

Project proposal:

Construction of Container Terminal in Vlora (Pylli Sodes)

1. Overall objective / purpose of the project;

The overall objective of the project is construction of the Container Terminal in Vlora (Pylli Sodes) in order to improve the container shipment service.

2. The actual situation

Port of Vlora is located in a wide bay towards the southern edge of the coast of the Republic of Albania. It has several advantages in terms of location, which is relatively close to the main from east to west shipping route passing through the Strait of Gibraltar and the Suez Canal. The deviation required to reach Vlora from this main route is about 340 miles or 16 hours for cruise fast containers ships that are currently in service. Vlora is second largest in Albania, after Durrës, with a population of about 124 000 inhabitants (estimate 2006). It is located only 100 km south of Durres and 135 km south-west of the country's capital, Tirana.

The selected area for the construction of the Container Terminal is located between the fishing port and the existing port, north of Vlora, near the Narta, where once was caustic soda factory. Petrolifera Italo Albanese JSC (PIA) is currently building in this country a terminal for liquid bulk cargo.

The designated this area meets all the requirements to build a large port exclusively deep which is a condition of use of large vessels transport the containers. Also provides the possibility for an area necessary to develop a free zone (free-zone), which accompanies these types of ports. Indeed, this is probably the only area in the Adriatic that has water in a natural way with great depth reaches 20 m LAT (NB 18-feet is depth to the new generation of vessels container). The area is also flat and has the force of the wind and the waves relatively acceptable limits, as well as optimal seismic conditions, and for this reason was chosen for this proposal.

3. Activities and actions to be carried out in the frame of the project

For the development of the port are proposed the following stages:

Phase 1: Preparation of breakwater 5.050 mi long, 2 berths (aprons) for Super Post Panamax and 60ha square containers;

Phase 2: Preparation of 2 berths (piers) for Post Panamax and 70ha square containers;

Phase 3: Preparation of 1 additional anchor site and 25ha Post Panamax square containers;

Phase 4: Preparation of 2 additional berths for containers Post Panamax, 2 RoRo berths and 10ha square containers.

It is anticipated that phases 1 and 4 can be constructed first. This may include the provision of just about 5 kms breakwater, two Super Post Panamax, two Post Panamax, two RoRo and about 70 acres of container yard, and can allow more than 1,500,000 TEU per year (about half the capacity in which can occupy phase 2 and 3 to be completed).

- Sustainability of project results;

Vlora is in a very interesting situation at the present time. In common with many other ports in the region, such as those found in Greece and Italy, Vlora was designed to handle a different type of trade. The current port facilities allow relatively small ships to berth alongside, other are built for RoRo ships berthing stern to in a Mediterranean configuration. The main berth is unprotected from waves within Vlora bay as no breakwater is provided at the present old port.

4. Beneficiary Institution / institutions involved in project implementation;

The beneficiaries to this project are Ministry of Public Works and Transports and the Albanian Maritime Administration. In addition, Local Government Authorities and all peoples that are living, in the area will profit from the economic development of the zone.

5. Indicative cost:

Construction Works cost for the full development (Phase 1,2,3,4) and only Phase 1 is estimated as follows:

-Full-Development: 1,180,000,000 Euro

-Only Phase 1: 550,000,000 Euro