EUROPORT SHËNGJIN
SHTOJCAT A1–A7

Indeksi i dokumentacionit bashkëlidhur
Lirim Muharemi | 12.10.2026

2–4 A1 – Ministria e Punëve të Jashtme: përmbledhja dhe përshkrimi i projektit

5–6 A2 – Transport Infrastructure Priority Projects 2014

7–8 A3 – Raporti mjedisor, gusht 2019

9–10 A4 – AIDA: Albania Calls 2024

11–13 A5 – UN Tourism: botimi i rishikuar 2025

14–16 A6 – ATA: artikulli i datës 13.12.2024

17–21 A7 – Fotografitë e dokumentacionit të projektit

Shënim për theksimet: Theksimet e verdha identifikojnë treguesin **60 milionë tonë në vit**, përfshirë formën numerike 60.000.000 dhe shprehjet përkatëse në dokumentet burimore. Theksimet janë shtuar për lehtësi leximi dhe nuk janë pjesë e origjinaleve.

A1–A6 përmbajnë kopje fotografike të faqeve të identifikuara, jo botimet e plota. A7 përmban katër fotografi të dokumentacionit të projektit dhe zmadhime orientuese. Numrat në këtë indeks i referohen numërimit të përgjithshëm të këtij PDF-je.

Attachment-4

REPUBLIKA E SHQIPËRISË
MINISTRIA E PUNËVE TË JASHTME

Responsible institution	Ministry of Transport and Infrastructure of Albania
Contact information (gov or private)	Port of Shëngjin

Project Summary	NEW Port of SHENGJINI		
Descriptive Title	INTERNATIONAL PORT FOR PROCESSING OF VARIOUS GOODS, COMMODITIES AND PASSENGERS		
Category	*Transport*		
Keywords	Top strategic position, conception as an equivalent part of triangle with Piraeus (GR) and Gioia Tauro (IT)		
	Grant or Loan		
Maturity Phase	*Detailed Technical Study*		
Funds Required	*Total Cost 1,1 billion Euro included the construction cost, port yards, pier and tourism port, installation machinery, equipment, infrastructure, expropriation etc.*	Co-Financing	*Yes*
Potential Start Date	*Month/Year*	Expected Duration	*(months or years)*

Project Title – NEW Port of SHENGJINI

REPUBLIKA E SHQIPËRISË
MINISTRIA E PUNËVE TË JASHTME

Executive Summary

The maritime traffic in Adriatic is becoming increasingly dense lately. The increasing needs for commercial trade and industry of the coastal countries and what is more important the use of Adriatic ports for transiting of goods to landlocked countries such as Republic of Kosovo, Serbia, Austria and central Europe is giving a special push toward the increasing use of maritime transport.

Due to its geo-strategic position Albania plays a key role in terms of mobility not only from Eastern Europe to Western Europe but also to all Mediterranean countries. One of the very important elements for the sustainable economic growth of Albania is the development of the maritime infrastructure which includes all ports and port facilities serving for transport of passengers and processing of goods. Infrastructure is the main basis for the functioning of the transport chain, which starts in the sea and continues with the intermodal transport with other types of transport such as road, rail or air, including service on the free movement of people.

The main purpose of the conceptual project is to establish the relevant general conditions for the development and activation of the Eagle of the Adriatic, which will primarily connect the southern Adriatic and eastern Mediterranean with the Central and Eastern European countries. The Eagle of the Adriatic will also be important on a European scale from the point of view of connecting the Adriatic with the Black Sea, avoiding the highly congested Bosphorus and Dardanelle Strait.

In the light of Pan-European transport corridor no. VIII, terminating at the Eagle of the Adriatic, the adoption of national development policies, with a main focus on transport and spatial planning, is of crucial important in all Western Balkan countries. The development of the Shengjini zone provides great possibilities for the development of the northern area of Albania, not only in relation to issues of transport and Euro-Balkan transit, but also because it increases the possibility of both permanent and temporary employment of a large number of workers, specialists in various fields, and increases the possibility of the development of tourism, trade, the housing construction sector, various industries characteristic of the area and agriculture etc. The port will be the largest employer, both in the region and in the country.

The program of Albanian Government for the development of Maritime Transport

The development of Maritime Transport is based in the National Transport Development Strategy and Integration and Master Plans for each port.

The improvement of the Plan for the development of maritime ports and implementation of projects for the increase of their capacities is an important aspect of the Government's Program and the National Plan for the Transport. It aims to increase the processing capacities of maritime ports, the growth of employment in maritime activities and the design of a modern system in maritime transport. Furthermore, pursuant to the Plan it will be achieved the improvement and specialization of activities in ports and increase their inter-modality, especially the connection with the railway.

In particular, from the Government, is given a special attention for the construction, expansion and development of infrastructure and superstructure of the Shëngjini Port together with the improvement of the facilities and equipment of this port necessary for the processing of goods in port and transport of the passengers from this port to all ports of Mediterranean Sea.

Project Title – NEW Port of SHENGJINI

REPUBLIKA E SHQIPËRISË
MINISTRIA E PUNËVE TË JASHTME

Detailed project description

(Mandatory chapters) you can add more depending on the nature, importance and maturity of the project – private investors can adjust the template according to their needs as well

The conceptual port survey consists of a number of technical and economic plans. In order to make clear the benefits to the economy and public transport, the road infrastructure in the Euro-Balkan territory that is of interest in terms of communications and goods processing in the new port of Shengjin, has been drawn on various topographic scales. On the basis of the plans, three Balkan corridors have been distinguished, which have the Eagle of the Adriatic as reference center, of which two are most important:

1. The first is the **Mirdite Corridor***: **Shengjin - Morine - Prizren - Pristine - Nis - Krajove - Romania***. The Mirdite or Fani Vogel corridor passes as a medial across the territory of Pristine and ends in Nis in Serbia, where there is a connection with European Corridor X. The Mirdite corridor has two main branches ***Kridorin - Morine - Pristine - Nis – Krajove***, where it divides towards Belgrade and Skopje. The ***Morine - Pristine - Nis*** corridor is very advantageous from a geophysical aspect compared with all other road directions involving descent from the Balkan plains to the coastal lowlands of the Adriatic Sea.

2. The ***Shengjin - Shkoder - Podgorica*** corridor provides a transit link between Montenegro and southwestern Europe, while the Shkumbin corridor enables part of the transit of goods and people. Final goods distribution is clear from the line of the aforementioned axes.

Based on the urban area plan of the Albanian Euro–Balkans transit corridors, it is calculated that over 230,000 km2 of the Balkans require the transiting of goods via the port, signifying a minimum volume of 40 million tons of goods per year. The survey of the Eagle of the Adriatic concept includes a number of graphic charts of the areas of influence of maritime transport that benefit from Shengjin's geographic position. These geophysical charts serve as »de facto« arguments in favor of the great economic value of the geographic location of the Albanian coast.

The data described below proves that due to its dimension and strategic position Europort Shengjin will grow to the most important port in Adriatic region for supply of all goods to Eastern- and Central-Europe!

COMPARISON OF CAPACITIES

PORT	Tons/year	Container/year
BARI (IT)	5.554	24.000
TRIESTE (IT)	48.160.000	215.000
BRINDISI (IT)	10.500.000	600.000
TARANTO (IT)	49.400.000	892.000
GENOA (IT)	56.370.000	1.625.000
GIOIA TAURO (IT)	23.844.000	3.161.000
KOPER (SI)	17.000.000	218.000
SHENGJIN*	**60.000.000**	**2.600.000**

Project Title – NEW Port of SHENGJINI

REPUBLIKA E SHQIPËRISË
MINISTRIA E TRANSPORTIT
DHE INFRASTRUKTURËS

Transport Infrastructure Priority Projects 2014

Abstract	The transport infrastructure is fundamental to the economic and social development objective of the country but also a direct contributor to the economy of Albania. This document represents the priority infrastructure projects of the Republic of Albania, based on the Government Program 2013-2017. The document starts with a list of priority projects divided by transport and infrastructure sectors, followed by a description of each project.		
Category	Transport/Infrastructure.		
Keywords	Road, Highway, Port, Airport, Railway Infrastructure; Waste Management, Water Supply Infrastructure		
Investment Model	Grant, Public Private Partnerships, BOT, Co-financing and Soft Loans		
Potential Start Date	Immediately	Expected Duration	N/A
Contact Person:	Ms. Juna Kote, Ministry of Transport and Infrastructure, Foreign Relations Specialist, +35542380832, juna.kote@transporti.gov.al		

Projects Priority List

	Marine Transport Infrastructure		Documents Availability
1	**New Port of Shëngjin**	This project consists of the development of the New Port of Shëngjin on the Northern part of Shëngjin. Referring to the Feasibility Study this port is meant to substitute the Port of Durres as the biggest industrial port in Albania, and one of the biggest in the region, by building a capacity to sustain not only the national needs but those of the region as well. Through its 60 Million Tons of capacity per year, the New Port of Shëngjin is expected to fulfill the needs of Kosovo, Serbia, Macedonia and further. The project includes the multimodal port connectivity due to its focal position. The construction cost of this project stands at 1.2 Billion Euros.	Feasibility study available upon request. Detailed design available.
	Road Transport Infrastructure		
2	**'Blue Corridor' Road**	The "Blue Corridor" (which based on the South East Europe Transport Observatory (SEETO) regional development plan is part of the seaside corridor which will link the Montenegro Coast with the Greek Coast). Starting in Shëngjin and going through to Butrinti, this road is a must for the development of tourism, giving tourists access to vast seaside areas. The entire road project is expected to have a length of about 350 km and can be divided in these segments starting from the North: - Velipoje – Shengjin - Shengjin – Patok - Patok – Durres - Durres – Divjake - Divjake – Seman - Seman – Vlore - Vlore – Dhermi	No feasibility study available. No detailed design available. The project idea has been set as a priority in the Instrument for Pre-Accession Assistance (IPA), thus calling financial institutions to fund the need for feasibility and detailed design studies.

4



Biodiversity Impact Assessment

The Proposed Shëngjin to Velipojë Road Scheme, Albania

80765

AUGUST 2019

FONDI SHQIPTAR I ZHVILLIMIT
ALBANIAN DEVELOPMENT FUND

RSK

Unchecked tourism poses a risk to habitat quality and species diversity in the region. Disturbance arising from increased noise and human activity arising from tourist activity has the potential to cause disturbance and displacement of wildlife particularly within the coastal habitats of the Buna River Protected Landscape. Unauthorised vehicle use on the beaches, secondary dune systems and dune wetland and high levels of trampling already pose a risk to the quality of these sensitive habitats and an influx of tourist are likely to further contribute to habitat degradation and disturbance to fauna.

Albania's waste management infrastructure is limited, and much household waste is not appropriately disposed (Lico et al 2015). Littering in Shëngjin, Velipojë and the Buna River Protected Landscape is problematic. Plastic waste can have detrimental effects on the biological fitness of wildlife and / or result in the mortality of individuals if ingested. Chlorinated plastic can release harmful chemicals into the surrounding soil, which can then seep into groundwater, causing potentially harmful effects to the aquatic environment and species dependant on it (UNEP website). Poor waste management may also attract pest species (i.e. vermin) which in turn may result in the displacement of natural wildlife and act as vectors of disease. The impacts are likely to increase with Project-related facilitated access and the tourist in-migration.

Protected areas have great potential for the development of sustainable tourism; they can improve the socio-economic status of the local communities while contributing to biodiversity conservation. A visitor centre opened in 2016 in Velipojë, aiming to support the development of sustainable tourism in the Buna River Protected Landscape. The visitor centre raises awareness of the protected area's biodiversity, coastal and wetland ecosystems located along the border of Montenegro and natural heritage values of the area. The project was financed by the Italian Development Cooperation and implemented by IUCN in close collaboration with the Ministry of Environment and the National Agency for Protected Areas of Albania (NAPA). The IUCN is committed to continuing to support the Albanian authorities in the development of sustainable tourism in protected areas, including visitor management planning, development of soft tourism infrastructure, and capacity building for interpretation and visitor management (IUCN, 2016).

5.4 Uncontrolled Development

The region is characterized by recent rapid development, particularly along a narrow strip within 5 km of the coastline and highways (GWP-Med, PAP/RAC, UNESCO-IHP 2015). A construction boom, mainly affecting the coastal zone and the urban centres, in the 1990s was followed by increased informal development, of which there is insufficient control and inadequate mechanisms for the sanctioning of illegal buildings leading to habitat loss and degradation.

5.5 Shëngjin Europort

The Shëngjin Europort is a proposed development of the port of Shëngjin, with aims to make it Albania's largest industrial port. This will enhance the connections between the South Adriatic and East Mediterranean with the rest of Europe. With an estimated capacity of 60 million tonnes per year, the port is expected to significantly increase the connectivity of neighbouring countries such as Kosovo, Serbia and Macedonia. Along with the port development, two tunnels were proposed to link the port beyond the Renci


AIDA
Albanian Investment Development Agency
Agjencia Shqiptare e Zhvillimit të Investimeve
ALBANIA CALLS
A COUNTRY OF
OPPORTUNITIES
invest in Albania

SEA TRANSPORT

Albania has seaports in four main cities: **Durrës, Vlora, Saranda, and Shëngjin**, with plans for further expansion of the capacity and services provided.



PORT OF DURRËS

- Largest and most important port in Albania;
- Main gateway to Corridor VIII and Corridor Durrës - Kukës - Morinë;
- Covering 81.8% of all country's shipping and over 90% of freight shipping;
- Freight processing capacity of 4,022 million tons per year ('2017);
- Largest ferry terminal, container and passenger service terminal.

PORT OF VLORA

- Second largest port of Albania;
- Mainly a passenger port and partly a freight port;
- Part of Corridor VIII.

PORT OF SARANDA

- Saranda port is small and the main itinerary is Corfu, Greece.
- The port serves mainly for accommodation of the domestic tourism demand as well as tourism exchanges with Corfu and vice-versa.

PORT OF SHËNGJIN

- Port of Shëngjin is expected to accommodate the trade exchanges with Kosovo, Serbia and North Macedonia and further;
- Total capacity is 60 million Tons per year;
- The overall construction cost is 1.2 billion Euros.

PORTO ROMANO

- A specialized Port as a terminal for coastal oil and gas services and their byproducts and liquefied gas;
- Located 6.5 km north of the city of Durrës.

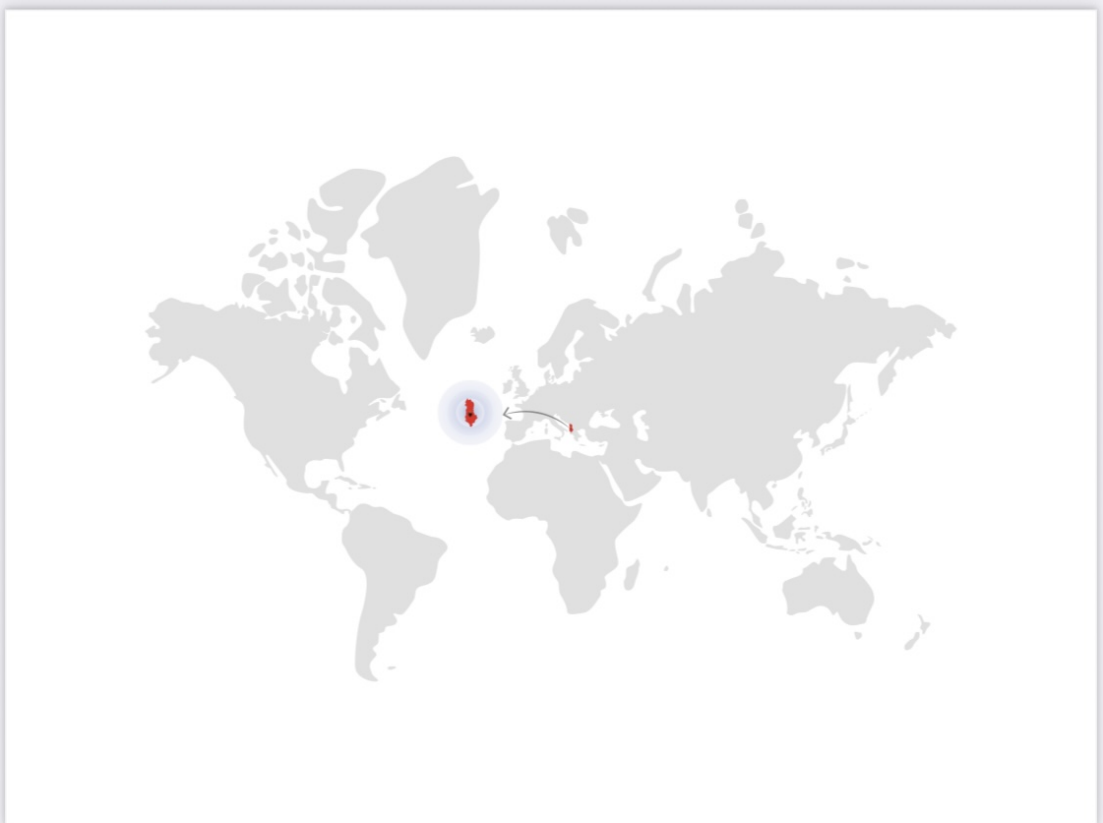
PETROLIFERA PORT:

- A specialized Port situated in Vlora bay, servicing as a terminal for oil and liquefied gas;
- Positioned near Greek and Italian refineries;
- Part of Corridor VIII.



UN_TOURISM_SHENGJIN_... Done





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Second, revised and updated edition: 2025

UN_TOURISM_SHENGJIN_... Done

of America[49].



4. Infrastructure Development for High-End Tourism:

The Albanian government's medium and long-term vision extends beyond mere economic growth to the strategic development of high-end tourism. Taking a comprehensive approach, the nation focuses on refining tourism infrastructure, championing sustainability, and addressing seasonality challenges. Legislative initiatives are underway, actively encouraging private investments and attracting renowned international hospitality brands. Albania aspires to position itself as a year-round tourist destination by **2030**, supported by substantial investments in crucial elements such as airports, marinas, and ports. Notable projects, including the completed **"Nations Road"** highway, seamlessly connect major tourist destinations with the capital, Tirana, enhancing Albania's allure and presenting a compelling investment landscape for those seeking an elevated and immersive tourism experience.

Albania's Road Connectivity

- Road transport in Albania encompasses a network of approximately 18,600 km, consisting of main interurban roads, secondary roads, and urban interurban roads[50].
- The completion of the **Durrës-Kukës-Morinë** highway, known as **"Nations Road,"** spanning 170 km, has notably enhanced trade between Albania and Kosovo.



Sailing Albania's Maritime Advancements

Albania's maritime transport, with about 440 km of coastline, benefits from favorable natural conditions and resources. The four main Albanian ports, including Durres Port Authority, Vlora Seaport, Shengjin Seaport, and Saranda Seaport, facilitate various activities such as transport, tourism, and fishing.

- **Durres Port,** the largest and most crucial port in Albania, acts as the main gateway for Corridor VIII and the Durres-Kukes-Morine Corridor. It covers over 81.8% of all domestic transport and more than 90% of freight transport.
- **Vlora Port,** the country's second-largest port, primarily serves as a passenger port and partially as a freight port. It is a vital component of Corridor VIII, connecting Albania to the Black Sea, Burgas, and Varna.
- **Saranda Port,** located in the south of Albania in the Ionian Sea, accommodates domestic tourism, and facilitates exchanges with Corfu, Greece.
- **Shengjin Port,** situated in the northwest along the Adriatic Sea, has a capacity of 60 million tons per year, intending to support trade exchanges with Kosovo, Serbia, Macedonia, and beyond.
- **Romano Port** located 6.5 km north of the city of Durrës, specializes in offshore oil and gas services.
- **Petrolifera Port** located in the bay of Vlora serves as a terminal for oil and liquefied gas. It is part of Corridor VIII[51].

TOURISM DOING BUSINESS

INVESTING IN ALBANIA

Acknowledgements:

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The design, infographics and typesetting were done by Gerson Cayo Bustamante.

We wish to extend our gratitude to the Ministry of Tourism and Environment of Albania and to every stakeholder who has contributed to the development of this report.



Edi Rama

PRIME MINISTER OF ALBANIA

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ata

Home

Economy | News from Albania

Rama shares AIDA video: Albania, country where future is built on dreams and aspirations

13/12/2024



TIRANA, December 13/ATA/ Prime Minister Edi Rama invited the foreign investors to choose Albania to invest.

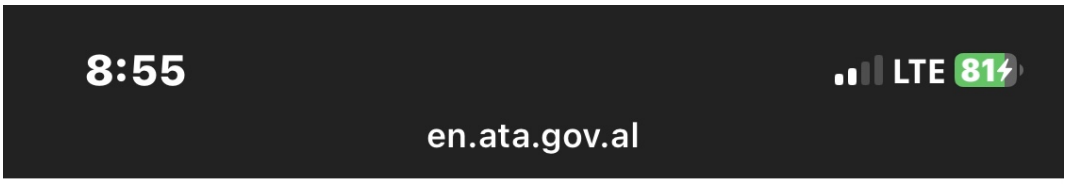
8:55 LTE 81
en.ata.gov.al

He shared today in the social media a video of the Albanian Investment and Development Agency (AIDA).

"A beautiful video postcard promoting Albania's opportunities from the Albanian Investment and Development Agency (AIDA)," Rama wrote.

"Imagine a country of growing opportunities alongside tradition, where every sunrise over the Adriatic and Ionian Seas carries the promise of something new. Albania is that country", is said in the video.

"A land where the future is built not only on numbers and statistics, but on dreams and aspirations. A place that does not simply exist on a map, but that breathes with unlimited possibilities. Imagine yourself here waking up in a country rich in natural treasures, where rivers flow through beautiful valleys and the sun covers endless agricultural fields with golden rays. Albania's natural resources are rich and ready to feed your dreams and visions. Minerals, energy and fertile soil, waiting to sow your success," the AIDA video stated.



"Albania is at the crossroads where cultures and markets meet. From here you connect to Europe, the Middle East and beyond. Albania is a country with a soul, with a history and energy that never stops. Ports that open to the Adriatic and the Mediterranean. Gateways that lead your business to the heart of continents, Albania is not just a country, it is a rhythm, a pulse that follows the flow of global trade," the video stated.

Referring to official statistics from the Bank of Albania, at the end of the first half of the current year, foreign direct investments hit 749 million euros. /p.s./

TAGS AIDA Rama video

SHTOJCA A7
FOTOGRAFI TË DOKUMENTACIONIT TË PROJEKTIT EUROPORT SHËNGJIN

Katër fotografi të dokumentacionit të paraqitur nga Lirim Muharemi. Kjo shtojcë përmban një faqe orientuese dhe katër faqe fotografike.

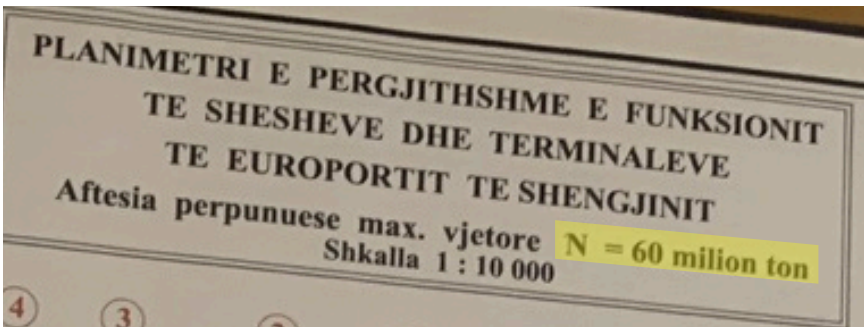
Treguesi i theksuar: 60 MILIONË TONË NË VIT. Shënimet e verdha janë shtuar vetëm për orientim dhe nuk janë pjesë e dokumenteve origjinale. Fotografitë ruhen të plota; planet janë rrotulluar për lexim.

Data e hartimit dhe autenticiteti i dokumenteve verifikohen kundrejt origjinaleve. Dy fotografitë A7.2 dhe A7.3 paraqesin të njëjtin panel. Zmadhimet më poshtë janë fragmente orientuese nga fotografitë, jo prova të veçanta.

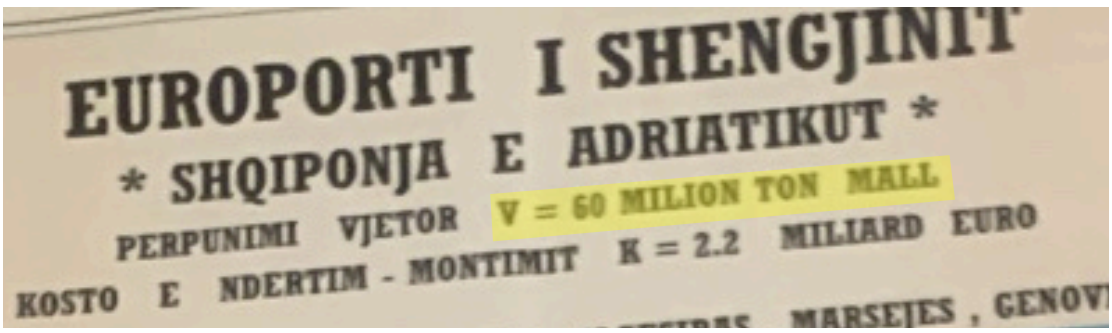
Përmbajtja: A7.1 - plani teknik (faqja 2); A7.2 - paneli prezantues (faqja 3); A7.3 - i njëjti panel me matje horizontale (faqja 4); A7.4 - plani hapësinor bregdetar (faqja 5).

ZMADHIME TË SHËNIMEVE NË FOTOGRAFI

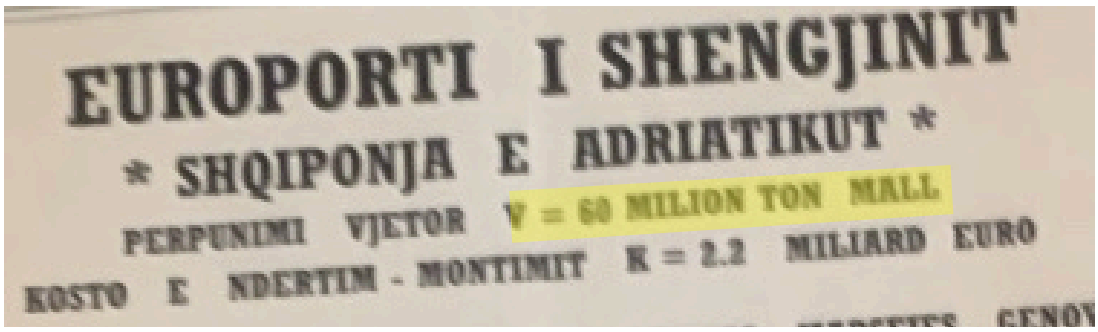
A7.1 - Titulli i planit teknik



A7.2 - Treguesi në panelin prezantues

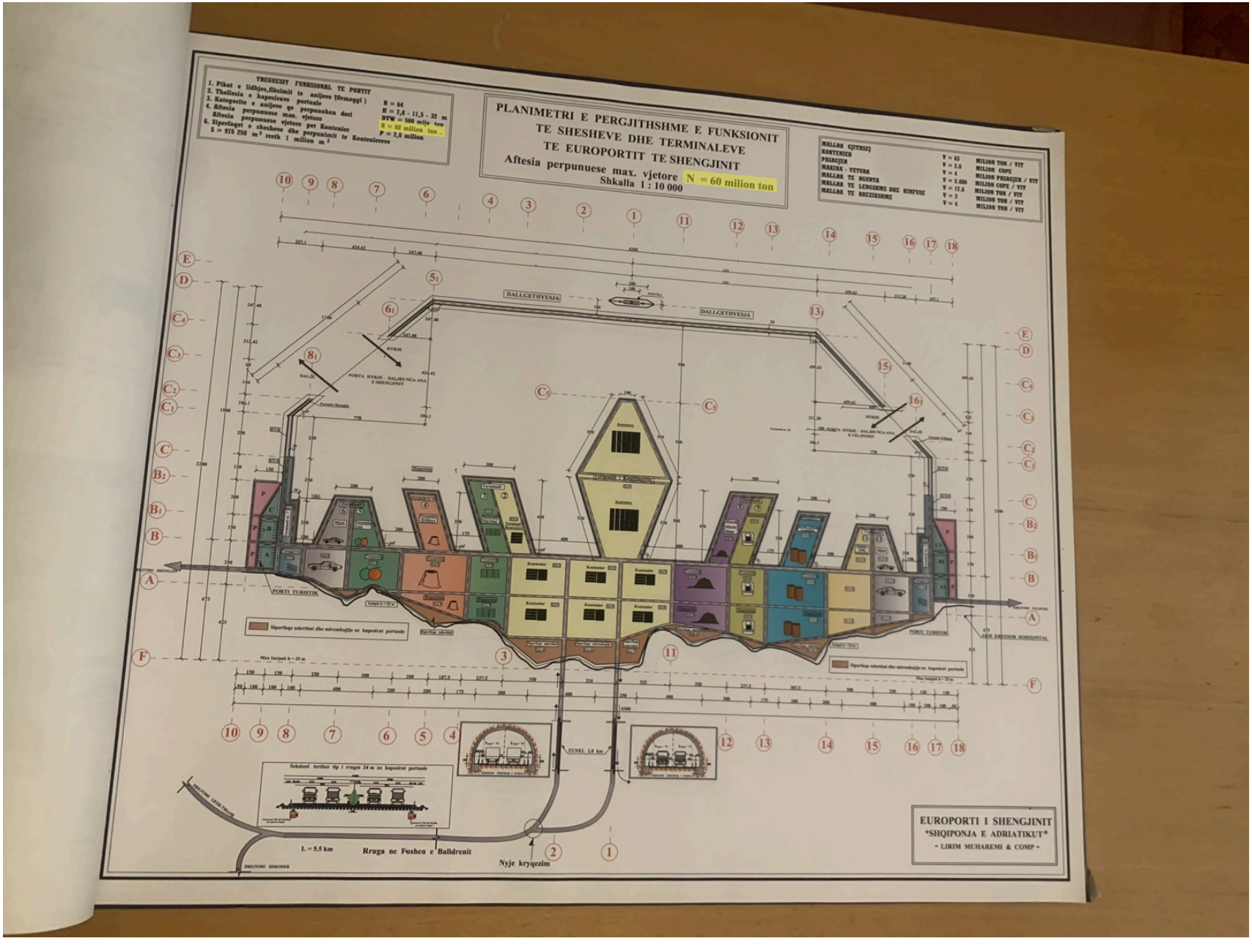


A7.3 - Treguesi në fotografinë e dytë të panelit



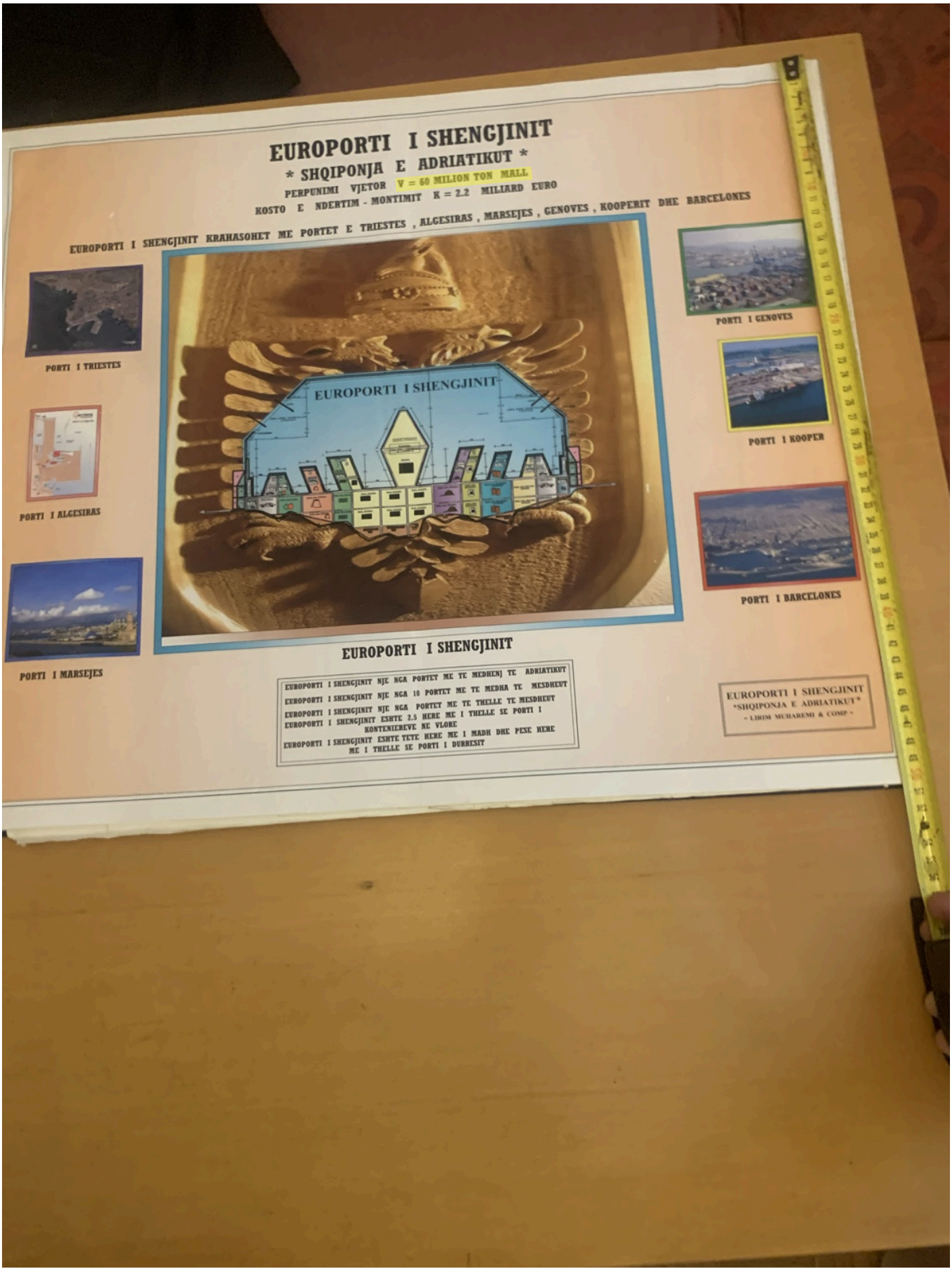
A7.1 - PLANI TEKNIK I TERMINALIT

Dy shënime të kapacitetit **60 milionë tonë në vit** janë theksuar. Tabela në të djathtë përmban një vlerë tjetër (63 milionë tonë/vit), e cila ruhet pa ndryshim.



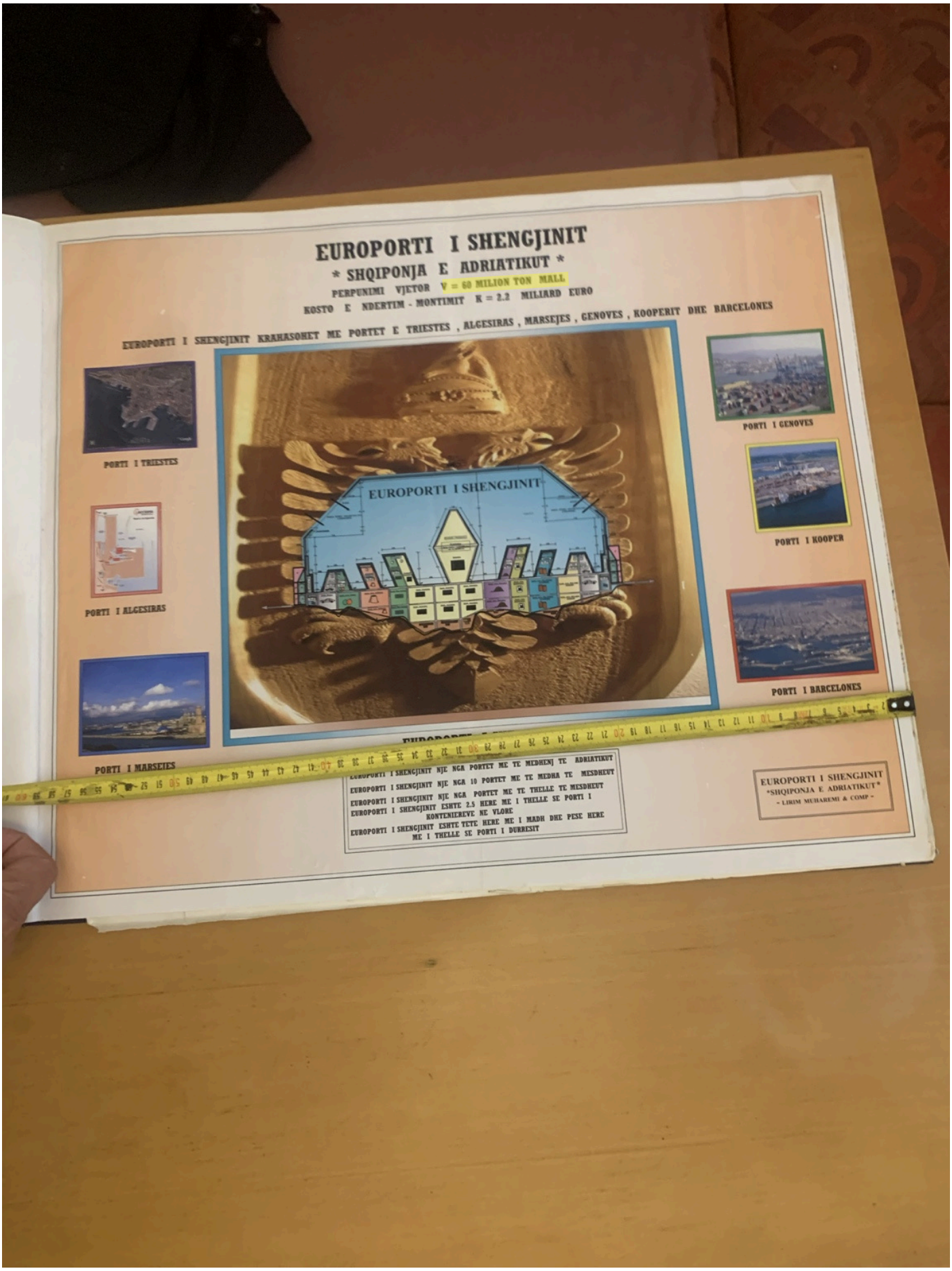
A7.2 - PANELI PREZANTUES I PROJEKTIT

Shënimi i përpunimit vjetor **60 milionë tonë** është theksuar drejtpërdrejt në fotografi.



A7.3 - PANELI PREZANTUES ME MATJE HORIZONTALE

Fotografi e dytë e të njëjtit panel. Shënimi **60 milionë tonë** është theksuar drejtpërdrejt në fotografi.



A7.4 - PLANI HAPËSINOR BREGDETAR

Pamje e zonës bregdetare Shëngjin-Velipojë dhe e vendndodhjes së propozuar për Europort Shëngjin.

