

Project proposal : Construction of Porto Romano Port

1. Overall objective / purpose of the project

The overall objective of the project is construction of a new and modern, commercial port at Porto Romano Bay, in order to handle all major commercial port traffic in Albania with respect to import/export and transit to Montenegro, Macedonia Kosovo and Corridor VIII.

2. The actual situation

Albania is a coastal country. The Port of Durrës is the main Port in Albania and the Gate of Corridor VIII Hallway, for the manufacturing of various goods, containers and passengers. Despite the investments made in the rehabilitation of infrastructure and superstructure it will be necessary to continue to increase investments in infrastructure to achieve European standards.

Passenger traffic through ferry landings is now taking place in all four Albanian City Ports and is substantially increasing. This trend is expected to continue through the next decades, with visa formalities for Albanian citizens relaxing, and a certainly growing tourism industry which will cater for large numbers of foreign tourists.

The present port capacity is insufficient to handle the existing level goods traffic. The only port currently equipped for the handling of containers is the Port of Durrës, the expected market share of Durrës Port for the transit of goods to Kosovo has increased from 22 %, projected in the Master Plan Study, to 56 % as a result of the completion of the new highway.

At present the ferries that land at the ferry terminals carry a mix of private vehicles and trucks with general cargo. With an increasing number of passengers, with their cars, expected to arrive in Albania during the coming decades, the flow of cargo RO-RO traffic is at danger to be seriously impeded, especially during the summer months, and obstruct the objectives of the European Corridor VIII. The solution is the construction of dedicated cargo RO-RO berths.

All coastal cities have significant tourism potential and will be an attraction to both national and international tourists. At present the traditional city ports do not provide for marina and yacht landing facilities and space, but it is foreseen that in coming years these ports will be flooded with pleasure vessel arrivals and berthing. Space and facilities will have to be planned in each of the city ports.

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

The main activities foreseen for the project are the construction of quays and other port supported infrastructures.

- *Sustainability of project results;*

A Country with a Coastline length as Albania, around 350 km, needs One Commercial Port, in order to fully benefit from Economies of Scale and to avoid the duplication of Port Investments in multiple locations.

A Commercial Port should be located at the Coastal Projection and the entrance to the Land Transport Corridors to Kosovo and European Corridor VIII. This means a Port in the Tirana - Durres region.

The current Durres Port Master Plan (2008), once built will be insufficient soon after 2020. Especially the requirements of the growing Cement Industry may not be met. Road transport will not be sufficient to extract cargo. This will result in operation delays.

4. Beneficiary Institution / institutions involved in project implementation;

The beneficiaries to this project are Ministry of Public Works and Transports and the Albanian Road Authority. In addition, road users, Local Government Authorities and people live in the area will profit from the construction of the Porto Romano Port.

5. Indicative cost:

The total investment cost is estimated 800,000,000 Euro
Total surface for the new port 1300 ha (land +water)

6. Further arguments to support the project proposal

The Bay of Porto Romano is situated in the North of Durrës in the Southern section of the bay. In the North of the bay is constructed the Porto Romano Oil Terminal, for which at present a Southern Breakwater is under construction.

The area in front of the bay presents the opportunity to construct a port facility which has immediate access to deep water (13m), and with more than adequate terminal space to accommodate future commercial port capacity requirements.

The land area behind the Porto Romano Bay is largely unused flat land, and already earmarked for the development of an industrial zone and energy park.

The rest of the Adriatic coast consists of city ports with concomitant restrictions. The development of Porto Romano provides a unique opportunity to build a 21st century port with a modern multi modal road and rail interface

Indicative Porto Romano Plan



