

IPA 2008 National Programme for Albania
Improving of Albanian Maritime Sector – Rehabilitation of Shengjini Port

1. Basic information

- 1.1 CRIS Number:** 2008/020-116
1.2 Title: Improving of Albanian Maritime Sector – Rehabilitation of Shengjini Port
1.3 Sector: 03.14
1.4 Location: Albania

Implementing arrangements:

1.5 Contracting Authority: Delegation of the European Commission to Albania on behalf of the Government of Albania

1.6 Implementing Agency: Delegation of the European Commission to Albania

1.7 Beneficiary:

Port of Shengjini, Ministry of Public Works, Transport and Telecommunications, and the population of the Northern Part of Albanian and Kosovo

Project Manager: N/A

Address: ditto

E-Mail: ditto

1.8 Overall cost:

The overall cost of the project is 3.6 million Euro

1.9 EU contribution:

The EU contribution will be 3.1 million Euro

1.10 Contracting deadline:

Three years following the date of conclusion of the Financing Agreement

1.11 Deadline for the execution of contracts:

Two years following the end date of contracting. These dates apply also to national co-financing

1.12 Disbursement deadline:

One year following the end date for the execution of contracts.

2. Overall Objective and Project Purpose

2.1 Overall Objective:

The overall objective is to promote the integration of Albania in the European Maritime System, by modernizing and developing the transport infrastructure, focussing on maritime transport.

2.2 Project purpose:

The overall project proposes is to support the construction of the new quay and the operating square and other facilities in the Port of Shengjini, according to the Master Plan for the development of this Port.

2.3 Link with AP / NPAA / EP / SAA

This project is in line with the provisions of **Stabilization and Association Agreement** namely Articles 56, 70 and 106. In these articles the Albanian obligations to adapt its legislation, including administrative, technical and other rules, to that of the Community in the field of air, maritime and inland transport to serve liberalisation purposes and mutual access to markets of the Parties and facilitate the movement of passengers and of goods, is foreseen. In Article 106 is outlined that cooperation between the Parties may notably aim at restructuring and modernising the Albanian transport modes, improving the free movement of passengers and goods, enhancing the access to the transport market and facilities, including ports and airports, supporting the development of multi-modal infrastructures in connection with the main trans-European networks, notably to reinforce regional links, achieving operating standards comparable to those in the Community, developing a transport system in Albania compatible and aligned with the Community system and improving the protection of environment in transport.

The area of intervention foreseen under this project is also in compliance with the mid term priorities outlined in the **European Partnership Document** 2007. In this document, actions for the upgrading the country's infrastructure, in particular in energy and transport, in order to strengthen the competitiveness of the economy at large, and as well as achieve significant results in improving maritime safety conditions, including port state control facilities and performance of the register of shipping pursuant to the Paris memorandum of understanding.

In addition, in the **National Plan for the Implementation of the Stabilisation and Association Agreement** are foreseen short term and midterm legal initiatives and implementing activities to improve the efficiency, management, safety standards, in the Albanian Maritime Sector. A detailed list of these measures is provided in Annex 4.

2.4 Link with MIPD

This project is proposed under the area of European Standards, according to section 2.2.3.3 of the IPA/MIPD for the period 2007 – 2009 titled “Programmes to be implemented”, where support in the implementation of existing National Transport Plan as regards maritime transport and development of the institutional capacities is foreseen.

2.5 Link with National Development Plan (where applicable)

The need to implement the identified project is based on the requirements and plans defined in the following country's major documents:

- National Strategy for Development and Integration,
- National Transport Strategy
- Albanian National Transport Plan

2.6 Link with national / sectoral investment plans

The selected project adheres to the priorities of the Public Investment Programme and part of the Investment Plan funded by Government Annual Budget of 2007. Even in the Mid Term Expenditure Programme 2008-2010 are foreseen some funds from the Albanian State Budget.

Further investments are needed in the maritime sector in order to develop the Port Infrastructure in the Port of Shengjini.

3. Description of project

3.1 Background and justification:

According to the European Commission Progress Report for Albania year 2007, very limited progress is reported in the area of **maritime transport**. Albania has ratified the international Maritime Convention MARPOL 73/78 and the United Nations Maritime Convention on Carriage of Goods. The updating of the Master Plan for the Port of Durres was started in June 2007. This Plan will act as a blueprint for the overall development of Albanian ports, in compliance with National Transport Plan recommendations. Substantial efforts are needed to improve maritime safety, including Port State Control facilities. With an increased detention rate of 29.9% in 2006, the Albanian flag is the second worst in the June 2007 black list of the Paris Memorandum of Understanding and is rated as "very high risk". At the same time, the performance of the Albanian Register of Shipping is rated as very low. Considerable progress is required in this area. Preparations in the field of maritime transport are lagging behind.

The existing port infrastructure is in very poor conditions. It is strongly recommended to develop the port infrastructure, in a parallel way with road infrastructure. At the moment, the current situation of the Port of Shengjini, does not accommodate passengers lines between Albania and other countries. In this framework, the Albanian Institute of Transport Studies has carried out the Master Plan of the Port of Shengjini which is financed by the World Bank. The project was prepared in cooperation with the NEA – Nederland and Arbnorconsult and Port-Project in 1999, and was reviewed by the Albanian Institute of Transport Studies, in 2005. In this Master Plan, the traffic analysis in the export – import trends (even for the transit traffic) is done for the mid-term phase. The infrastructure construction: port superstructure where is included the construction of the New Quay for the goods, squares and other operation facilities is planned, also.

3.2 Assessment of project impact, catalyst effect, sustainability and cross border impact (where applicable)

The implementation of this project will increase the goods and passengers Traffic in the North Albania.

3.3 Results and measurable indicators:

The construction of the new quay is very important and will increase operating capacity/operating ability of the big ships (up to 5000 tons). This project will increase also the efficiency of the port, the service level not only in the field of the import – export goods, but

even for the development of the transit traffic with Kosovo, which is foreseen to be increased with the construction of Durres – Kukes – Morine Road Corridor.

The Port of Shengjini Development will be according to the international standards and will have the direct impact in the movement of passengers and in the economic development of Shengjini, Lezha and all North Albania in general.

3.3.1 Expected results:

- Increased operating capacity/operating ability of the big ships (up to 5000 tons);
- Increased the efficiency of the port;
- Increased the service level in the field of the goods import – export;
- Developed of the transit traffic with Kosovo;
- Encouraged economic growth in the concerned areas due to cleaner environment and reduced health risks.

3.3.2 Indicators

3.3.2.1 Physical

- Number of ships which operate in the Port of Shengjini;
- Number of passengers in the Port of Shengjini;
- Reduction of the operating time of the ships;
- The port of Shengjini will become more attractive for the tourism.

3.3.2.2 Environmental

- The secured operation of the ships will reduce the oil pollution;
- Protection of the maritime environment;

3.4 Activities:

1. The construction of Operating Quay for big ships (till 5000 tons) ;
2. The construction of the operating square behind the Quay;
3. The construction of electric and hydraulic system of the new Quay and other accessories

3.5 Conditionality and sequencing:

The Government of Albania will ensure adequate funding for the design and supervision of construction to EU/International Standards

Implementation of Master Plan of Shengjini

Passenger's terminal

Construction of west breakwater

Construction of south breakwater

Dredging works

3.6 Linked activities

The linked activities to this project include several ongoing or planned projects, as follows:

1. Mid term expenditure budget
2. Port of Shengjin Master Plan

3.7 Lessons learned

N/A

4. Indicative Budget (amounts in €)

See Table in **Annex 3**

5. Indicative Implementation Schedule (periods broken down per quarter)

Contracts	Start of Tendering	Signature of contract	Project Completion
Contract 1.1	1st Quarter 2009	2 nd Quarter 2009	4 th Quarter 2011
Contract 2.1	2nd Quarter 2009	3 rd Quarter 2009	4 th Quarter 2010
Contract 3.1	2 nd Quarter 2009	3 rd Quarter 2009	4 th Quarter 2011

6. Cross cutting issues (where applicable)

6.1 Equal Opportunity: N/A

6.2 Environment: N/A

6.3 Minorities: N/A

List of ANNEXES

- 1- Log frame in Standard Format
- 2- Amounts contracted and Disbursed per Quarter over the full duration of Programme
- 3- Indicative Budget
- 4- Description of Institutional Framework.
- 5 - Reference to laws, regulations and strategic documents:
 - Reference list of relevant laws and regulations
 - Reference to AP /NPAA / EP / SAA
 - Reference to MIPD
 - Reference to National Development Plan
 - Reference to national / sectoral investment plans
- 6- Details per EU funded contract (*) where applicable:
 - For *TA contracts*: account of tasks expected from the contractor
 - For *twinning covenants*: account of tasks expected from the team leader, resident twinning advisor and short term experts
 - For *grants schemes*: account of components of the schemes
 - For *investment contracts*: reference list of feasibility study as well as technical specifications and cost price schedule + section to be filled in on investment criteria (**)
 - For *works contracts*: reference list of feasibility study for the *constructing works* part of the contract as well as a section on investment criteria (**); account of services to be carried out for the *service part* of the contract

(*) non standard aspects (in case of derogation to PRAG) also to be specified

(**) section on investment criteria (applicable to all infrastructure contracts and constructing works):

- Rate of return
- Co financing
- compliance with state aids provisions
- Ownership of assets (current and after project completion)

ANNEX 1: Logical framework matrix in standard format (per tu plotesuar patjeter deri ne 4.30)

LOGFRAME PLANNING MATRIX FOR		Programme name and number: IPA 2008	
Project title:			
Improving of Albanian Maritime Sector – Rehabilitation of Shengjini Port		Contracting period expires: Three years following the date of conclusion of the Financing Agreement	Disbursement period expires: One year following the end date for the execution of contracts
Overall objective		Total budget: 3.6 million Euro	IPA budget: 3.1 million Euro
The overall objective is to promote the integration of Albania in the European Maritime System, by modernizing and developing the transport infrastructure, focussing of Maritime Transport.	Objectively verifiable indicators	Sources of Verification	
Project purpose	<ul style="list-style-type: none"> • Economic growth and improved Living conditions index in the concerned areas, • Revenues from businesses • Number of tourists 	<ul style="list-style-type: none"> • Reports from the Bank of Albania • Statistical information from INSTAT, etc 	
The construction of the new quay and the operating square and other facilities / accessories in the Port of Shengjini, according to the Master Plan for the development of this Port	Objectively verifiable indicators	Sources of Verification	
Results	<ul style="list-style-type: none"> • Number of ships which operate in the Port of Shengjini; • Number of passengers in the Port of Shnegjini • Reduction of the operating and waiting time of the ships; • The port of Shengjini will become 	<ul style="list-style-type: none"> • Port of Shengjini Statistics • Reports from the Ministry of Public Works, Transport and Telecommunications; • Local Authorities Reports 	Government allocates the necessary funding and other resources required for the starting and completion of the project Continuation of the cooperation between EU and Government of Albania

	more attractive for the tourism.		
<ul style="list-style-type: none"> • Increased operating capacity/operating ability of the big ships (up to 5000 tons); • Increased the efficiency of the port; • Increased the service level in the field of the goods import – export; • Developed of the transit traffic with Kosovo; • Encouraged economic growth in the concerned areas due to cleaner environment and reduced health risks. 	Objectively verifiable indicators	Sources of Verification	Assumptions
Activities	<ul style="list-style-type: none"> • No of the ships • No of passengers • % import – export • Reduction of the operating and waiting time of the ships 	<ul style="list-style-type: none"> • Monitoring data/reports from the Ministry of Public Works, Transport and Telecommunications, • Statistical and survey data from INSTAT • Local Authority Reports 	<ul style="list-style-type: none"> • The qualified Staff able to meet the standards; • The preparation in time of the tender documents and other steps.
<ul style="list-style-type: none"> • The construction of Operating Quay for big ships (till 5000 tons) ; • The construction of the operating square behind the Quay; <p>The construction of electric and hydraulic system of the new Quay and other accessories ;</p>	Means	Costs	Assumptions
		<ul style="list-style-type: none"> • 1.1 million Euro • 1.5 million Euro • 1.0 million Euro 	<ul style="list-style-type: none"> • Implementation of works is carried out according to the schedule and technical standards, • Any administrative or other barriers to implementation have been removed before the starting of the project

ANNEX 2

Amounts (in €million) Contracted and disbursed by quarter for the project

Contracted	1 st Quarter 2009	2 nd Quarter 2009	3 rd Quarter 2009	4 th Quarter 2009	1 st Quarter 2010	2 nd Quarter 2010	3 rd Quarter 2010	4 th Quarter 2010	1 st Quarter 2011	2 nd Quarter 2011	3 rd Quarter 2011	4 th Quarter 2011
Contract 1.1		1.1										
Contract 2.1			1.5									
Contract 3.1			0.5									
Cumulated		1.1	3.1									
Disbursed	1 st Quarter 2009	2 nd Quarter 2009	3 rd Quarter 2009	4 th Quarter 2009	1 st Quarter 2010	2 nd Quarter 2010	3 rd Quarter 2010	4 th Quarter 2010	1 st Quarter 2011	2 nd Quarter 2011	3 rd Quarter 2011	4 th Quarter 2011
Contract 1.1		0.11		0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
Contract 1.2			0.15	0.30	0.30	0.30	0.30	0.15				
Contract 1.3			0.05		0.10		0.10		0.10		0.10	0.05
Cumulated		0.11	0.31	0.72	1.23	1.64	2.15	2.41	2.62	2.73	2.94	3.1

ANNEX 3

Indicative Budget (amounts in €million)

			TOTAL EXPENDITURE	SOURCES OF FUNDING								
				IPA COMMUNITY CONTRIBUTION		NATIONAL CONTRIBUTION				PRIVATE CONTRIBUTION		
ACTIVITIES	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	% (2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
ACTIVITY 1												
Contract 1.1	–	X	1.1	1.1	100%	0.0	0%	0.0	0.0	0.0	0.0	0%
ACTIVITY 2												
Contract 2.1	–	X	1.5	1.5	100%	0.0	0%	0.0	0.0	0.0	0.0	0%
ACTIVITY 3												
Contract 3.1	–	X	1.0	0.5	50%	0.5	50%	0.0	0.0	0.0	0.0	0%
.....												
TOTAL IB												
TOTAL INV			3.6			0.5						
TOTAL PROJECT			3.6	3.1		0.5	50%	0.0	0.0	0.0	0.0	0%

N.B.: Activity 3.1 will be funded with a separate contract of 0.5 M E funded from the Albanian State Budget

ANNEX 4

Description of Institutional Framework

The Directorate of Policies of Maritime Transport is the highest structure of the maritime, port and water administration included in the organisational structure of the Ministry of Public Works, Transport and Telecommunications (MoPWTT). The mission of this Directorate includes all the administrative, legal, economic, financial, technical and social issues, within the competencies of this Ministry, such as:

- It defines the Strategy for the development of maritime, water transport and ports,
- It defines the rules for the administration of property inside the territory of ports,
- It prepares the legislation to regulate all issues related to the normal conduct of activities in the area of maritime, water transport and ports.
- It sets the rules for the prevention and protection of environment from pollution, in cooperation with the interested Ministries for the implementation of International Maritime Conventions and the manner to apply and control these rules, etc.

In order to carry out the above tasks, this Directorate has in its organizational structure seven employees.

In cooperation with the Directorate of Legal Services, the Integration Sector and the Directorate of Foreign Affairs, at the MoPWTT, this directorate prepares the following:

- The maritime agreements with the other countries, which derive from the implementation of the Maritime International Conventions and the Sea Law.
- Prepares all the documentation for the ratification, unification or acceptance of International Maritime Conventions and develops the national rules for their implementation;
- In the course of the process of general development it follows up all the problems related to the sea that might arise, by providing solutions according to the powers provided by the law;
- Participates by cooperating with other Directorates, in order to make investments in the maritime transport, water sector and ports;
- Cooperates with subordinating institutions, such as Durres Port Authority, Anonymous Company of Maritime Ports, General Harbour Office, Anonymous Company of Maritime Register, Ship Enterprise for Maritime Service for issues related to the functioning of these institutions

ANNEX 5
Reference to laws, regulations and strategic documents

Reference list of relevant laws and regulations

The legal framework for maritime Transport sector consists of the following:

- Law no. 9594, dated 27.07.2006 “On the accession in the International Convention “On the prevention of pollution from ships”, 1973 amended with protocol of year 1978 (MARPOL 73/78).”;
- Law no. 9055, dated 24.04.2003 “On the accession of the Republic of Albania in the United Nations, Convention “On the Law of the Sea”, Montego Bay, Jamaica;
- Law no. 9213, dated 1.04.2004, “On the accession of the Republic of Albania in the Maritime International Convention “For the safety of life at sea” (SOLAS 1974), together with its amendments until December 2000;
- Law no. 8569, dated 20.01.2000, “On the accession of the Republic of Albania in the “Maritime International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW)”;
- Law no. Nr. 9166, dated 22.01.2004 “On the accession of the Republic of Albania in the Maritime International Code of rules to prevent collisions at sea”.
- Law no. 9277, dated 23.09.2004, “On the accession of the Republic of Albania in the Athens Convention “On the carriage of passengers and their luggage by sea” 1974;
- Law no. 9504, dated 3.04.2006, “On the accession of the Republic of Albania in the United Nations Convention “On the carriage of goods by sea (Hamburg Rules)”.
- Law no. 9428, dated 13.10.2005, “On the accession of the Republic of Albania in the International Maritime Convention on Facilitation of International Maritime Traffic (FAL), adopted in London on 9 April 1965”.
- Law no. 8690, dated 16.12.2000, “On the accession of the Republic of Albania in the Convention “For the protection of the Mediterranean Sea against pollution, (Barcelona convention)”
- Law no. 9495, dated 20.03.2006, “On the accession of the Republic of Albania in the International Convention “On rescuing”, 1989, London”;
- Law No. 9251 dated 08.07.2004 “On Albanian Maritime Code”;
- Law No. 9130 dated 08.09.2003 ”On Port Authority”;
- Law No. 9281 dated 23.09.2004 “On Safety in Ships and at Ports”;
- Decree no. 4938, dated 4.2.1972, amended with Decree no. 6180, dated 26.4.1980, “On the Ports Harbour”.

Reference to SAA

ARTICLE 59

With regard to supply of transport services between the Community and Albania, the following provisions shall apply:

1. With regard to inland transport, Protocol 5 lays down the rules applicable to the relationship between the Parties in order to ensure, particularly, unrestricted road transit traffic across Albania and the Community as a whole, the effective application of the principle of non-discrimination and progressive harmonisation of the Albanian transport legislation with that of the Community.

2. With regard to international maritime transport, the Parties undertake to apply effectively the principle of unrestricted access to the market and traffic on a commercial basis, and to respect international and European obligations in the field of safety, security and

environmental standards.

The Parties affirm their commitment to a freely competitive environment as an essential feature of international maritime transport.

3. In applying the principles of paragraph 2:

(a) the Parties shall not introduce cargo-sharing clauses in future bilateral Agreements with third countries;

(b) the Parties shall abolish, upon the date of entry into force of this Agreement, all unilateral measures and administrative, technical and other obstacles that could have restrictive or discriminatory effects on the free supply of services in international maritime transport.

(c) each Party shall grant, inter alia, no less favourable treatment for the ships operated by nationals or companies of the other Party than that accorded to a Party's own ships with regard to access to ports open to international trade, the use of infrastructure and auxiliary maritime services of the ports, as well as related fees and charges, customs facilities and the assignment of berths and facilities for loading and unloading.

4. With a view to ensuring a coordinated development and progressive liberalisation of transport between the Parties adapted to their reciprocal commercial needs, the conditions of mutual market access in air transport shall be dealt with by special Agreements to be negotiated between the Parties.

5. Prior to the conclusion of the Agreements referred to in paragraph 4, the Parties shall not take any measures or actions which are more restrictive or discriminatory as compared with the situation existing prior to the date of entry into force of this Agreement.

6. Albania shall adapt its legislation, including administrative, technical and other rules, to that of the Community existing at any time in the field of air, maritime and inland transport insofar as it serves liberalisation purposes and mutual access to markets of the Parties and facilitates the movement of passengers and of goods.

7. In step with the common progress in the achievement of the objectives of this Chapter, the Stabilisation and Association Council shall examine ways of creating the conditions necessary for improving freedom to provide air and inland transport services.

ARTICLE 70

1. The Parties recognise the importance of the approximation of Albania's existing legislation to that of the Community and of its effective implementation. Albania shall endeavour to ensure that its existing laws and future legislation shall be gradually made compatible with the Community acquis. Albania shall ensure that existing and future legislation shall be properly implemented and enforced.

2. This approximation shall start on the date of signing of this Agreement, and shall gradually extend to all the elements of the Community acquis referred to in this Agreement by the end of the transitional period as defined in Article 6.

3. During the first stage as defined in Article 6, approximation shall focus on fundamental elements of the Internal Market acquis as well as on other important areas such as competition, intellectual, industrial and commercial property rights, public procurement, standards and certification, financial services, land and maritime transport – with special emphasis on safety and environmental standards as well as social aspects – company law, accounting, consumer protection, data protection, health and safety at work and equal opportunities. During the second stage, Albania shall focus on the remaining parts of the acquis.

Approximation will be carried out on the basis of a programme to be agreed between the Commission of the European Communities and Albania.

4. Albania shall also define, in agreement with the Commission of the European Communities, the modalities for the monitoring of the implementation of approximation of legislation and law enforcement actions to be taken.

ARTICLE 106

Transport

1. Cooperation between the Parties shall focus on priority areas related to the Community acquis in the field of transport.

2. Cooperation may notably aim at restructuring and modernising the Albanian transport modes, improving the free movement of passengers and goods, enhancing the access to the transport market and facilities, including ports and airports, supporting the development of multi-modal infrastructures in connection with the main trans-European networks, notably to reinforce regional links, achieving operating standards comparable to those in the Community, developing a transport system in Albania compatible and aligned with the Community system and improving the protection of environment in transport.

Reference to European Partnership

The area of intervention foreseen under this project is also in compliance with the mid term priorities outlined in the European Partnership Document 2007. In this document, actions for the upgrading the country's infrastructure, in particular in energy and transport, in order to strengthen the competitiveness of the economy at large, and as well as achieve significant results in improving maritime safety conditions, including port state control facilities and performance of the register of shipping pursuant to the Paris memorandum of understanding.

Reference to National Plan for the Implementation of the SAA

The short term and midterm legal initiatives and implementing activities to improve the efficiency, management, safety standards, in the Albanian Maritime Sector foreseen in the National Plan for the implementation of the SAA are as following:

Short-term Legislative Initiatives (2007 - 2008)

- “Draft-Law “On the Maritime Administration”, which aims at the creation of the Albanian Maritime Administration with its policy-making and implementing structures. It will be fully aligned with Directive 94/57/EC and Directive 95/21/EC;
- Draft-law for Albania’s signature of “The Memorandum of Understanding on Port State Control” (Paris Memorandum of Understanding). It will be approximated with Directive 94/57/EC and Directive 95/21/ EC, as amended;
- Draft-law “On the accession to the Convention for the identification documents of seamen”. It will be aligned with Regulation 1612/68/EC;
- Draft-law “On the minimal standards in trade ships, 1976 and protocol of year 1996 (ILO 147)”. It will be aligned with the respective Convention 1976, and the protocol of year 1996 (ILO 147)”;
- Draft-law on the accession to the United Nation Convention “On arrest of ships”, 1999. It will be aligned with the respective UN Convention, 1999.

- Draft-law on the accession to the United Nation Convention “On the maritime pretences”, 1993. It will be aligned with the UN Convention, 1993.
- Draft-law on the accession to the convention “On the minimum age to employ Seamen”;

Short-term Implementing Activities (2007 - 2008)

- Establishment of the Maritime Administration;
- Establishment of the State Port Control;
- Establishment of the Security Force in the Port of Vlora;
- Establishment of the Security Force in the Port of Saranda;
- Establishment of the Security Force in the Port of Shëngjin;
- Study the legislation of the community in the field of maritime transport;
- Strengthening the capacities of the PIU unit;

Mid-term Legal Initiatives (2009 - 2010)

- Draft-law on the accession to the convent “On the transport of dangerous and toxic goods HNS 96”;
- Draft-law on the approval of the National Plan for intervention in cases of maritime accidental pollution (contingency plan);
- Draft-law “On accession to the Ballast Water Convention” 2004”

Reference to MIPD

This project is proposed under the area of European Standards, according to section 2.2.3.3 of the IPA/MIPD for the period 2007 – 2009 titled “Programmes to be implemented”, where support in the implementation of existing National Transport Plan as regards maritime transport and development of the institutional capacities is foreseen.

Reference to National Development Plan

The need to implement the identified project is based on the requirements and plans defined in the following country’s major documents:

- National Strategy for Development and Integration,
- National Transport Strategy
- Albanian National Transport Plan

Reference to national investment plans

The selected project adheres to the priorities of the Public Investment Programme and part of the Investment Plan funded by Government Annual Budget of 2007. Even in the Mid Term Expenditure Programme 2008-2010 are foreseen some funds from the Albanian State Budget.

Further investments are needed in the maritime sector in order to develop the Port Infrastructure in the Port of Shengjini.

ANNEX 6

Details per EU funded contract (*) where applicable:

For *TA contracts*: account of tasks expected from the contractor

For *twinning covenants*: account of tasks expected from the team leader, resident twinning advisor and short term experts

For *grants schemes*: account of components of the schemes

For *investment contracts*: reference list of feasibility study as well as technical specifications and cost price schedule + section to be filled in on investment criteria (**)

For *works contracts*: reference list of feasibility study for the *constructing works* part of the contract as well as a section on investment criteria (**); account of services to be carried out for the *service part* of the contract

The proposed activities are foreseen in the Master Plan for the development of Port of Shengjini.

The Feasibility Study for this project is already prepared.