain areas of national importance and the procedure of drafting the Integrated Cross-sectoral Plan for the Shores";
- Decision No. 14, date 07.03.2014 of National Territorial Council "On approving the initiative on drafting the Integrated Cross-sectoral Plan for the Shores";
- Convention "On wetland of international importance" (Ramsar Convention);
- Convention "On the protection of the marine environment and coastal region of the Mediterranean sea" (Barcelona Convention);
- Paris Memorandum "On port state control".

Appendix 1

Proposals on ports

Introduction

Well administration of marine space (with an approximate wideness of 12 nautical miles), has a direct impact in developing the economy of the country, thus impacting the welfare of population that lives in the shores and in the internal parts of the country. The activities that can be developed in relation to this significantly important source, are related with activities explained in article 8, of Law no. 9251, date 08.07.2004 "Maritime Code of the Republic of Albania", amended, which are as follows:

- a) maritime transport of goods and people;
- b) activities in the marine ports;
- c) industrial and sportive fishing;
- d) scientific and archaeological research;
- e) utilisation of the marine subsoil;
- f) sport and educational sailing;
- g) marine tourism;
- h) search and rescue operations;
- i) sea surface and subsoil areas cleaning operations;
- j) other activities performed from marine subjects.

Almost all these typologies of marine activities included in the current legislation, are stimulated to occur and be developed from the document of integrated plan for the shores, being differentiated or altered, in providing a perennial stable economic development.

But in this section, a special focus is given in publishing the results of coastline researches in our country and the human activity in the shores, in order to identify the most suitable places to develop different typologies of marine sailing stations.

Ports classification based on the legal framework

Ports in the territory of the Republic of Albania are classified into two categories, based on the definitions of Law no. 9251, date 08.07.2004 "Marine Code of the Republic of Albania", amended;

a) ports available for international traffic;

b) national ports used for Albanian subjects activities in the maritime sectors, within Albanian territorial waters, or foreign subjects using them for non-trade activities. Ports that support national activities are used from military services, to perform fishing activities, berths for repairing fishing vessels, or to park tourism vessels and yachts.

Proposals on tourism ports⁵¹

This plan's objective is to stimulate existing ports, berths and piers utilisation. But it also proposes other anchorage places (such spots can be technically more adapt to be used for anchorage place), that make a potential to attract investments of domestic or foreign capital in the area of marine and coastline tourism. As follows, you will find the locations on 19 proposals to develop national ports, including existing and new ports, which, in most of the cases, are proposed to be transformed into tourism marines that have a perennial activity and international traffic.

Proposals are (from north to the south):

- Buna river (alongside west coast, Zeus village);
- Shkodra river (alongside the avenue);
- Military Port of Shëngjin (basin in the northern coast, in the area outside the tunnel of torpedo boats);
- Fisherman Bay (Saint Peter), Lalzit Bay;
- Bishti i Pallës, Lalzit Bay;
- Currila, Durrës;
- Water areas near Vollga avenue, Durrës;
- Durrës Port (water areas inside the port);
- Turra Castle;
- Sazan Island;
- Trading Port Skelë, Vlorë;
- Radhimë;
- Orikum (Izvar river discharge point);
- Porto Palermo, Kalas Bay;
- Porto Palermo, Armeridha Bay;
- Limion Bay (Saranda)
- Saranda Bay;
- Tetranisi Bay/ 4 islands, Ksamil;
- Ftelias Bay, in the south of Cape of Spilo.

⁵¹ written by: Agim Barjami (ARBA Shipping Vlorë & Vlora Yachts Club) and Edmond Zhupani (Studio AMZ & Durrës Yacht Club), November 2014

Ports characteristics

1. Buna river (along west coast, Zeus village)

Infrastructure typology:

Berths alongside shores for national tourism traffic;

Infrastructure which is mainly adapt for sailing vessels that perform fishing activities which are not more than 1,5m.

- Capacity: 40 – 60 parking spaces 12.5 LOA
- Sailing vessel typology: up to 12.5m LOA
- Utilisation: perennial
- Proposed investment form: public or PPP

Necessary services/ supporting activities (S1 – S10):

- S1: Point of anchorage for vessels;
- S2 - Auxiliary service for anchoring (including emergency response);
- S3: Tourism operators activities (charter, travel, etc.);
- S4: Restaurants and accommodation services;
- S5: Ports administration service/ Marine practice service;
- S6: Security and first aid service.

Time calculated for investment implementation: 2018–2020

2. Shkodra Lake (along the avenue)

Infrastructure typology:

Berth for international and national traffic; Infrastructure which is mainly suitable for motorised sailing vessels

- Capacity: 40 – 60 parking places 12.5 LOA
- Type of sailing vessel: up to 12.5m LOA
- Functioning: perennial
- Type of proposed investment: public or PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Tourism operators activities (charter, travel, etc.);

- S4: Restaurants and accommodation services;
- S5: Ports administration service/ Marine practice service;
- S6: Security and first aid service.

Time calculated for investment implementation: 2018–2020



3. Military Port of Shëngjin (water basin in the northern shores, in the space outside the torpedo boats)

Areas that are administered from Marine Forces / Coast Guard, but that currently is not used from them. As in Bisht Palla case, even here we can have an integrated service, where there can be accommodated again the Coast Guards.

Infrastructure typology:

Tourism Port for international traffic and Coast Guard

- Capacity: 300 – 350 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid service;
- S7: Technical service for repairs and maintenance;
- S8: Sail School

Advantages:

- Situated near tourism centre of Shëngjin and Durrës city and facilitates the provision of services and facilities;
- Existing infrastructure and previous experience;
- Significant proximity with the airport, diverse tourism destinations.

Limitations:

- Existing basin is in a very damaged condition and requires significant investments;
- Shëngjin centre tourism infrastructure requires qualitative and diverse investments.

Time calculated for investment implementation:
2020–2025

4. Fisherman Bay (Saint Peter), Lalzit Bay (in the southern end point of Cape of Rodon)

Infrastructure typology:

Piers for tourism sailing vessels - international traffic;

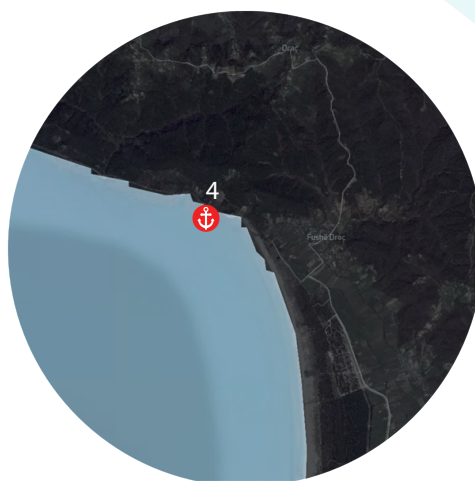
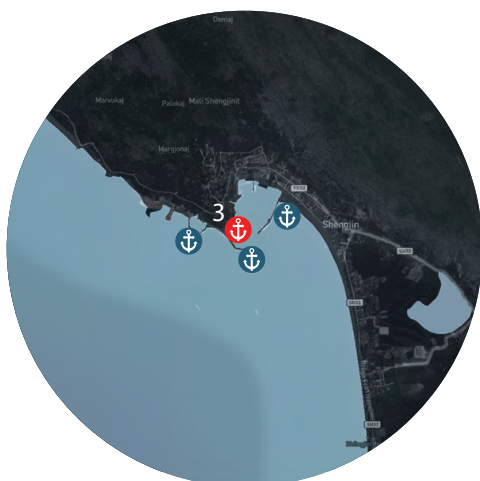
Added functions of Bisht Palla marina

- Capacity: 70 – 100 parking places 12.5 LOA
- Type of sailing vessel: up to 12.5m LOA
- Functioning: seasonal
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S4: Restaurant and accommodation service;
- S6: Security service and first aid services.

Time calculated for investment implementation:
2018–2020



5. Bisht Palla, Lalzit Bay (the area in the south of Erzen river estuary)

Bisht Palla Peninsula (or Cape of Pal) is very well preserved from interventions and for this reason it allows integrated development to take place and it can be placed in service of tourism. This zone is currently administered from Marine Forces / Coast Guards. Currently the basin, in 80% of it, is out of function to offer anchorage for sailing vessels. Being that the coasts space is relatively large, it is possible to organise a development that integrates the functions of Coast Guards and tourism port.

Infrastructure typology:

Tourism Port for international traffic and Border Police Force

- Starting capacity (in the shore): 80 – 100 parking places 12.5 LOA
- Capacity after expansion (in the water): 300 – 400 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial and seasonal (outer part of the protecting pier)
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S7: Technical service for repairs and maintenance;
- S8: Sail School.

Advantages:

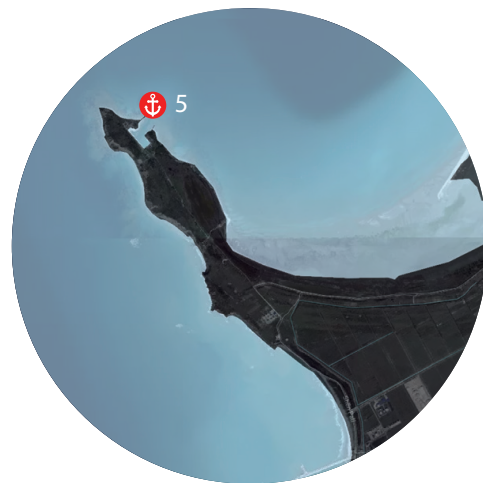
- Highly protected from wind and waves;
- Situated near Durrës city, in the tourism area of Lalzit Bay, and facilitates the provision of services and facilities; it is a great opportunity in supporting the traffic of big yachts;
- Presence of Coast Guards Services facilitates the boats traffic;

- Existing infrastructure and previous experience;
- Proximity with the airport, capital city and diverse tourism destinations.

Limitations:

- Existing basin is in a very damaged condition and significant investments are required;
- Division of parking spaces between vessels of Coast Guard and tourism boats.

Time calculated for investment implementation:
2020–2025



6. Currila, Durrës

Infrastructure typology:

Tourism Port for international traffic

- Capacity: 150 – 200 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;

- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S8: Sail School.

Time calculated for investment implementation:
2025–2030

7. Water zone in front of Vollga avenue, Durrës

Infrastructure typology:
Tourism Port for international traffic

- Capacity: 50 – 200 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid service;
- S8: Sail School.

Required investment development time:
between 2018–2020



8. Durrës Port (water space inside the port)

Up to 30-40% of berths longitude and quays inside trading ports of our country remain unused and in most of the cases, they are out of the attention in order to be developed and maintained. Using such free zones makes it one of the most economically viable options in initiating to give support in developing nautical tourism alongside the Albanian coasts. In Durrës Port, the service supplied to boats and yachts can be easily constructed by modifying the existing infrastructure in quay no. 0. It is proposed to use portable piers in assisting vessels anchorage and bridges and other access points that will connect piers with the main square found in the quays.

Infrastructure typology:
Portable piers / anchorage place that assists in international traffic

- Capacity: 50 - 70 parking places 12.5 LOA
- Type of sailing vessel: up to 25-30m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S8: Sail School.

Advantages:

- It is situated in the most dynamic part of Durrës city;
- It is very easy to be achieved; Existing infrastructure and previous experience;
- Presence of Coast Guards Service, captaincy and border authorities;
- Situated in the centre of coast region with the highest seasonal traffic in the country;
- Proximity with the airport, capital city and tourism destinations of historic and cultural heritage, natural monuments, etc.

Limitations:

- Capacity for parking places is very limited
- Being placed inside trading port, makes it for the infrastructure to be put in service of large vessels;
- Limited deadline development until developing genuine marine near the port.

Time calculated for investment implementation:
2018-2020



9. Turra Castle

Infrastructure typology:
Tourism Port for international traffic

- Projected capacity: 150 -200 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial
- Proposed investment form: concession

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;

- S7: Technical service for repairs and maintenance.

Time frame to implement investment:

- Phase 1: 2015 – 2020
- Phase 2: 2020 – 2025

10. Sazan Island

Sazan Island plays an important role in developing boats and yachts traffic, which means, that Nautical Tourism can be developed in Vlorë Bay, and in general, in all Albanian Southern Coastline.

In the current conditions, there is a total lack of economic activity in Sazan island. Its development would be stimulated from promoting marine traffic, mainly that related with the entertainment sailing tourism. Sazan Port is positioned very well geographically, and has a perfect protection from wind and sea waves. This port is equipped with a complex infrastructure, which even though is old, currently is functional in attending entertainment vessels, small cruises (up to 150-180m), fishing vessels or large private yachts. Developing vessels traffic in the island direction requires to be performed based on a very well detailed program - establishing such traffic, would be basis of strengthening the position of Sazan island in the tourism infrastructural network in Vlorë Bay.

Techniques in developing such traffic can be as follows:

- Promoting visits from cruises in Sazan island;
- Promoting activities of study expeditions of foreign universities profiled in the areas of tourism, history, geography, environmental preservation and development, photography and cinematography, fashion, clean energy, etc.;
- Promoting activities and classes made from sports organisations, non-for-profit organisations and tourism companies (sport races, activities for environment, specific tourism, etc.);
- Promoting domestic or foreign business activities that are focused in marketing

or promotions (fashion, culinary-cooking services, etc.);

- Establishing a program to put into utilisation for economic, profitable intents of existing buildings/ apartments found in Sazan island, would be something which promotes the private initiative in property and infrastructural development in Sazan island (possibility to attract high quality investments);
- Promoting short-stay visits, (1-2 days) made by private entertainment vessels (yachts and sailing boats). To facilitate accommodation it is necessary to:

- in the first phase of this program, accommodation and supporting services (anchorage, emergent lighting, safety and security) can be offered free of charge;
- in performing marine practice service, the Coast Guards can be authorised, being the only authority that is present in Sazan island.
- Promoting Sazan island as a place for marine emergency shelter (bad weather conditions, issues in the vessel, maritime support, etc.).

The successful application of aforementioned techniques would establish the minimal traffic of vessels, people, goods and services - necessary condition in having a self-sustainable economic development. It is recommended that the implementation program of such techniques starts during 2016 and remain in an experimental phase until 2020. If this program is followed successfully, it is assessed that the creation of anchorage place with limited capacity (70-100 boats) can be achieved in the time frame 2020-2025.

Infrastructure typology:

Tourism Port for international traffic

- Starting capacity: 70 – 100 parking places 12.5 LOA
- Capacity after expansion: 200 – 250 parking spaces 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S7: Technical service for repairs and maintenance;
- S8: Sailing School;
- S9: Cruises anchorage place (later phases);
- S10: Museum.

Time calculated for investment implementation:

- Phase 1: 2020 – 2025
- Phase 2: 2025 – 2030



11. Trading Port Skelë, Vlorë

Infrastructure typology:

Trading and Tourism Port for international traffic

- Current capacity: 250 – 300 parking places 12.5 LOA
- Capacity after expansion: 700 – 800 parking places 12.5 LOA
- Type of sailing vessel: up to 35-40m LOA

- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S8: Sailing School;
- S9: Anchorage place for small cruises;
- S10: Museum.

Advantages:

- Placed in the centre of the largest coastline city in the south of Albania;
- Existing facilities of all kinds;
- Expansion possibility.

Limitations:

- Shallow basins and investment needs for deepening it;
- (more of a challenge) The multifunctional program of the Port, requires suitable designing of space and functional connectivity with the existing structure of the city.

Time calculated for investment implementation:
2020-2025



12. Radhimë

Infrastructure typology:

Tourism Port for international traffic and Border Police Force

- Current capacity: 75 – 100 parking places 12.5 LOA
- Capacity after expansion: 600 – 800 parking places 12.5 LOA
- Type of sailing vessel: up to 25-30m LOA
- Functioning: perennial (in the inner parts); seasonal (in the outer part of protective pier)
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S7: Technical service for repairs and maintenance;
- S8: Sail School.

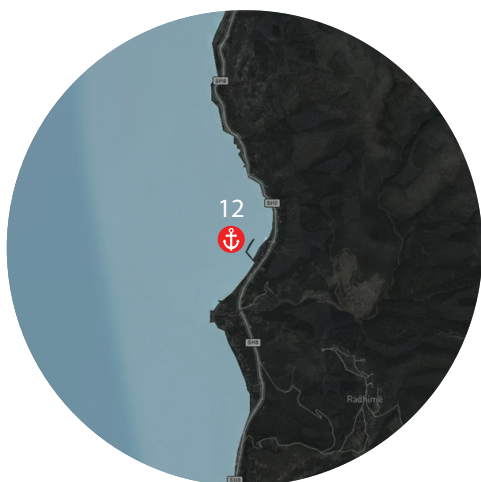
Advantages:

- Proximity with Vlora centre, Orikum, Llogara and other destinations that have cultural, historic and natural values;
- High presence of accommodation and services facilities;
- Existing port infrastructure.

Limitations:

- National infrastructure of Border Police Forces and 'conservative' policies of the sector, can be cause of delays in implementing PPP.

Time calculated for investment implementation:
2020-2025



13. Orikum (Izvuvar river estuary)

Infrastructure typology:

Tourism Port for international traffic

Capacity: 100 – 120 parking places 12.5

LOA Type of sailing vessel: up to 18m LOA

Functioning: perennial

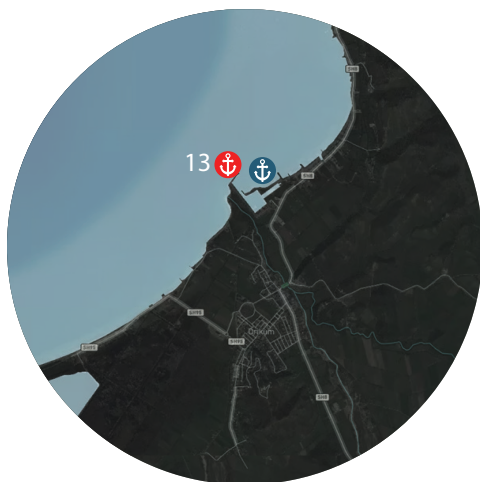
Investment: concession (partly implemented)

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S8: Sail School.

Advantages:

- Proximity with Vlora centre, Orikum, Llogara and other destinations that have cultural, historic and natural values;
- High presence of accommodation and services facilities;
- High opportunity to develop as a part of a marine network, which have a geographical position that has a greater access in the marine traffic and waterways (marine with a specific offer).



Limitations:

- This basin development plan predicts 400 parking places, however because of the existing organization (structure of the entry channel, etc.) a major part of its plan remains unclear how it is going to be achieved;
- The significant distance from the marine waterways is considered as a disadvantage for the self-sustainable operability of this marine, taking into account the conditions of increased competitiveness by the development of other marines in the coasts.

Expected time frame of finalising the already started investment: 2025-2030

14. Porto Palermo – Armeridha Bay

Infrastructure typology:

Tourism Port for international traffic

- Capacity: 400 – 450 parking places 12.5 LOA
- Type of sailing vessel: up to 125m LOA
- Perennial functioning
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service /

Maritime practice service;

- S6: Security service and first aid services;
- S7: Technical service for repairs and maintenance;
- S8: Sailing School;
- S9: Cruises anchorage place;
- S10: Museum.

Advantages:

- Presence of tunnel in Porto Palermo;
- Presence of assets of former military ward and facilities available;
- Opportunity for expansion;
- Presence of facilities that have a significant capacity for yachts repairs;
- Proximity with Porto Palermo Castle;
- Proximity with Himara centre and the chain of its historic settlements;
- Facilities for cruises (Kavadon Bay).

Limitations:

- Risk for poor management of the area that has negative consequences in protecting environment, natural, cultural and historic heritage monuments.

Time calculated for investment implementation:
2020-2025

Advantages:

- Presence of the tunnel in Porto Palermo;
- Presence of assets of former military ward and facilities available;
- Proximity with Porto Palermo Castle;
- Proximity with Himara centre and the chain of its historic settlements;
- Opportunity to dislocate the patrolling vessels of Coast Guards (SAR operations)
- Opportunity to dislocate the fishing vessels fleet.

Limitations:

- Risk for poor management of the area that has negative consequences in protecting environment, natural, cultural and historic heritage monuments.
- In this bay, development is restricted and sustainability is secured only by being part of the development of the marine of Armeridha Bay.

Time calculated for investment implementation:
2020-2025

15. Porto Palermo – Kala Bay

Infrastructure typology:

Tourism Port for international traffic, Coast Guard, Fishing Vessels Fleet

- Capacity: 75 – 100 parking places 12.5 LOA
- Type of sailing vessel: up to 18-25m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S10: Museum.



16. Limion Bay (Sarandë)

Infrastructure typology:

Tourism Port for international traffic

- Capacity 150 – 200 parking places 12.5 LOA
- Type of sailing vessel: up to 20-25m LOA
- Functioning: perennial

Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services;
- S7: Technical service for repairs and maintenance;
- S8: Sail School.

Advantages:

- The landscape in the background of the Bay provides opportunities in developing very effective resources;
- Presence of facilities that have a significant yacht repair capacity;
- Presence of fishing vessels fleet, increases the sustainability of this facility.

Time calculated for investment implementation:
2018-2020

Note: Developing the Limion Bay marina, is recommended to be part of development of Saranda Bay Marina.

17. Saranda Bay Approach no. 1

The marine is proposed to be placed in two restricted marine spaces (north-western and north parts of the Bay), including:

- Existing piers in the Port of Saranda, that are situated in the northern part of the pier for cruises;

- Small port in the city centre;
- Construction of a fixed breakwater (with piles) in protecting the area of the existing port and enabling expansion (in the east) in the version of portable breakwater;
- Construction of a portable breakwater in the south of the small Port in the city centre.

Parking places for vessels are proposed to be created through modifying and utilising existing piers and berths, and portable piers. In this approach it is needed that the public transport vehicles are displaced in the cruises pier or in the new pier in Limion Bay.

Infrastructure typology:

Tourism Port for international traffic

- Capacity: 150 – 200 parking places 12.5 LOA
- Type of sailing vessel: up to 25-30m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S3: Activity of tourism operators (charter, travel, etc.);
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services.

Advantages:

- Situated inside Saranda city and this creates facility in providing services and facilities; it is a great opportunity in supporting the traffic of large yachts;
- Presence of Coast Guard Services, captaincy and border authorities, facilitates boats traffic;
- Existing infrastructure and previous experience;
- Situated in the coastal region that has the highest seasonal traffic in the country;
- Proximity with Corfu;
- Proximity with the ancient city of Butrint, Natural monument "Blue Eye" and a series of other sites and tourism destinations of historic and cultural heritage and natural monuments.

- Proximity with the place where the second international airport is proposed to be constructed.

Limitations:

- Saranda Bay is wide open, in terms of the impact from wind and waves that come from south-western part; nevertheless, the proximity with Corfu (6.5 nm) secures a basic protection;
- Dedicated infrastructure in serving small cruises vessels, presence in berths of big cruises and intensive real-estate development alongside the coastline, decreases the possibility for expanding the marine.

Time calculated for investment implementation:
2018-2020

Approach no. 2

The marine is proposed to be extended in the north-western part of the Bay, including:

- The existing piers of Saranda Port, that are situated in the north part of the pier for cruises;
- Constructing a fixed breakwater (with piles) in protecting the area of the existing port and enabling expansion (in the east) in the version of portable breakwater.

Parking places for vessels are proposed to be created through modifying and utilising existing piers and berths, and portable piers. In this approach, it is required that the public transport vehicles are displaced in the cruises pier or in the new pier in Limion Bay.

Note: Based on the short distance with Limion Bay, it is recommended that development for one of the aforementioned options, includes developing the Limion Bay Marina.

This scenario increases the economic stability of the project, the effectiveness for yachts and provides an unique marketing concept and resource management.



18. Tetranisi Bay/ 4 islands (Ksamil)

Infrastructure typology:

Tourism Port for international traffic

- Capacity 100 – 150 parking places 12.5 LOA
- Type of sailing vessel: up to 12.5m LOA
- Functioning: seasonal
- Proposed investment form: PPP, or public

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services.

Advantages:

- This zone is found inside Ksamil's urban centre, that has a high density in the tourism season;
- It is a zone that has a relatively developed infrastructure;
- Proximity with the eastern and south-eastern shores of Corfu island, facilitates "the construction" of the proposal (this Bay is situated in the narrowest part of Corfu channel and is only 10md from Marina Guvia in Corfu shores);
- Proximity with the ancient city of Butrint;
- Proximity with Saranda city.



Limitations:

- Out of tourism season, the density of population and tourists is significantly decreased.
- Coastal zone alongside and in the proximity of the Bay has small local population density;
- Increased limitations due to beaches presence and intense construction development alongside the coast;
- Lack of experience in administering the financed marines with public funds.

Time calculated for investment implementation:
2018-2020

19. Ftella Bay in the South of Cape of Spilo (Sarandë – Mursi – Vrinë)

Infrastructure typology:

Tourism Port for international traffic

- Capacity: 50 – 200 parking places 12.5 LOA
- Type of sailing vessel: up to 20-25m LOA
- Functioning: perennial
- Proposed investment form: PPP

Services/ necessary supporting activities (S1 – S10):

- S1: Water parking place for sailing vessels;
- S2: Auxiliary service for anchoring (including emergency response);



- S3: Activity of tourism operators (charter, travel, etc.);
- S4: Restaurant and accommodation service;
- S5: Port administration service / Maritime practice service;
- S6: Security service and first aid services.

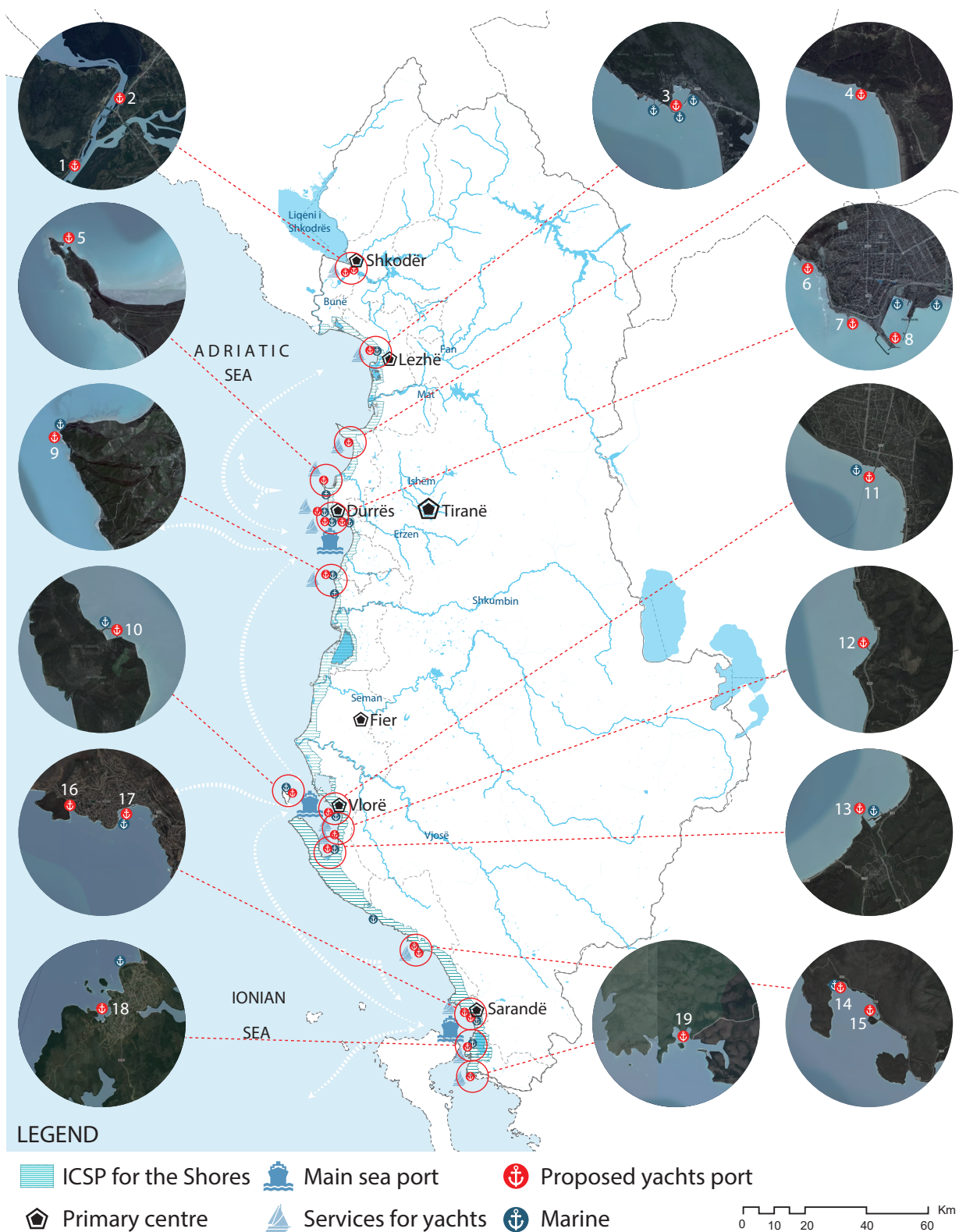
Advantages:

- Proximity with the east and south-east coasts of Corfu island, facilitates “construction” of the proposal;
- Proximity with the ancient city of Butrint;
- Proximity with the national border and initiatives for developments in the neighbour border water areas.

Limitations:

- Coastal areas alongside and in the proximity of the Bay have a small population density;
- The roadway infrastructure and electrical energy and water supply systems, are missing.

Time calculated for investment implementation:
2020-2025



Map 1 Proposals of tourism ports

Nr.	Location/ Zone	Infrastructure typology	Parking capacity (12.5 LOA)	Type of sailing vessel	Functioning	Proposed investment method
1	Buna river (alongside west coast, Zeus village)	Pier alongside the coast for national tourism traffic	40-60	up to 12.5m LOA	Perennial	Public/ PPP
2	Shkodra Lake (along the avenue)	Berth for interna- tional and national traffic	40-60	up to 12.5m LOA	Perennial	Public/ PPP
3	Military Port of Shëngjin (water basin in the space outside the torpedo boats)	Tourism Port for international traffic and Coast Guards	300-350	up to 35-40m LOA	Perennial	PPP
4	Fisherman Bay (Saint Peter), in the southern end point of Cape of Rodon	Pier for tourism vessels - national traffic	70-100	up to 12.5m LOA	Seasonal	PPP
5	Bisht Palla, Lalzit Bay (area in the south parts of Erzen river estuary)	Tourism Port for international traffic and Border Police Force	80-100 (në breg fillim.) 300-400 (në ujë, pas zgjerimit)	up to 35-40m LOA	Perennial + Seasonal	PPP
6	Currila, Durrës	Tourism Port for international traffic	150-200	up to 35-40m LOA	Perennial	PPP

*Auxiliary essential services/activities:

S1 - Point of anchorage for vessels;

S2 - Auxiliary service for anchoring (including emergency response);

S3 - Activity of tour operators (charter, trip, etc.);

S4 - Restaurant and accommodation service;

S5 - Port administration service / Maritime practice service;

Services/necessary supporting activities (S1-S10)*	Advantages	Limitations	Assessed development time of the investment
- S1 - S2 - S4			2018-2020
- S1 - S2 - S3			2018-2020
- S1 - S2 - S3 - S4	- Situated in the proximity of the tourism centre of Shengjin and Durres city and facilitates the provision of services and facilities; - Existing infrastructure and previous experience; - Considerable proximity with the airport, diverse tourism destinations.	- Existing basin has a very damaged status and needs significant investments; - Tourism infrastructure of Shengjin centre requires qualitative and diverse investments.	2020-2025
- S1 - S2			2018-2020
- S1 - S2 - S3 - S4	- Very well protected from wind and waves; - Situated in the proximity of Durres city, in the tourism area of Lalzit Bay, and facilitates the provision of services and facilities; - High opportunity for big yachts traffic; - Presence of Coast Guard Services facilitates boats traffic; - Existing infrastructure and previous experience; - Proximity with the airport, capital city and diverse tourism destinations.	- Existing basin has a very damaged status and needs significant investments; - Separation of parking space between vessels of Coast Guard and tourism boats.	2020-2025
- S1 - S2 - S3 - S4			2025-2030

S6 - Safety and security, and first aid service;
S7 - Technical service for repairs and maintenance;
S8 - Sail school;

S9 - Point of anchorage for cruisers;
S10 - Museum.

Nr.	Location/ Zone	Infrastructure typology	Parking capacity (12.5 LOA)	Type of sailing vessel	Functioning	Proposed investment method
7	Water area in front of Vollga avenue, Durres	Tourism Port for international traffic	150-200	up to 35-40m LOA	Perennial	PPP
8	Durres Port (the water space inside the port)	Portable pier / anchorage place that is available for international traffic	50-70	up to 25-30m LOA	Perennial	PPP
9	Turra Castle	Tourism Port for international traffic	150-200	up to 35-40m LOA	Perennial	Concession
10	Sazan island	Tourism Port for international traffic	70-100 (initial capacity) 200-250 (after expansion)	up to 35-40m LOA	Perennial	PPP
11	Trade Port Skele, Vlore	Tourism Port for international traffic	250-300 (current capacity) 700-800 (after expansion)	up to 35-40m LOA	Perennial	PPP

*Auxiliary essential services/activities:

S1 - Point of anchorage for vessels;

S2 - Auxiliary service for anchoring (including emergency response);

S3 - Activity of tour operators (charter, trip, etc.);

S4 - Restaurant and accommodation service;

S5 - Port administration service / Maritime practice service;

Services/necessary supporting activities (S1-S10)*	Advantages	Limitations	Assessed development time of the investment
<ul style="list-style-type: none"> - S1 - S2 - S3 - S5 - S6 - S8 			2018-2020
<ul style="list-style-type: none"> - S1 - S2 - S5 - S6 - S8 	<ul style="list-style-type: none"> - Situated in the most dynamic area of Durres city; - A solution that can be quickly achieved; - Existing infrastructure and previous experience; - Presence of Coast Guards Service, captaincy and border authorities; - It is situated in the centre of the coastal region that has the highest seasonal traffic in the country; - Proximity with the airport, capital city and tourism destinations of historic, cultural and natural monuments, etc. 	<ul style="list-style-type: none"> - Capacity for parking places if very restricted; - Location inside the trade port, enables the infrastructure to be in service of large vessels; - Limited development deadline until the development of a proper marine near the port. 	2018-2020
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S7 			Phase 1: 2015-2020 Phase 2: 2020-2025
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S7 - S8 - S9 - S10 			Phase 1: 2020-2025 Phase 2: 2025-2030
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S8 - S9 - S10 	<ul style="list-style-type: none"> - Location in the biggest city centre of the south coast; - Existing facilities of all kinds; - Possibility for expansion. 	<ul style="list-style-type: none"> - Shallow basins and needs for investments in deepening it; - (more of a challenge) The multifunctional program of the Port, requires suitable designing of space and functional connectivity with the existing structure of the city. 	2020-2025

SH6 - Shërbimi i sigurisë dhe ndihmës së parë;
SH7 - Shërbim teknik për riparime dhe mirëmbajtje;
SH8 - Shkollë vele;

SH9 - Vendbregëzim për kroçiera;
SH10 - Muze.

Nr.	Location/ Zone	Infrastructure typology	Parking capacity (12.5 LOA)	Type of sailing vessel	Functioning	Proposed investment method
12	Radhime	Tourism Port for international traffic, Border Police Fleet	75-100 (current capacity) 600-800 (after expansion)	up to 25-30m LOA	Perennial + Seasonal	PPP
13	Orikum (Izvuvar river estuary)	Tourism Port for international traffic	100-120	up to 18m LOA	Perennial	Concession
14	Porto Palermo - Armeridha Bay	Tourism Port for international traffic	400-450	up to 125m LOA	Perennial	PPP

*Auxiliary essential services/activities:

S1 - Point of anchorage for vessels;

S2 - Auxiliary service for anchoring (including emergency response);

S3 - Activity of tour operators (charter, trip, etc.);

S4 - Restaurant and accommodation service;

S5 - Port administration service / Maritime practice service;

Services/necessary supporting activities (S1-S10)*	Advantages	Limitations	Assessed development time of the investment
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S7 - S8 	<ul style="list-style-type: none"> - Proximity with Vlora centre, Orikum, Llogara and other destinations that have cultural, historic and natural values; - High presence of accommodation and services facilities; - Existing port infrastructure. 	<ul style="list-style-type: none"> - National infrastructure of Border Police Force and 'conservative' policies of the sector can be cause for delays in implementing PPP. 	2020-2025
<ul style="list-style-type: none"> - S1 - S2 - S4 - S5 - S6 - S8 	<ul style="list-style-type: none"> - Proximity with Vlora centre, Orikum, Llogara and other destinations that have cultural, historic and natural values; - High presence of accommodation and services facilities; High opportunity to develop as a part of a marine network, which have a geographical position that has a greater access in the marine traffic and waterways (marine with a specific offer). 	<ul style="list-style-type: none"> - Development plan of this basin predicts 400 parking places, nevertheless, based on the existing way of how this area is organised (structure of entry channel, etc.), a major part of this plan remains unclear on how it is going to be implemented; - The significant distance from the marine waterways is considered as a disadvantage for the self-sustainable operability of this marine, taking into account the conditions of increased competitiveness by the development of other marines in the coasts. 	2025-2030
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S7 - S8 - S9 - S10 	<ul style="list-style-type: none"> - Presence of a tunnel in Porto Palermo; - Presence of assets of former military ward and facilities at disposal; - Opportunities for expansion; - Presence of facilities that have a considerable capacity for yachts repairs; - Proximity with the Castle of Porto Palermo; - Proximity with Himara centre and the chain of its historic settlements; 	<ul style="list-style-type: none"> - Risk for poor management of the area that has negative consequences in protecting environment, natural, cultural and historic heritage monuments. 	2020-2025

S6 - Safety and security, and first aid service;
S7 - Technical service for repairs and maintenance;
S8 - Sail school;

S9 - Point of anchorage for cruisers;
S10 - Museum.

Nr.	Location/ Zone	Infrastructure typology	Parking capacity (12.5 LOA)	Type of sailing vessel	Functioning	Proposed investment method
15	Porto Palermo - Kala Bay	Tourism Port for international traffic, Coast Guards, Fishing Fleet	75-100	up to 18-25m LOA	Perennial	PPP
16	Limion Bay (Sarande)	Tourism Port for international traffic	150-200	up to 20-25m LOA	Perennial	PPP
17	Saranda Bay	Tourism Port for international traffic	150-200	up to 25-30m LOA	Perennial	PPP

*Auxiliary essential services/activities:

S1 - Point of anchorage for vessels;

S2 - Auxiliary service for anchoring (including emergency response);

S3 - Activity of tour operators (charter, trip, etc.);

S4 - Restaurant and accommodation service;

S5 - Port administration service / Maritime practice service;

Services/necessary supporting activities (S1-S10)*	Advantages	Limitations	Assessed development time of the investment
<ul style="list-style-type: none"> - S1 - S2 - S5 - S6 - S10 	<ul style="list-style-type: none"> - Presence of the tunnel in Porto Palermo; - Presence of assets of former military ward and facilities at disposal; - Proximity with Porto Palermo Castle; - Proximity with Himara centre and the chain of its historic settlements; - Opportunities to dislocate patrolling vessels of Coast Guard (SAR operations); - Opportunities to dislocate fishing vessels fleet. 	<ul style="list-style-type: none"> - Risk for poor management of the area that has negative consequences in protecting environment, natural, cultural and historic heritage monuments. In this bay, development is restricted and sustainability is secured only by being part of marine developments in Armeridha Bay. 	2020-2025
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 - S7 - S8 	<ul style="list-style-type: none"> - The landscape in the background of the Bay provides opportunities in developing very effective resources; - Presence of facilities that have a considerable capacity for yachts repair; - Presence of fishing vessels fleet, increases the sustainability of such facility. 		2018-2020
<ul style="list-style-type: none"> - S1 - S2 - S3 - S5 - S6 	<ul style="list-style-type: none"> - It is situated inside the area of Saranda city and this facilitates the provision of services and facilities; high opportunity for the traffic of large yachts; - Presence of Coast Guards Services, captaincy and border authorities, facilitates boats traffic; - Existing infrastructure and previous experience; - Situated in the coastal region that has the highest seasonal traffic in the country; - Proximity with Corfu; - Proximity with the ancient city of Butrint, natural monument "Blue Eye" and a series of other sites and famous centres that are considered as destinations of historic heritage, cultural and natural monuments. - Proximity with the place where the second international airport is proposed to be constructed in the country. 	<ul style="list-style-type: none"> - Saranda Bay is wide open, in terms of the impact from wind and waves that come from south-western part, nevertheless, the proximity with Corfu island (6.5 nm) secures a basic protection; - Dedicated infrastructure in serving small cruises vessels, presence in berths of big cruises 	2018-2020

S6 - Safety and security, and first aid service;
S7 - Technical service for repairs and maintenance;
S8 - Sail school;

S9 - Point of anchorage for cruisers;
S10 - Museum.

Nr.	Location/ Zone	Infrastructure typology	Parking capacity (12.5 LOA)	Type of sailing vessel	Functioning	Proposed investment method
18	Tetranisi Bay/ 4 islands (Ksamil)	Tourism Port for international traffic	100-150	up to 12.5m LOA	Seasonal	Public/ PPP
19	Ftelia Bay in the south of Cape of Spilo (Sarande - Mursi - Vrine)	Tourism Port for international traffic	150-200	up to 20-25m LOA	Perennial	PPP

*Auxiliary essential services/activities:

S1 - Point of anchorage for vessels;

S2 - Auxiliary service for anchoring (including emergency response);

S3 - Activity of tour operators (charter, trip, etc.);

S4 - Restaurant and accommodation service;

S5 - Port administration service / Maritime practice service;

Tabela 1 Portet turistike te propozuara

Services/necessary supporting activities (S1-S10)*	Advantages	Limitations	Assessed development time of the investment
<ul style="list-style-type: none"> - S1 - S2 - S5 - S6 	<ul style="list-style-type: none"> - Location that is situated inside the urban centre of Ksamil, that has a high density seasonal tourism traffic; - Location that has a relatively developed infrastructure; - Proximity with the eastern and south-eastern shores of Corfu island, facilitates "the construction" of the proposal (this Bay is situated in the narrowest part of Corfu channel and is only 10md from Marina Guvia in Corfu shores); - Proximity with the ancient city of Butrint; - Proximity with Saranda city. 	<ul style="list-style-type: none"> - Out of tourism season, the population density and tourists traffic is significantly decreased; - The coastline area alongside and in the proximity of the Bay has a low density of local population; - Increased limitations due to beaches presence and intense construction development alongside the coast; - Lack of experience in administering marines that are financed from public funds. 	2018-2020
<ul style="list-style-type: none"> - S1 - S2 - S3 - S4 - S5 - S6 	<ul style="list-style-type: none"> - Proximity with the eastern and south-eastern shores of Corfu island, facilitates "the construction" of the proposal - Proximity with the ancient city of Butrint; - Proximity with the national border and initiatives for developments in the neighbour border water areas. 	<ul style="list-style-type: none"> - Coastal area alongside and in the proximity of the Bay has a low population density; - The roadway infrastructure and electrical energy and water supply systems, are missing. 	2020-2025

S6 - Safety and security, and first aid service;
S7 - Technical service for repairs and maintenance;
S8 - Sail school;

S9 - Point of anchorage for cruisers;
S10 - Museum.

Appendix 2

Representatives of the institutions that have been part of the consultation during the drafting of the Integrated Cross-Sectoral Plan for the Shores

Different experts

Date 14.05.2015

1. Eduart Cani	Regional Environmental Centre
2. Marjeta Meksi	Biologist, Giz
3. Frida Pashako	Epoka University
4. Valbona Koçi	Epoka University
5. Elios Kovaçi	Architect
6. Alket Islami	Air photographer
7. Genc Veizaj	Businessman
8. Mirela Koçollari	Archaeologist
9. Edvin Kasimati	Rally Albania
10. Florian Hasko	Lawyer
11. Ditjon Baboçi	NTPA
12. Julian Papaproko	NTPA
13. Ledio Allkja	MUD
14. Aldo Merkoçi	Civil society
15. Julian Bejko	University of Social Sciences, UT

Representatives from ministries

Date 30.07.2015

1. Nertil Jole	MUD
2. Silvamina Alshabani	MD
3. Elton Orozi	MEDTTE
4. Eriola Sojati	MEDTTE
5. Zef Cuni	MC
6. Arta Dollani	INCA
7. Skender Doda	MI
8. Jeta Skenderaga	NCA
9. Lilika Radovicka	MTI
10. Besiana Llazani	MTI
11. Ernest Shtepani	MUD
12. Eriglent Dupi	MD
13. Altin Fuga	MEI
14. Ermir Nasi	MUD
15. Ela Dobi	MUD

Different universities, companies and associations

Date 01.10.2015

- | | |
|-------------------------|------------------------------------|
| 1. Eranda Janku | Polis University |
| 2. Rediana Sokoli | MUD |
| 3. Elfrida Alliu | FIN |
| 4. Sokol Dervishi | Epoka University |
| 5. Qerim Ismeni | NGO |
| 6. Jurtin Hajro | Epoka University |
| 7. Alban Qelepiri | IC Consulente |
| 8. Skerdilajd Anagnosti | IC Consulente |
| 9. Andrian Vaso | IC Consulente |
| 10. Rajmonda Lajthia | Vizion + |
| 11. Shkelqim Bumçi | Construction Consultancy Institute |
| 12. Diana Jolija | MUD |
| 13. Gerta Ismailaja | MUD |
| 14. Kol Dedaj | Assessment association |
| 15. Reis Mulita | Marin Barleti University |
| 16. Rudina Toto | CoPlan/PLGP |
| 17. Jorida Muço | MUD |
| 18. Andreas Faoro | UNlab |

University of Architecture and Urbanism

Date 08.10.2015

- | | |
|-------------------------|--|
| 1. Gjergj Islami | 11. Klaud Manehasa |
| 2. Daniel Qamo | 12. Llazar Shyti |
| 3. Dritan Çaro | 13. Petri Ilo |
| 4. Endrit Tuzi | 14. Agron Lufi |
| 5. Armand Vokshi | 15. Ani Tola Panariti |
| 6. Doriana Bozgo Blea | 16. Elia Stefa |
| 7. Dorina Pllumbi | 17. Arben Biçoku (Architects association of Albania) |
| 8. Denada Veizaj | 18. Maksim Mitrojorgji (Architects association of Albania) |
| 9. Etleva Bushati | |
| 10. Florian Nepravishta | |

European University of Tirana

Date 08.10.2015

- | | |
|--------------------|--------------------|
| 1. Elvin Meka | 8. Indrit Baholli |
| 2. Mimoza Durrresi | 9. Perparim Fuga |
| 3. Engjell Pere | 10. Ertilla Druga |
| 4. Mateo Spaho | 11. Ermela Kripa |
| 5. Selami Xhafa | 12. Drita Kruja |
| 6. Hysen Muçiku | 13. Otjela Lubonja |
| 7. Oltjana Zoto | 14. Lorena Licenji |

Polis University

Date 09.10.2015

1. Dritan Shutina
2. Ledjan Bregasi
3. Elvan Dajko
4. Sotir Dharmo
5. Eranda Janku
6. Dea Buza
7. Imeld Sokoli

8. Besmira Dyca
9. Ani Shtylla
10. Enejda Çela
11. Fabjola Meçaj
12. Silvi Jano
13. Gerti Delli

Chamber of Commerce and Industry

Date 09.10.2015

1. Ylli Xhaja
2. Ilir Bejleri
3. Azem Lala
4. Viktor Delia

5. Luigj Aleksi
6. Fatos Pustina
7. Luan Bregasi
8. Robert Ruci

Albanian Tourism Association (ATA)

Date 12.10.2015

1. Florjan Domi
2. Armand Ferra
3. Matilda Naso
4. Laura Payne
5. Eduez Likaj
6. Ervin Bytyci

Harmonia HG sh.p.k
Albania-Holidays sh.p.k
Albania Tourism Association
Outdoor Albania sh.p.k
Hotel Leondar (Llambi Fani sh.p.k)
Hotel OAZ-ATA

Confederation of Albanian Industries

Date 14.10.2015

1. Gjergj Buxhuku
2. Donika Meshi
3. Fjorida Demko
4. Eva Laro

Agricultural University of Tirana

Date 15.10.2015

1. Andjan Maci
2. Fatbardh Sallaku
3. Bari Musabelliu
4. Shpresim Domi
5. Leonidha Peri

6. Natasha Hodaj
7. Etleva Dashi
8. Veth Tabaku
9. Ervin Toromani
10. Valta Hoxha

Municipalities of Tirana and Durres districts

Date 21.10.2015

1. Ditjon Baboçi
2. Nevin Bilali
3. Devis Agaraj
4. Mirlinda Shqarri
5. Elda Maçi
6. Muhamet Kruja
7. Gjergj Papavasili
8. Alban Demirxhiu
9. Arber Tola
10. Bledar Koskija
11. Aida Dedja
12. Anila Haxhi
13. Fatmir Ejupi
14. Adlei Likmeta
15. Ermal Lama
16. Adhurim Qehajaj
17. Erald Abazi
18. Maks Kona
19. Deshira Qato
20. Elvis Rroshi
21. Dorian Allmeta
22. Sabina Dauti
23. Mirsida Shahini
24. Jonida Goga
25. Silvana Beja
26. Klajdi Dinellari
27. Klaudio Ruci
28. Andi Pistoli

Tirana Municipality
Tirana Municipality
Tirana Municipality
Tirana Municipality
Tirana Municipality
Tirana Municipality
Tirana Municipality
Vora Municipality
Kamza Municipality
Kamza Municipality
Kruja Municipality
Kruja Municipality
Durres Municipality
Durres Municipality
Durres Municipality
Durres Municipality
Rrogozhina Municipality
Kavaja Municipality
Kavaja Municipality
Kavaja Municipality
Kavaja Municipality
Shijak Municipality
Shijak Municipality
Shijak Municipality
Shijak Municipality
MUD
MUD
MUD

Shkodra district municipality

Date 23.10.2015

1. Aida Shllaku
2. Nektar Duma
3. Aldi Saraçi
4. Irma Temali
5. Sandra Lekaj
6. Fatjon Lleshaj
7. Majlinda Hoxha
8. Klodiana Nokaj
9. Adelina Rica
10. Ervis Marku
11. Rudolf Toma
12. Gjovalin Kola
13. Ndue Lushi
14. Flora Dedgjonaj
15. Lindita Cane
16. Petrit Marku
17. Joana Markolaj

Shkodra Municipality
Shkodra Municipality
Shkodra Municipality
Shkodra Municipality
Shkodra Municipality
Mirdita Municipality
Kurbini Municipality
Kurbini Municipality
Kurbini Municipality
Kurbini Municipality
Kurbini Municipality
Lezha Municipality
Lezha Municipality
Lezha Municipality
Lezha Municipality
Lezha Municipality
Vau Deja Municipality

Fieri district municipalities

Date 26.10.2015

- | | |
|-------------------|------------------|
| 1. Renilda Hyseni | 7. Mimoza Haxhiu |
| 2. Lindita Sota | 8. Aurora Naka |
| 3. Silvana Aleksi | 9. Roven Greku |
| 4. Gazmira Pleshi | 10. Arben Dukaj |
| 5. Niketa Mucelli | |
| 6. Emirjada Rizaj | |

Geology-Mines University

Date 29.10.2015

- | | |
|--------------------|-------------------|
| 1. Shkelqim Daja | 7. Irakli Prifti |
| 2. Thoma Korini | 8. Spartak Kuçaj |
| 3. Çerçis Durmishi | 9. Luan Arapi |
| 4. Perparim Alikaj | 10. Emiljan Gjura |
| 5. Gafer Muka | 11. Shaqir Nazaj |
| 6. Altin Karriqi | |

Vlora district municipality

Date 05.11.2015

- | | |
|----------------------|------------------------|
| 1. Merita Tartari | Vlora Municipality |
| 2. Deana Ceci | Vlora Municipality |
| 3. Fatjon Devollaj | Vlora Municipality |
| 4. Erjola Begaj | Vlora Municipality |
| 5. Anisa Plepi | Vlora Municipality |
| 6. Jonela Gjinaj | Vlora Municipality |
| 7. Merita Todor | Vlora Municipality |
| 8. Orgest Feimi | Vlora Municipality |
| 9. Anjeza Sheho | Vlora Municipality |
| 10. Mandi Jaho | Qarku Vlore |
| 11. Suela Abazaj | Vlora Municipality |
| 12. Ismet Agalliu | Vlora Municipality |
| 13. Rubin Hekumani | Vlora Municipality |
| 14. Dorjan Hudhra | Vlora Municipality |
| 15. Ilir Troci | Vlora Municipality |
| 16. Safan Qerimi | Vlora Municipality |
| 17. Albert Bani | Vlora Municipality |
| 18. Desilda Caci | Vlora Municipality |
| 19. Jonela Halili | Vlora Municipality |
| 20. Jeton Puka | Vlora Municipality |
| 21. Elire Mancaj | Vlora District Council |
| 22. Iriald Dervishaj | Vlora Municipality |
| 23. Elona Hodaj | Vlora Municipality |
| 24. Flori Beci | Himara Municipality |

25. Elvira Ruci
26. Albana Sejko
27. Taulant Hyseni
28. Erina Misha
29. Erjola Gurna
30. Ervin Papa
31. Leonard Gjonaj
32. Klevis Bedinaj
33. Taulant Nezaj
34. Klevis Beko
35. Alborena Meci
36. Erjon Kapaj
37. Shaip Beqiri
38. Leonidha Histro
39. Dhimitraq Ndreu
40. Vasil Loli
41. Foto Thanasi
42. Ilir Mehmeti
43. Marsida Demaj
44. Paskal Londo
45. Piro Stefa
46. Natasha Pasha
47. Hans Cassens
48. Valbona Koci
49. Aurora Xheka

Himara Municipality
 Saranda Municipality
 Saranda Municipality
 Saranda Municipality
 Saranda Municipality
 Saranda Municipality
 Selenica Municipality
 Selenica Municipality
 Selenica Municipality
 Selenica Municipality
 Selenica Municipality
 Selenica Municipality
 Konispol Municipality
 Finiq Municipality
 Finiq Municipality
 Finiq Municipality
 Finiq Municipality
 Delvina Municipality
 Delvina Municipality
 Permet Municipality
 Architect
 Mechanical Engineering
 GIZ
 GIZ
 GIZ

National Maritime Agency

Date 09.11.2015

1. Auron Tare
2. Gentiana Troplini
3. Bardhok Frroku
4. Besmir Cako
5. Ermal Sina
6. Anisa Avduli
7. Juliana Petani

8. Jeri Skenderaga
9. Dorine Sinani
10. Gentjan Marishta
11. Blerim Hoxha
12. Emirjan Hate
13. Fatjona Cinaj

Ministry of Transport and Infrastructure

1. Eva Brinja
2. Florenc Meço
3. Bujar Kotri
4. Shkelqim Gjevori
5. Renata Teta
6. Arjan Korpa
7. Thimjo Plaku

Ministry of Energy and Industry

1. Agim Bregasi
2. Dritan Spahiu
3. Arben Dhima

Ministry of Economic Development, Tourism, Trade and Entrepreneurship

1. Eno Hoti
2. Artur Pilkati

Ministry of Agriculture, Rural Development and Waters Administration

1. Lauresha Grezda
2. Irfan Tarelli
3. Esat Hasani

Directory of Agricultural Production and Trade Policies
Directory of Land and Water Administration

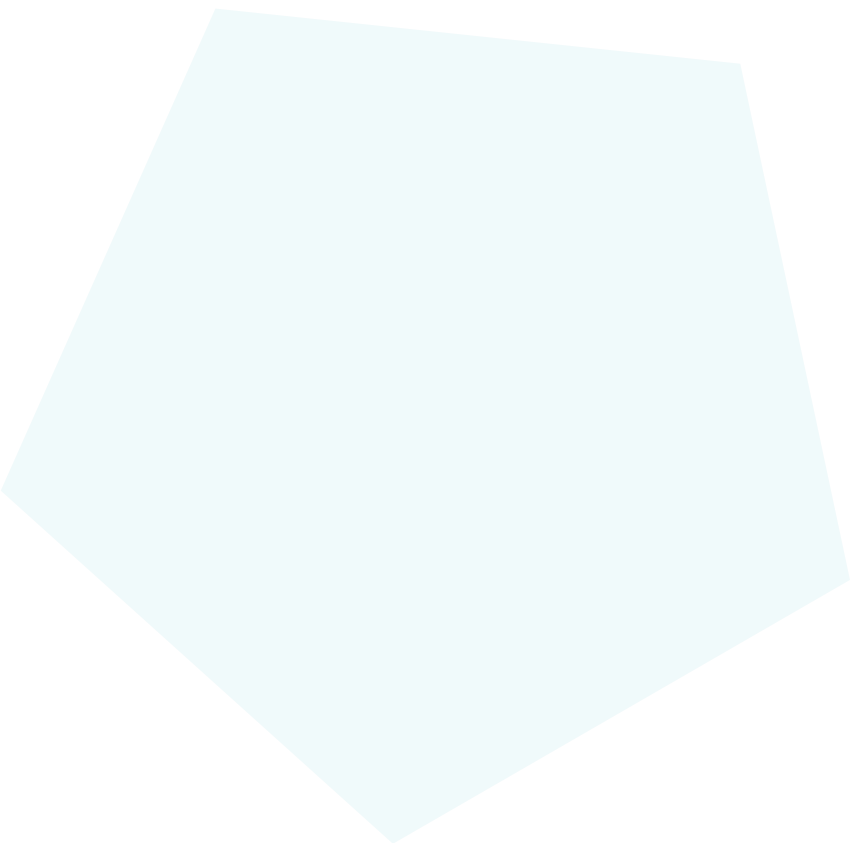
Foreign experts

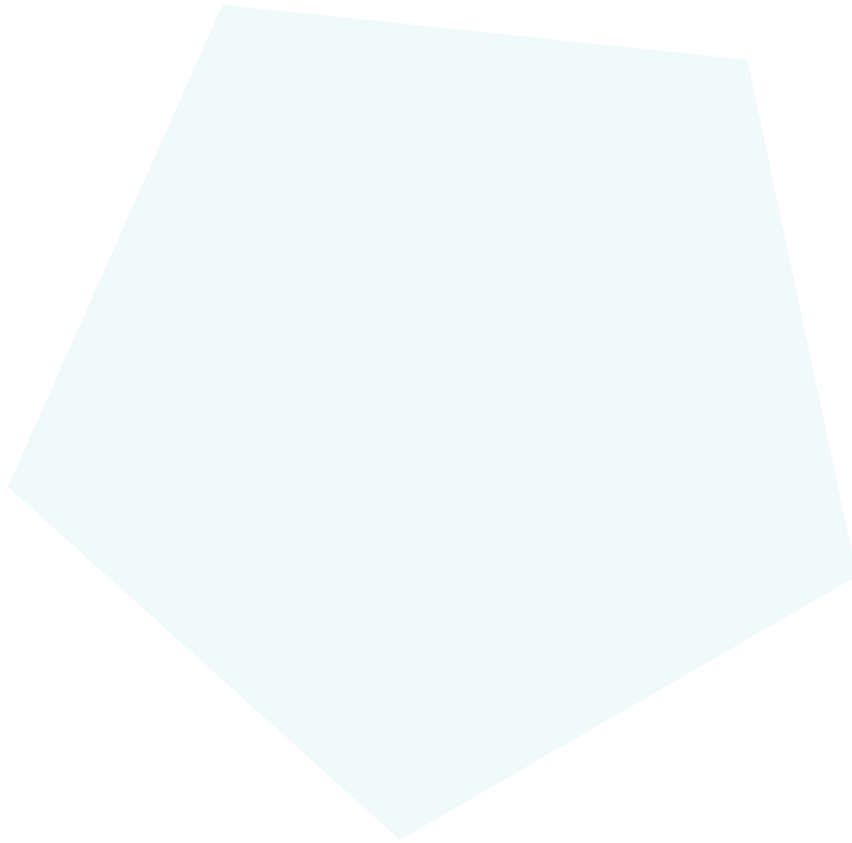
1. Wilhelm Schulte
2. Meine Pieter van Dijk
3. Gianni Brizzi
4. Luc-Emile Bouche-Florin
5. Foteini Stefani
6. Cezar Morar
7. Olov Schultz

GIZ
IHS Erasmus University Rotterdam
World Bank
European Council
European Council
European Council
European Council

Foreign partners

IABR
IABR/UP
PLGP USAID
51N4E
GIZ
FABRIC
TUDelft
PBL Netherlands Environmental Assessment Agency
Kingdom of Netherlands Enterprise Agency





Additional Maps

- 289 Vision Map
- 290 Map of urban system
- 291 Map of infrastructure system
- 292 Map of agricultural system
- 293 Map of natural system
- 294 Map of water system
- 295 Tourism Map

CIP Katalogimi në botim BK Tiranë

RoA. Ministry of Urban Development

Integrated cross-sectorial plan of the Coastal

Belt / RSH. Ministria e Zhvillimit Urban / Agjencia Kombëtare e Planifikimit të

Territorit / Ministry of Urban Development, National Territorial Planning Agency ;

head of process Eglantina Gjermeni. – Tiranë : Pegi, 2017

298 f. ; me il. ; 26.4 x 19.8 cm. – (Shqipëria 2030 : integrated, competitive, destination)

ISBN 978-9928-248-56-5

1.Regional planning 2. Coastal Belt 3. Coast 4.Development projects

5. Strategic projects 6. Integrated Cross-Sectorial Plan 7. Sustainable development

711.2(496.5)

SHQIPËRIA 2030

ISBN 978-9928-248-56-5



9 789928 248565



AKPT
AGJENCIA KOMBETARE E
PLANIFIKIMIT TE TERRITORIT

