# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.29** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-1-1 | Pedestrian Streets/ "Traffic Cell System" inside Inner Ring Road | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of this Project will support a public transport user-friendly environment to introduce a transit mall in the Skanderbeg Square as the center of the city. This development will contribute to the center development of Tirana and creation of a pedestrian friendly environment, considering that several roads will be converted to pedestrian streets and closed to private vehicles. | Preparation | 6.5 |
| | | Initial Investment | 173.5 |
| | | Recurrent O&M Cost (Per Year) | 7.8 |
| **Sub-projects Components** | RUT 2-1-1 Pedestrian Streets/"Traffic Cell System" inside Inner Ring<br>Project Length = 1.8 Km<br>– Road Rehabilitation, Length = 1.8 Km<br>– Controlled Access System. | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2021 |
| **Expected Beneficiaries** | Citizens of Tirana | **Related/Linked Projects (Project Codes)** | RUT 1-3-1<br>RUT 1-5-1<br>RUT 2-3-1<br>RUT 3-1-1<br>RUT 3-1-2 |
| **Project Location or Coverage Area** | Pedestrian Streets/"Traffic Cell System" inside Inner Ring Road in RUT 2-1-1 are composed of existing Dibra, Luigj Gurakuqi, Abdi Toptani, Murat Toptani, 28 Nentori, Cameria, Kavaja and Durres Roads. All the above roads are connected with the city center, and Inner Ring Road serves as a boundary of the center. For coverage area, Tirana city center can be considered.<br>(see Maps attached) | | |

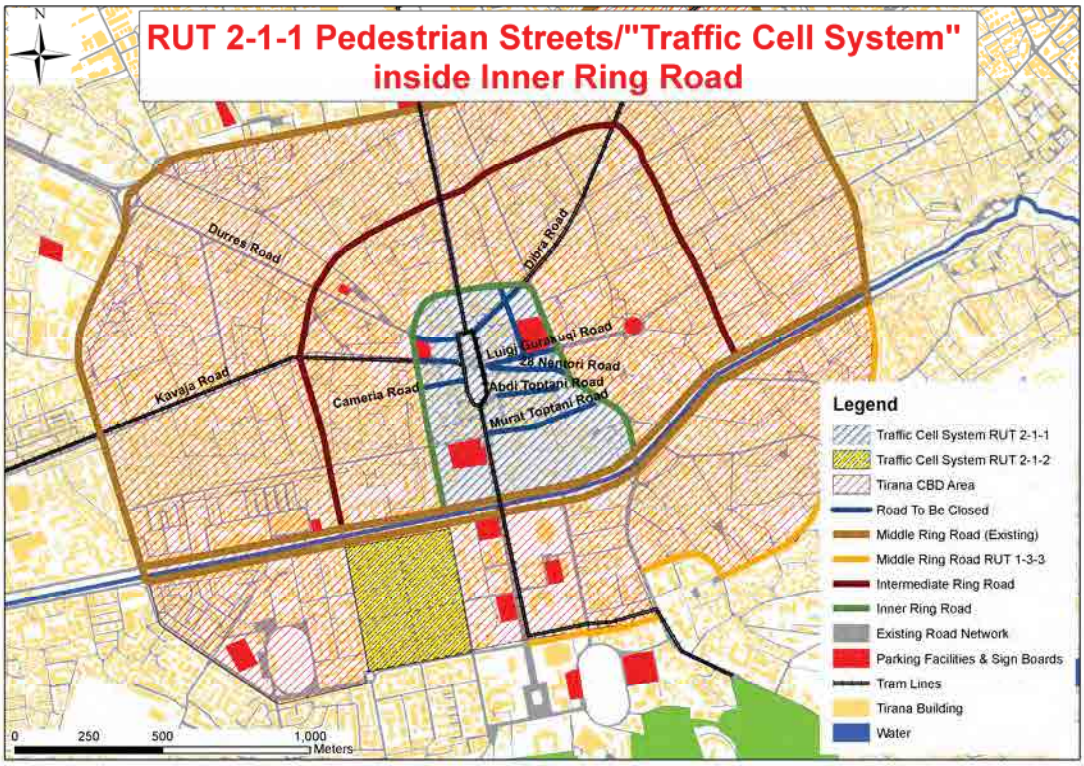
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | Non | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | C | C | D |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):<br><br>- Primary road (Inner Ring Road) section without Traffic Cell System:<br>Traffic volume (2012): 1,400 PCU/hour, V/C ratio: 0.64<br>Traffic volume (2027): 2,600 PCU/hour, V/C ratio: 0.54<br><br>- Primary road (Inner Ring Road) section with Traffic Cell System:<br>Traffic volume (2012): 2,200 PCU/hour, V/C ratio: 0.98<br>Traffic volume (2027): 4,700 PCU/hour, V/C ratio: 0.98 |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2019 (medium term)<br>- Pedestrian streets, closed to private vehicles and associated with controlled access system for public transport, emergency vehicles and services<br><br>  |

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.30** (1/3)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-1-2 | Pedestrian Streets/ "Traffic Cell System" In Bllok District | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of this Project will support a soft mobility user-friendly environment. This development will contribute to the center development of Tirana, and creation of a pedestrian friendly environment, considering that several roads will be converted to pedestrian streets and closed to private vehicles. | Preparation | 3.8 |
| | | Initial Investment | 102.8 |
| | | Recurrent O&M Cost (Per Year) | 4.6 |
| **Sub-projects Components** | RUT 2-1-2 Pedestrian Streets/"Traffic Cell System" in Bllok District<br>Project Length = 1.44 Km<br>– Road Rehabilitation, Length = 1.44 Km<br>– Controlled Access System | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana | **Related/Linked Projects (Project Codes)** | RUT 1-3-1<br>RUT 1-3-2<br>RUT 2-3-1<br>RUT 2-3-2 |
| **Project Location or Coverage Area** | Pedestrian Streets/"Traffic Cell System" in Bllok District are composed of the existing east-west corridors as Pjeter Bogdani, Brigada e VIII, Ismail Qemali and Nikolla Tupe Roads. All the above roads are connected to the east with Ibrahim Rugova Road, and to the west are connected with Sami Frasheri Road. For coverage area, the entire Bllok District can be considered.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices | |
|---|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System | |
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | Non | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | C | C | D |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works |
| **Environmental Considerations*3** | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/3)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):<br><br>- Secondary road (Sami Frasheri Road) section without Traffic Cell System:<br>Traffic volume (2012): 1,000 PCU/hour, V/C ratio: 0.98<br>Traffic volume (2027): 1,200 PCU/hour, V/C ratio: 0.67<br><br>- Secondary road (Sami Frasheri Road) section with Traffic Cell System:<br>Traffic volume (2012): 900 PCU/hour, V/C ratio: 0.58<br>Traffic volume (2027): 1,100 PCU/hour, V/C ratio: 0.63<br><br>- Secondary road (Ibrahim Rugova Road) section without Traffic Cell System:<br>Traffic volume (2012): 1,400 PCU/hour, V/C ratio: 0.95<br>Traffic volume (2027): 1,900 PCU/hour, V/C ratio: 0.72<br><br>- Secondary road (Ibrahim Rugova Road) section with Traffic Cell System:<br>Traffic volume (2012): 1,300 PCU/hour, V/C ratio: 0.89<br>Traffic volume (2027): 1,900 PCU/hour, V/C ratio: 0.72<br><br>- Primary road (Bajram Curri Boulevrad) section without Traffic Cell System:<br>Traffic volume (one-way) (2012): 2,500 PCU/hour, V/C ratio: 1.26<br>Traffic volume (one-way) (2027): 4,200 PCU/hour, V/C ratio: 1.06<br><br>- Primary road (Bajram Curri Boulevrad) section with Traffic Cell System:<br>Traffic volume (one-way) (2012): 2,600 PCU/hour, V/C ratio: 1.34<br>Traffic volume (one-way) (2027): 4,600 PCU/hour, V/C ratio: 1.16<br><br>- Secondary road (Abdyl Frasheri Road) section without Traffic Cell System:<br>Traffic volume (2012): 900 PCU/hour, V/C ratio: 0.60<br>Traffic volume (2027): 3,500 PCU/hour, V/C ratio: 1.35<br><br>- Secondary road (Abdyl Frasheri Road) section with Traffic Cell System:<br>Traffic volume (2012): 1,300 PCU/hour, V/C ratio: 0.88<br>Traffic volume (2027): 3,600 PCU/hour, V/C ratio: 1.37 |

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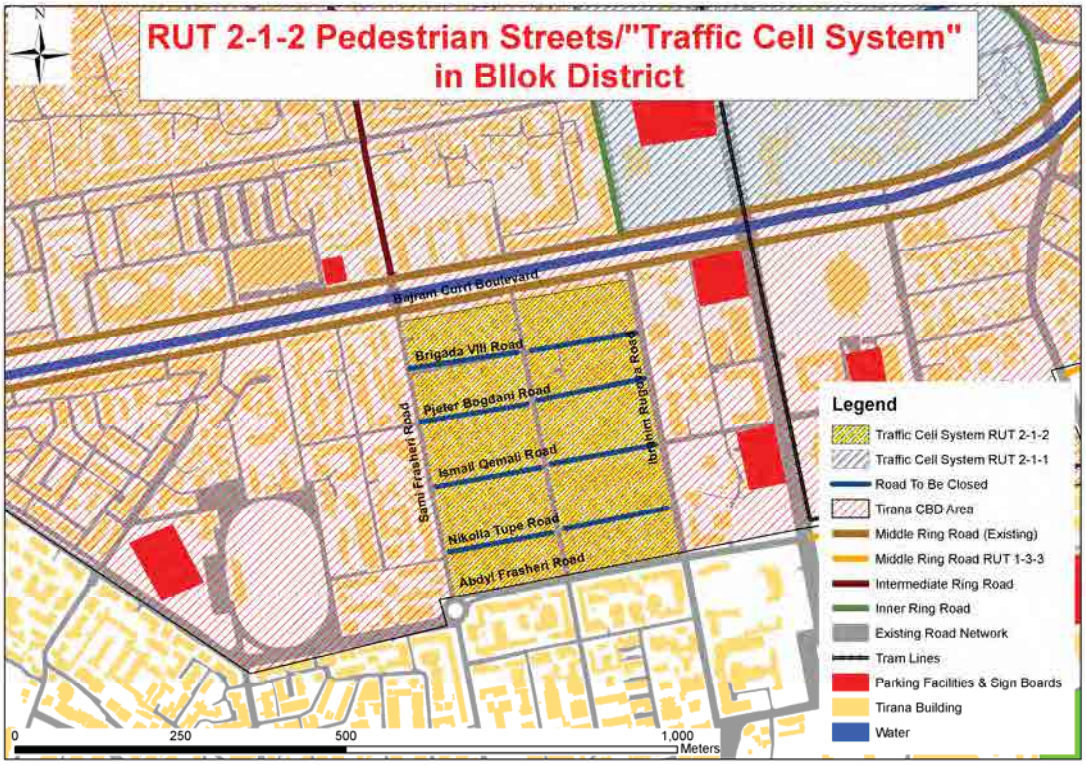
<table>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">
- Starting implemantation year: 2015 (short term)<br>
- Pedestrian streets, closed to private vehicles and associated with controlled access system for residents, emergency vehicles and services<br>


</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
<tr><td>Notes</td><td colspan="4"></td></tr>
</table>

Notes:

*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.31** (1/3)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-1-3 | Pedestrian Facility Development for Better Environment | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | This project will support pedestrian mobility, through different safety measures. It will contribute to creation of a pedestrian friendly environment, considering that more pedestrian facilities such as crosswalks, traffic lights, and pedestrian bridges/overpasses will be provided. | Preparation | 6.4 |
| | | Initial Investment | 171.1 |
| | | Recurrent O&M Cost (Per Year) | 0.5 |
| **Sub-projects Components** | RUT 2-1-3 Pedestrian Facilities Development for Better Environment.<br>– Construction of Pedestrian Bridges/Overpass, Total = 5 Places<br>– Construction of Pedestrian Traffic Lights, Total = 4 Places | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana | **Related/Linked Projects (Project Codes)** | RUT 1-2-1<br>RUT 1-2-2<br>RUT 2-4 |
| **Project Location or Coverage Area** | Pedestrian Facilities Development for Better Environment in RUT 2-1-3 are composed of pedestrian bridges/overpass located at Customs (Dogana), Lapraka, Zogu i Zi and Technological High School, and Pedestrian Crosswalks equipped with traffic lights located at 100 Vitrinat Market, Ex Enver Factory and Ministry of Health. For coverage area, all the above areas can be considered.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | Non | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | C | C | D |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

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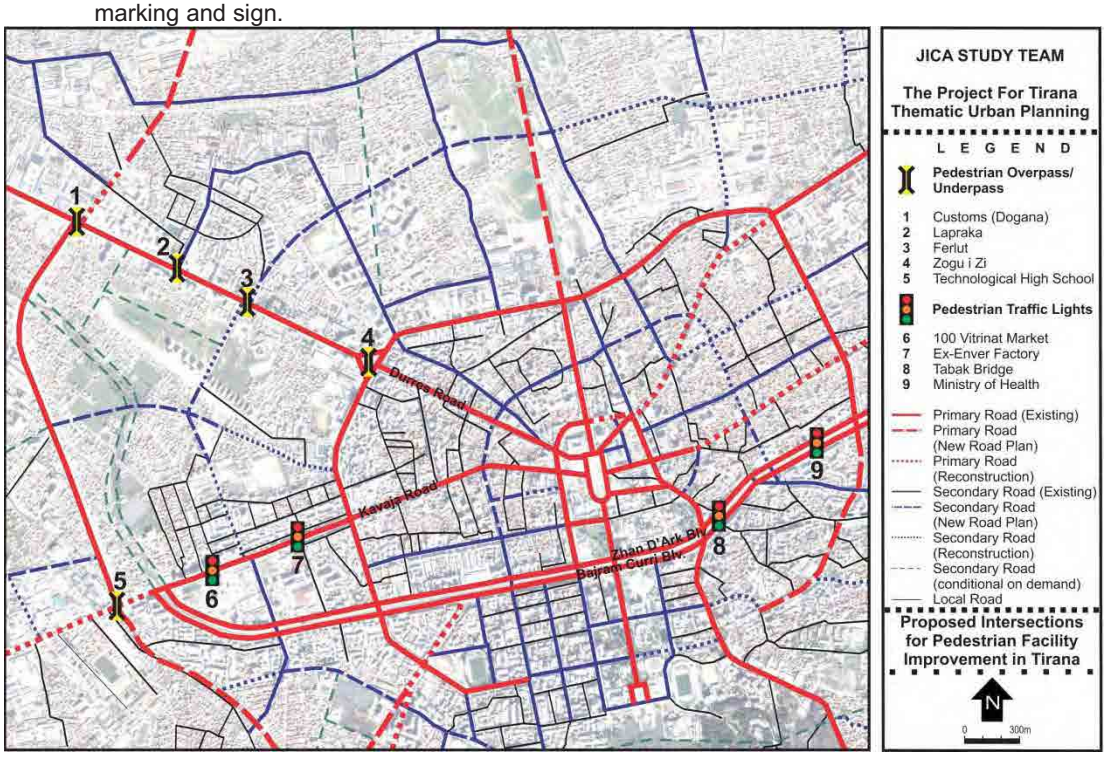
**Quantitative Analysis and Rationales**

Present and future traffic volume at 9 Intersections in the morning peak (6:00-9:00 a.m.)

| No. | Pedestrian Facility Location | Road Name | Present Traffic Flow (2012) | Future Traffic Flow (2027) |
|---|---|---|---|---|
| 1 | Customs (Dogana) | Durres Road | 800 PCU/hour, V/C ratio: 0.43 | 3,600 PCU/hour, V/C ratio: 0.91 |
| 2 | Lapraka | Durres Road | 3,300 PCU/hour, V/C ratio: 1.26 | 7,000 PCU/hour, V/C ratio: 1.33 |
| 3 | Ferlut | Durres Road | 3,800 PCU/hour, V/C ratio: 1.45 | 6,500 PCU/hour, V/C ratio: 1.22 |
| 4 | Zogu i Zi | Durres Road | 3,800 PCU/hour, V/C ratio: 1.51 | 6,400 PCU/hour, V/C ratio: 1.36 |
| 5 | Technological High School | Kavaja Road | 3,200 PCU/hour, V/C ratio: 1.97 | 8,300 PCU/hour, V/C ratio: 2.08 |
| 6 | 100 Vitrinat Market | Kavaja Road | 2,000 PCU/hour, V/C ratio: 1.01 | 4,000 PCU/hour, V/C ratio: 1.50 |
| 7 | Ex-Enver Factory | Kavaja Road | 2,300 PCU/hour, V/C ratio: 1.19 | 3,200 PCU/hour, V/C ratio: 1.20 |
| 8 | Tabak Bridge | Zhan D'Ark & Bajram Curri Boulevards | 2,800 PCU/hour, V/C ratio: 1.43 | 4,100 PCU/hour, V/C ratio: 1.04 |
| 9 | Ministry of Health | Zhan D'Ark & Bajram Curri Boulevards | 3,200 PCU/hour, V/C ratio: 1.12 | 3,100 PCU/hour, V/C ratio: 0.77 |

**Project Concept, Scheme or Drawings**

- Starting implemantation year: 2014 (short term)
- Development of pedestrian facilities, by construction of bridges/overpass and various crosswalk traffic engineering measures, such as traffic lights, traffic signal, traffic regulation, marking and sign.



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| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.32** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-2-1 | Development of Dedicated Bus Lanes | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Dedicated Bus Lanes, as one of the priority projects, will be constructed on radial primary roads, serving mainly the line-haul bus lines. It will reduce the travel time of the public transport mode, securing high operation speed of buses. It also aims to improve the quality of public transport services. Some dedicated bus lanes may be converted to rail tracks when the demand grows in a longer term. | Preparation | 25.1 |
| | | Initial Investment | 670.2 |
| | | Recurrent O&M Cost (Per Year) | 30.1 |
| **Sub-projects Components** | RUT 2-2-1 Development of Dedicated Bus Lanes<br>Project Length = 18.3 Km (Total Length = 19.9 Km)<br>- New construction, Length = 18.3 Km<br>Stage I, 2014-2015<br>Durres, Mine Peza, 29 Nentori and George W. Bush Roads<br>Stage II, 2015-2016 (completion of RUT 1-4-3)<br>Komuna e Parisit, Medar Shtylla and Tish Dahia Roads<br>Stage III, 2016-2017 (completion of RUT 1-4-2)<br>Hoxha Tahsim, Xhanfize Keko and Sotir Caci Roads<br>Stage IV, 2018-2020 (completion of RUT 1-4-5)<br>Ali Shefqeti Road<br>RUT 3-1-1 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 7 years |
| | | Expected Completion Years | 2020 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-4-2<br>RUT 1-4-3<br>RUT 3-2-1 |
| **Project Location or Coverage Area** | Dedicated bus lanes are in the Municipality of Tirana, mostly inside Outer Ring Road. They are on the following primary roads: Durres, Mine Peza, 29 Nentori, George W. Bush, Komuna e Parisit, Medar Shtylla, Tish Daia, Hoxha Tahsim, Xhanfize Keko, Sotir Caci, and Ali Shefqeti Roads. For coverage area, the entire city of Tirana can be considered.<br>(see Maps attached) | | |

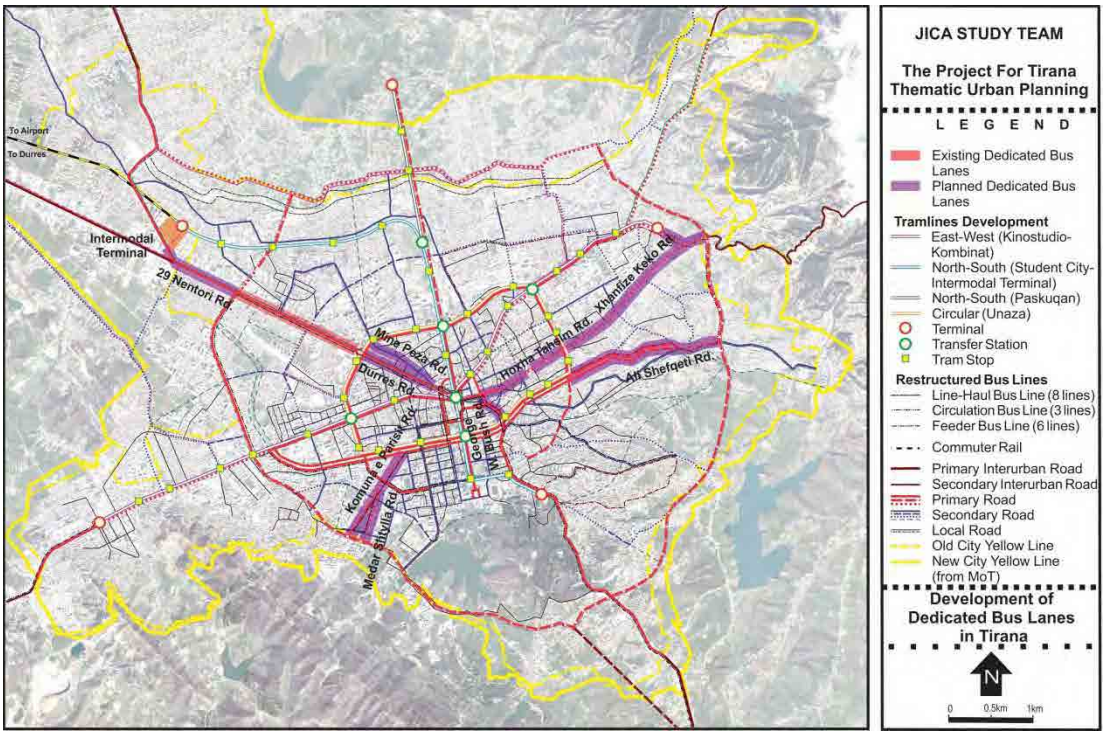
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | D | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | D |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from the Municipality of Tirana. |
| **Environmental Considerations *3** | 1) Social Environment<br>- Hazards (Traffic accidents): B<br>2) Natural Environment: C<br>3) Pollution<br>- Air pollution: B<br>- Solid waste (During construction): B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="4">- Expected number of buses on the dedicated bus lanes in the morning peak (6:00-9:00 a.m.) (Unit: Buses/3hours):<br>Durres Road (one way): 96, Mine Peza (one way) Road: 96, 29 Nentori Road: 40, George W. Bush Road: 72, Komuna e Parisit Road: 36; Medar Shtylla Road (one way): 18, Tish Daia Road (one way): 18, Hoxha Tahsim Road: 36; Xhanfize Keko Road: 36, Sotir Caci Road: 64, Ali Shefqeti Road: 68.</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="4"> 
</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="3">- Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year</td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>36,341 Million Lek</td><td>EIRR</td><td>16.8%</td></tr>
<tr><td>Notes</td><td colspan="3">- The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 2-2-1 Development of Dedicated Bus Lanes generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit.</td></tr>
</table>

Notes:
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*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.33** (1/2)

| Code | Name of Project | Type of Project*1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-2-2 | Development of Bicycle Lanes | TA.FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | The dedicated bicycle lanes in RUT 2-2-2 will be constructed on the main road network, supporting a soft mobility alternative in Tirana. It will reduce the travel time of the bicycle users, securing speed and safety. It also aims to improve the quality of life, reducing private vehicle use and as a consequence less noise and less air pollution. | Preparation | 43.0 |
| | | Initial Investment | 1,149.3 |
| | | Recurrent O&M Cost (Per Year) | 10.3 |
| **Sub-projects Components** | RUT 2-2-2 Development of Bicycle Lanes<br>Project Length = 64.02Km (Total Length = 64.96 Km)<br>- New construction, Length = 64.02 Km<br>Stage I, 2014-2017 (completion of RUT 1-1-1, RUT 1-3-1, RUT 1-3-3, RUT 1-4-1, RUT 1-4-7)<br>Main Boulevard-part 1, Main Boulevard (Existing), Zhan D'Ark, Gjergj Fishta and Bajram Curri Boulevards. Also Inner Ring, Middle Ring, Dibra, Durres, Myslym Shyri, Elbasan and Kavaja Roads<br>Stage II, 2018-2022 (completion of RUT 1-1-2, RUT 1-2-2, RUT 1-4-5, RUT 1-5-3)<br>Main Boulevard-Part 2 and Outer Ring Road (Northern Section-Service Road). Also Ali Shefqeti, 4 Deshmoret, Qemal Stafa, Vaso Pasha and Ibrahim Rugova Roads. | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 9 years |
| | | Expected Completion Years | 2022 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-1-1<br>RUT 1-1-2<br>RUT 1-2-2<br>RUT 1-3-1<br>RUT 1-3-3<br>RUT 1-4-1<br>RUT 1-4-5<br>RUT 1-4-7<br>RUT 1-5-3 |

| | | | |
|---|---|---|---|
| **Project Location or Coverage Area** | The dedicated bicycle lanes in RUT 2-2-2 are mostly in the main Tirana boulevards and roads. They are on the following boulevards: Main Boulevard, Zhan D'Ark, Bajram Curri and Gjergj Fishta Boulevards. Also, they are on the following roads: Durres, Kavaja, Myslym Shyri, Ali Shefqeti, 4 Deshmoret, Qemal Stafa, Vaso Pasha, Ibrahim Rugova, Dibra, Elbasan, Inner Ring, and part of Middle Ring Roads. For coverage area, the entire city of Tirana can be considered.<br>(see Maps attached) | | |
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** | |
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System | |
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | D | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | A | C | D |
| **Resource Allocation for the Project** | The resource for the project will be from the Municipality of Tirana. | | |
| **Environmental Considerations*3** | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br>2) Natural Environment:<br>- Negative impact: C<br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B | | |

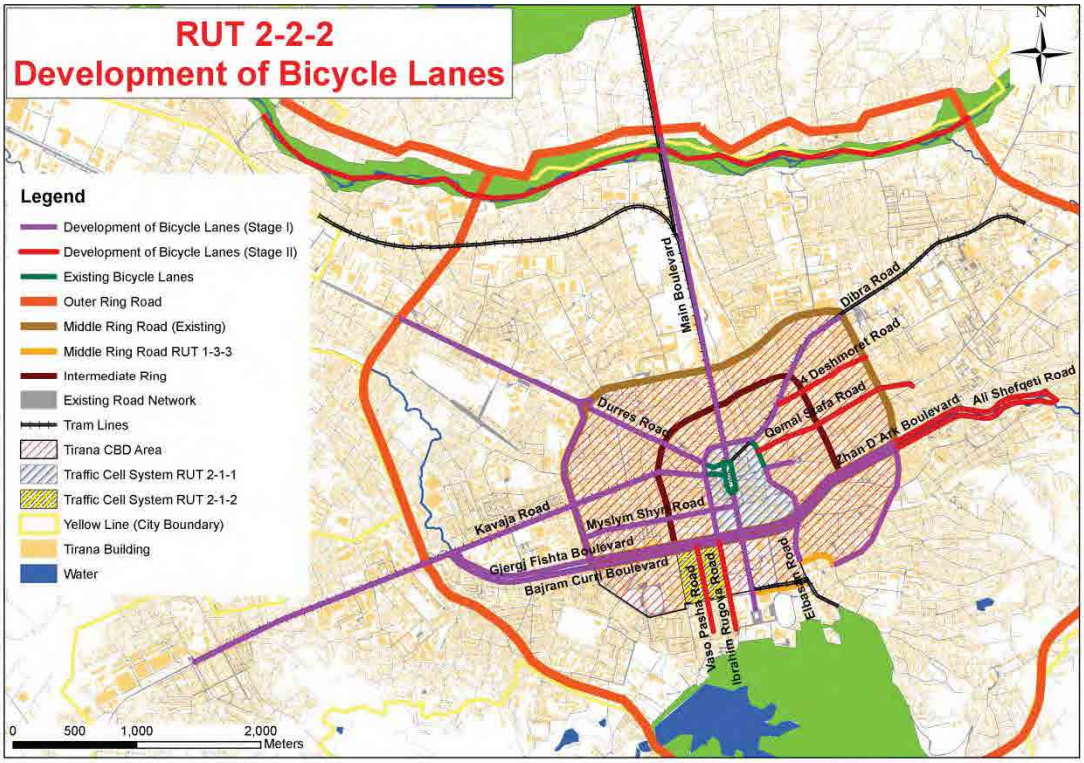
**Quantitative Analysis and Rationales**

Location and direction of dedicated bicycle lanes

| Road Name | Location | Direction | Road Name | Location | Direction |
|---|---|---|---|---|---|
| Main Boulevard | Beside Road | 2 ways | 4 Deshmoret Rd. | Beside Road | 2 ways |
| Zhan D'Ark Blv. | Beside Sidewalk | 1 way | Qemal Stafa Rd. | Beside Road | 1 way |
| Bajram Curri Blv. | Beside Sidewalk | 1 way | Vaso Pasha | Beside Road | 1 way |
| Gjergj Fishta Blv. | Beside Sidewalk | 1 way | Ibrahim Rugova Rd. | Beside Road | 1 way |
| Durres Rd. | Beside Sidewalk&Road | 2 ways | Dibra Rd. | Beside Sidewalk | 2 ways |
| Kavaja Rd. | Beside Sidewalk | 2 ways | Elbasan Rd. | Beside Road | 2 ways |
| Myslym Shyri Rd. | Beside Road | 2 ways | Inner Ring Road | Beside Sidewalk | 2 ways |
| Ali Shefqeti Rd. | Beside Sidewalk | 2 ways | East of Middle Ring Road | Beside Sidewalk | 2 ways |

**Project Concept, Scheme or Drawings**

- Starting implemantation year: 2014 (short term)
- Development of dedicated bicycle lanes, using lane separators, also traffic engineering measures such as traffic lights, traffic signal, traffic regulation, marking and sign.




**Preliminary Project Economic Evaluation**

| | | | | |
|---|---|---|---|---|
| Assumptions | | | | |
| Evaluation Indicators *4 | NPV | - | EIRR | - |
| Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

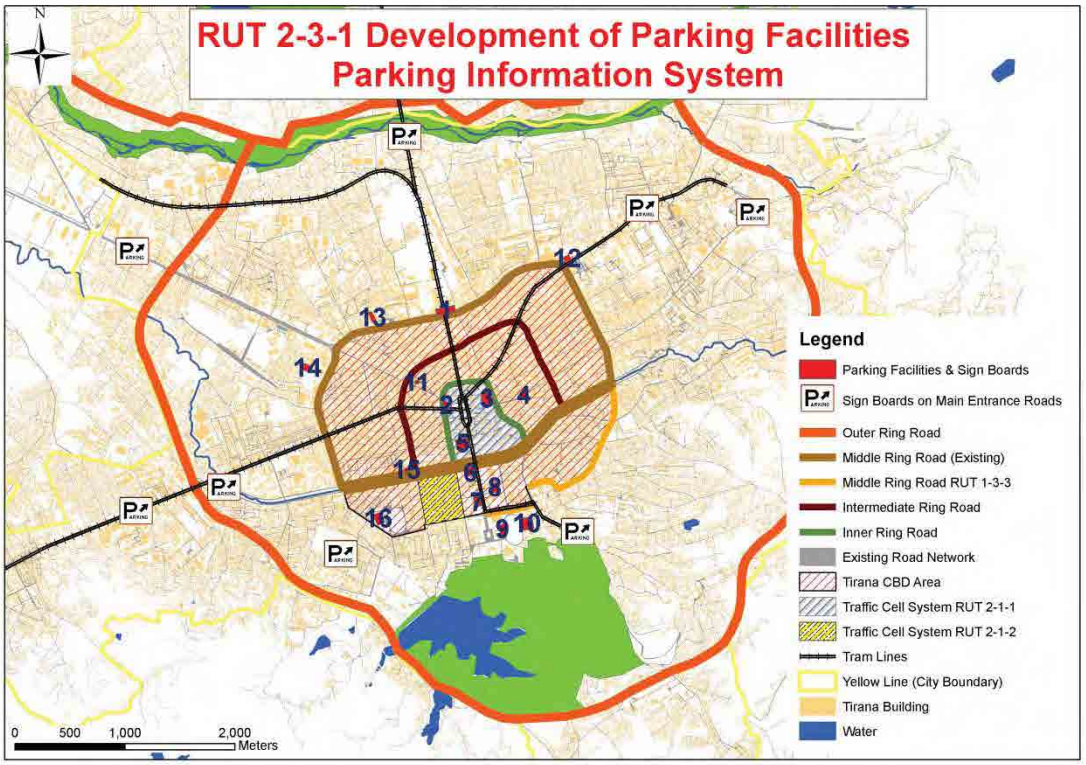
**No.34** (1/3)

| Code | Name of Project | Type of Project*1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-3-1 | Development of Parking Facilities/ Parking Information System | TA.FA | Municipality of Tirana<br>Central Government | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of Parking Facilities/Parking Information System is one of the priority projects. It is essential to increase the off street parking capacity in Tirana, considering the situation of increasing automobiles and continuing reliance on private vehicles. Furthermore, in CBD it is necessary to clear away the current on-street parking from the primary and secondary roads, to recover the original road capacity, and to utilize the road space for public transport and bicycles. | Preparation | 419.3 |
| | | Initial Investment | 11,204.9 |
| | | Recurrent O&M Cost (Per Year) | 496.4 |
| **Sub-projects Components** | RUT 2-3-1 Development of Parking Facilities/Parking Information System<br>Parking Locations =16,<br>Parking Information Signboards = 24<br><br>RUT 2-3-1 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 9 years |
| | | Expected Completion Years | 2021 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 2-2-1<br>RUT 2-2-2<br>RUT 2-3-2<br>RUT 3-1-1<br>RUT 3-1-2<br>RUT 3-1-4 |
| **Project Location or Coverage Area** | Development of Parking Facilities/Parking Information System, RUT 2-3-1 includes 16 parking locations: (1) Ex-Railway Station, located on the north boundary of CBD; (2) Museum, located inside Inner Ring Road; (3) Behind Cultural Palace, located inside Inner Ring Road; (4) Avni Rustemi Square, located in the east of CBD; (5) Rinia Park, located inside Inner Ring Road; (6) Twin Towers, located in the south of CBD, near the bridge on the Main Boulevard; (7) Opposite Rogner Hotel, located in the south of CBD, west of existing Main Boulevard; (8) QKR Building, located in the southeast of CBD; (9) Italy Square, located in the south of CBD, in front of Qemal Stafa National Stadium; (10) Behind Qemal Stafa Stadium, located in the south of CBD, opposite Italy Square; (11) Mine Peza Road, located between Mine Peza and Durres Roads; (12) Pharmacy No.10, located in the northeast boundary of the CBD; (13) Harry Fultz Institute, located in the northern boundary of CBD; (14) Physical Culture Institute, located in the northwest boundary of CBD; (15) Next to the Ex-Exhibition, located near the existing Middle Ring Road; and (16) Selman Stermasi Stadium, located in the southeast boundary of CBD . (see Maps attached) | | |

| | | | |
|---|---|---|---|
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** | |
| | Support the Development of the Economy | "Ecologically and Economically Sustainable City"<br>Enhancement of Road Network Capacity that Supports Economic Activities | |
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | A | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | C | B | A |
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana and the Central Government will be allocated for the required concession process and resource from the private operators will be allocated for the required preparation and construction process. Meanwhile, recourse from the Municipality of Tirana will be allocated for the required Parking Information System | | |

(2/3)

| | |
|---|---|
| **Environmental Considerations**[*3] | 1) Social Environment: C<br>2) Natural Environment: C<br>3) Pollution<br>- Air pollution: B (only during construction of parking facilities)<br>- Noise and vibration: B (only during construction of parking facilities) |
| **Quantitative Analysis and Rationales** | - Number of on-street parking vehicles to be removed from primary and secondary roads in the CBD (2012): Approximately 3,200 vehicles<br>- Increased parking capacity brought by additional parking facilities in the CBD: Approximately 7,500 vehicles |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: (9) Italy Square is already under construction<br>- Location of parking information signboards: Entrances of Durres Road, Kavaja Road, Bajram Curri Boulevard (west side), Komuna e Parisit Road, Elbasan Road, Xhanfize Keko Road, Dibra Road, Main Boulevard (north side); and additionally entrances of the 16 parking locations.<br>  |

(3/3)

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | - Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year | | | |
| | Evaluation Indicators *4 | NPV | 36,341 Million Lek | EIRR | 16.8% |
| | Notes | - The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 2-3-1 (Development of Parking Facilities / Parking Information System) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.35** (1/3)

| Code | Name of Project | Type of Project*1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-3-2 | Parking Pricing System in CBD | TA.FA | Municipality of Tirana<br>Central Government | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Parking Pricing System in CBD is one of the priority projects. In Tirana, current parking regulations of especially on-street parking need to be reassessed more drastically to guarantee a more efficient use of the roads. The objective is to control the demand of private vehicular trips in CBD, through implementation of a full scale paid parking and its control system. This project is also expected to bring about considerable revenue for infrastructure investment. | Preparation | 11.1 |
| | | Initial Investment | 297.4 |
| | | Recurrent O&M Cost (Per Year) | 213.5 |
| **Sub-projects Components** | RUT 2-3-2 Parking Pricing System in CBD (Central Business District)<br><br>RUT 2-3-2 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 2-2-1<br>RUT 2-2-2<br>RUT 2-3-1<br>RUT 3-1-1<br>RUT 3-1-2<br>RUT 3-1-4 |
| **Project Location or Coverage Area** | Parking Pricing System, RUT 2-3-2 involves all the area inside Tirana Central Business District (inside the Middle Ring Road), which can be considered as a boundary of the project.<br>(see Maps attached) | | |

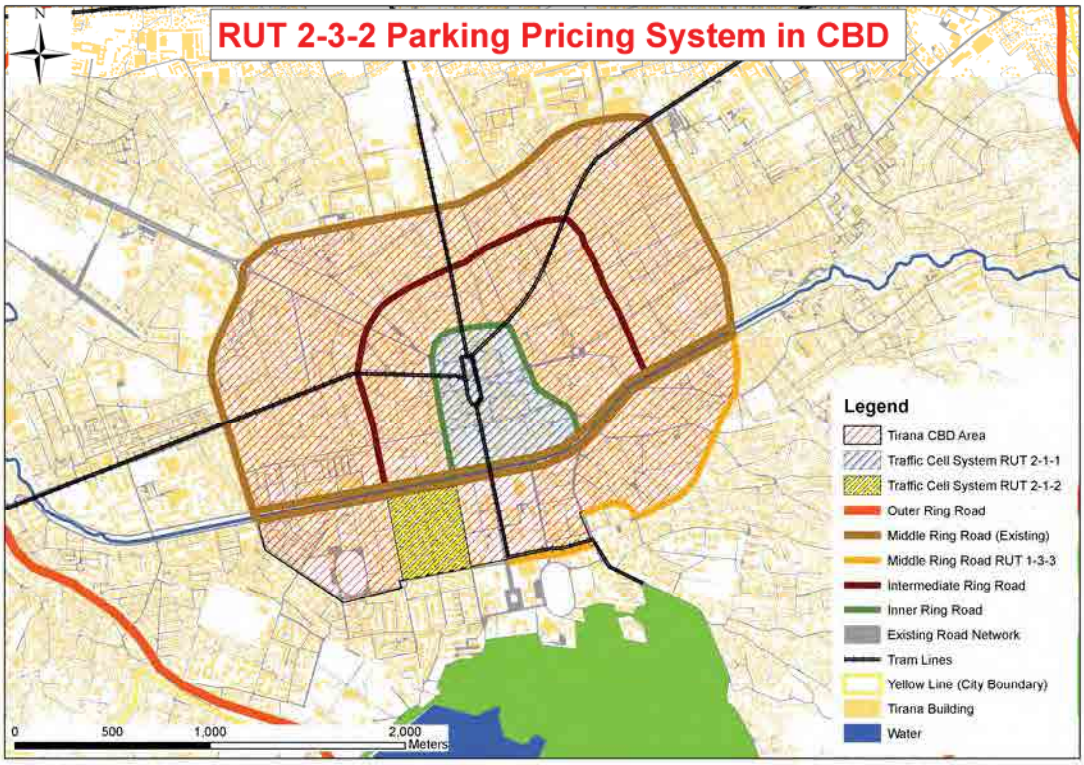
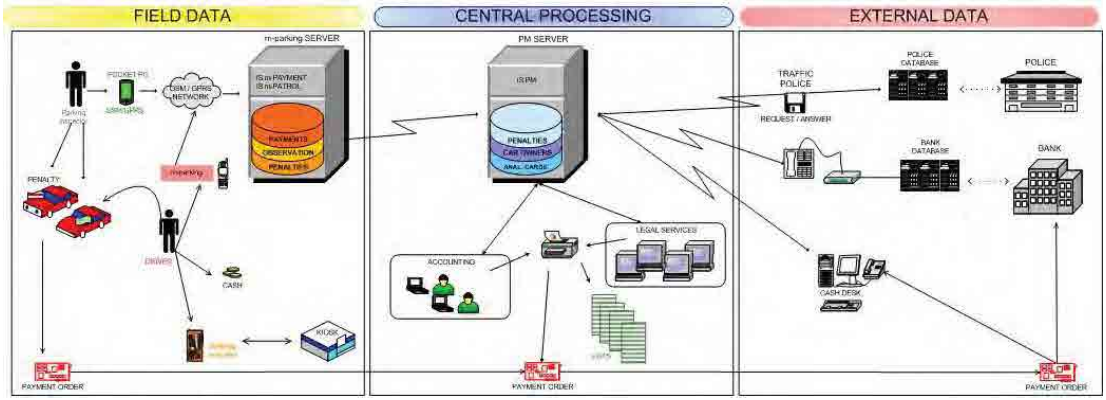
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Support the Development of the Economy | "Ecologically and Economically Sustainable City"<br>Enhancement of Road Network Capacity that Supports Economic Activities |

| Private Sector Involvement*2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | A | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | C | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | Personnel resource from The Municipality of Tirana and Central Government will be allocated for the required contracting and operation process, and resource from the private operators will be allocated to establish a private agency with intention of providing and operating this parking pricing system, including mobile payment system or other alternative methods such as scratch cards for those who are unwilling or unable to use phones, software/system and necessary equipments, road signs and markings, administration, enforcement, etc. |
| **Environmental Considerations*3** | 1)Social Environment: C<br><br>2) Natural Environment: C<br><br>3) Pollution: (positive impact) |

(2/3)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | - Number of vehicles traveling to/from CBD (2012): Approximately 38,000 vehicles<br>- Number of vehicles traveling to/from CBD without parking pricing (2027): Approximately 102,000 vehicles<br>- Number of vehicles traveling to/from CBD with parking pricing (500 Lek per trip) (2027): Approximately 38,000 vehicles |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2015 (short term)<br>- Based on mobile parking payment system<br>- Scratch cards as an alternative payment system<br>- Software/system<br>- Enforcement staff with special equipments<br>- Municipality staff involved in the control process<br>- Road signs and markings<br>- Special financial treatment for residents<br><br>  <br><br><br>CONCEPTUAL SCHEME OF PARKING PAYMENT AND CONTROL<br>  <br> |

(3/3)

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | - Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year | | | |
| | Evaluation Indicators *4 | NPV | 36,341 Million Lek | EIRR | 16.8% |
| | Notes | - The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 2-3-2 (Parking Pricing System in CBD) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.36** (1/4)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 2-4 | Development of Urban Traffic Control (UTC) Center | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Project for Urban Traffic Control (UTC) Center will support a better traffic management, through different subsystem applications, such as (TL) Traffic Lights, Variable Message Signboards (VMS), Close Circuit Television (CCTV), Info Mobility Platform (IP) and a Mobility Supervisor (MS) to provide systems integration. It will help to indentify bottlenecks responsible for traffic congestions, and to disperse the traffic through optimal signal control and the provision of traffic information. | Preparation | 22.3 |
| | | Initial Investment | 594.7 |
| | | Recurrent O&M Cost (Per Year) | 53.4 |
| **Sub-projects Components** | RUT 2-4 Development of Urban Traffic Control (UTC) Center<br><br>Stage I (2013) Plan Selection System<br>– (TL) Traffic Lights Subsystem, Total = 60 TL<br>– (VMS) Variable Message Signboard Subsystem, Total = 1 Gantry VMS and 5 Flag VMS<br>– (CCTV) Close Circuit Television Subsystem, Total = 23 CCTV<br>– (IP) Info Mobility Platform, Total = 1 IP<br>– (MS) Mobility Supervisor, Total = 1 MS<br><br>Stage II (2014-2015) Full Adaptive System<br>– Full Implementation of Loops and Detectors<br>– Additional Software Applications | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2015 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-6-1<br>RUT 1-6-2<br>RUT 1-6-3<br>RUT 1-6-4<br>RUT 1-6-5<br>RUT 3-2-3 |
| **Project Location or Coverage Area** | Development of Urban Traffic Control (UTC) Center, RUT 2-4 includes 1 Traffic Operation Office, located on Kavaja Road, 60 Traffic Lights, located on all the main intersections of the city, and 6 Variable Message Signboards (VMS), located on main entrances of the city, which are composed of 1 Gantry (VMS), located on Durres Road, 5 Flag (VMS), located on Elbasan, Durres, Kavaja, Dajti and at Outer Ring Road, 23 (CCTV), located on the main entrances of the city and also main problematic intersections. For coverage area, the entire main road network of the Tirana city can be considered.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | B |

| Resource Allocation for the Project | Resource from the Municipality of Tirana through EBRD loan will be allocated for the required works. |
|---|---|

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| | |
|---|---|
| **Environmental Considerations**[*3] | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |
| **Quantitative Analysis and Rationales** | Present and future traffic volume in the morning peak (6:00-9:00 a.m.) (2012 & 2027):<br><br>- Durres Road (29 Nentori Road):<br>Present traffic volume (2012): 6,400 PCU/hour, V/C ratio: 1.23<br>Future traffic volume (2027): 12,800 PCU/hour, V/C ratio: 2.21<br><br>- Kavaja Road (near the intersection with Teodor Keko Road):<br>Present traffic volume (2012): 6,200 PCU/hour, V/C ratio: 2.38<br>Future traffic volume (2027): 17,600 PCU/hour, V/C ratio: 2.22<br><br>- Elbasan Road (near the intersection with Arben Broci Road):<br>Present traffic volume (2012): 2,900 PCU/hour, V/C ratio: 1.09<br>Future traffic volume (2027): 4,900 PCU/hour, V/C ratio: 0.93<br><br>- Dajti Road (on Xhanfize Keko Road, near the intersection with Aleksander Moisiu Road):<br>Present traffic volume (2012): 900 PCU/hour, V/C ratio: 0.91<br>Future traffic volume (2027): 2,800 PCU/hour, V/C ratio: 0.53<br><br>- Dajti Road (on Dibra Road between Aleksander Moisiu and Niko Avrami Roads):<br>Present traffic volume (2012): 2,00 PCU/hour, V/C ratio: 0.75<br>Future traffic volume (2027): 4,400 PCU/hour, V/C ratio: 0.83<br><br>- Outer Ring Road (on Teodor Keko Road, near Faik Ballanca Road):<br>Present traffic volume (2012): 2,100 PCU/hour, V/C ratio: 0.53<br>Future traffic volume (2027): 8,300 PCU/hour, V/C ratio: 1.05<br><br>- Middle Ring Road (Asim Vokshi Road):<br>Present traffic volume (2012): 4,200 PCU/hour, V/C ratio: 0.85<br>Future traffic volume (2027): 6,300 PCU/hour, V/C ratio: 1.19<br><br>- Inner Ring Road (Ibrahim Rugova Road):<br>Present traffic volume (2012): 1,500 PCU/hour, V/C ratio: 0.80<br>Future traffic volume (2027): 4,300 PCU/hour, V/C ratio: 1.08 |

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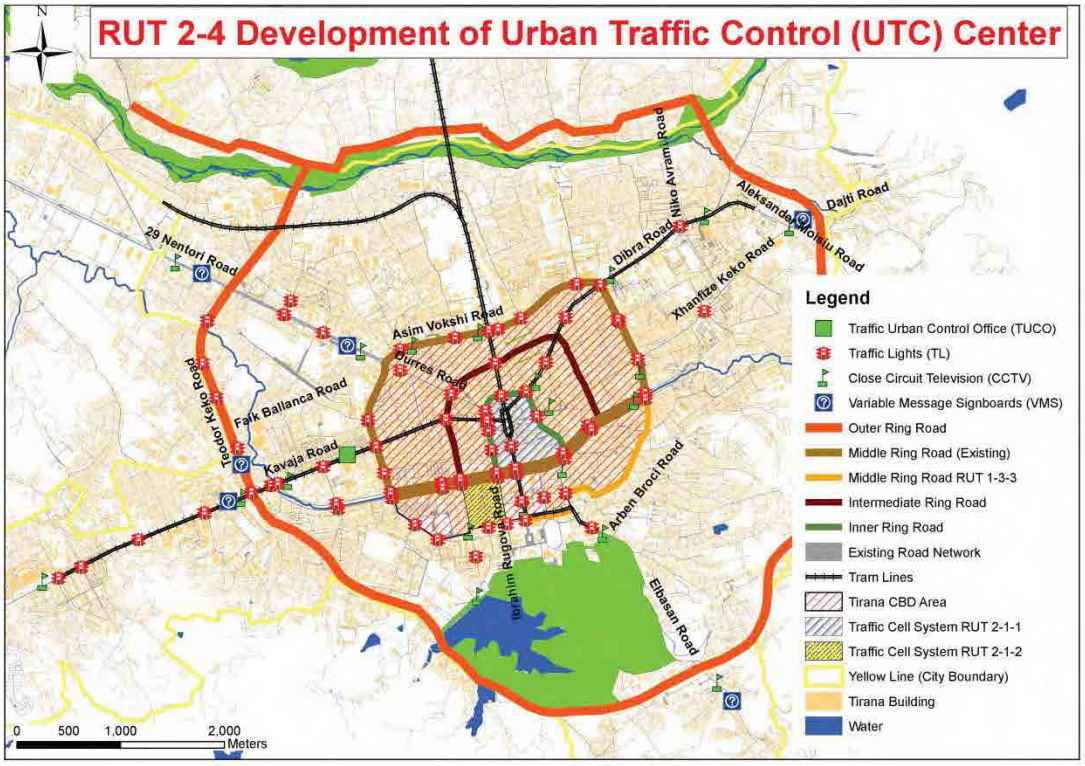
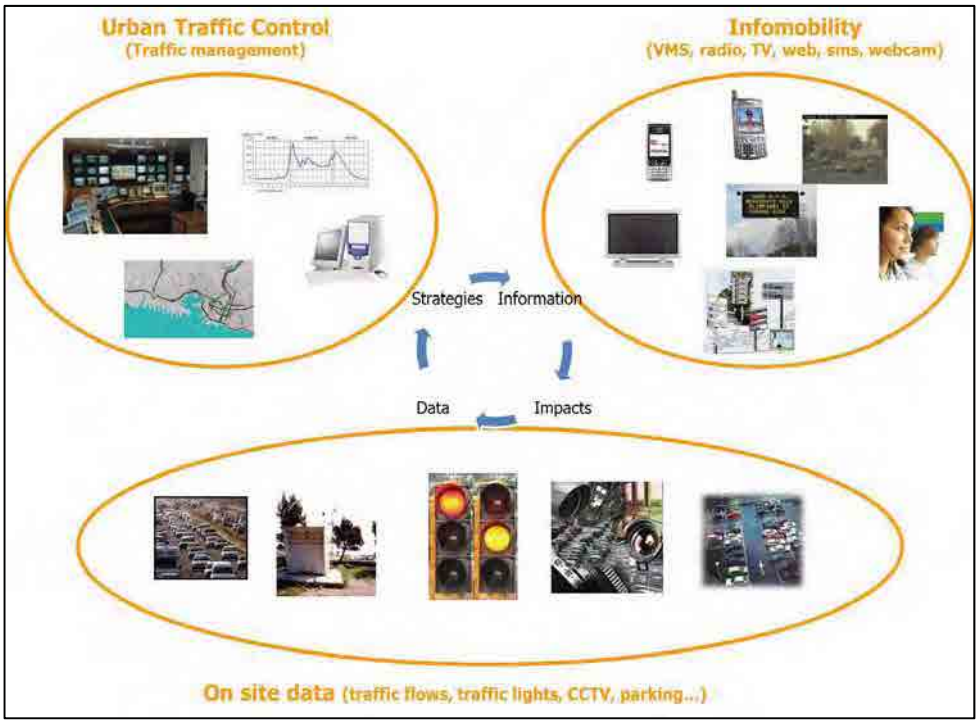
**Project Concept, Scheme or Drawings**

- Starting implemantation year: Currently under construction
- Development of Traffic Operation Control Center, by rehabilitation and construction of traffic lights, variable message signboards, close circuit televisions and application of various traffic engineering measures and software.




**Map of Tirana Urban Traffic Control Center (UTC)**




**Schematic Project Concept of (UTC) (source: MoT)**

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| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.37** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-1-1 | East-West (Kinostudio-Kombinat) Tramline Development | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | East-West (Kinostudio-Kombinat) Tramline, as one of the priority projects, will replace the existing line-haul bus line, namely Kinostudio – Kombinat line, which constitutes the axis that links the northeastern and southwestern areas of the city through the center with the second largest number of passengers (approx. 43,000 passengers/day). It aims to reduce the travel time of the public transport mode. It will also serve as the core transport for Transit Oriented Development (TOD). | Preparation | 474.1 |
| | | Initial Investment | 12,910.2 |
| | | Recurrent O&M Cost (Per Year) | 249.3 |
| **Sub-projects Components** | RUT 3-1-1 East-West (Kinostudio-Kombinat) Tramline Development<br>Project Length = 9.5 Km<br><br>RUT 3-1-1 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 4 years |
| | | Expected Completion Years | 2017 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-4-1<br>RUT 1-4-4<br>RUT 1-4-7<br>RUT 3-1-2<br>RUT 3-2-1 |
| **Project Location or Coverage Area** | East-West (Kinostudio-Kombinat) Tramline Development in RUT 3-1-1 starts on Aleksander Moisiu Road at the northeast part (Kinostudio), going through Dibra and Kavaja Roads, and ends at the southwest part (Kombinat) of the city.<br>(see Maps attached) | | |

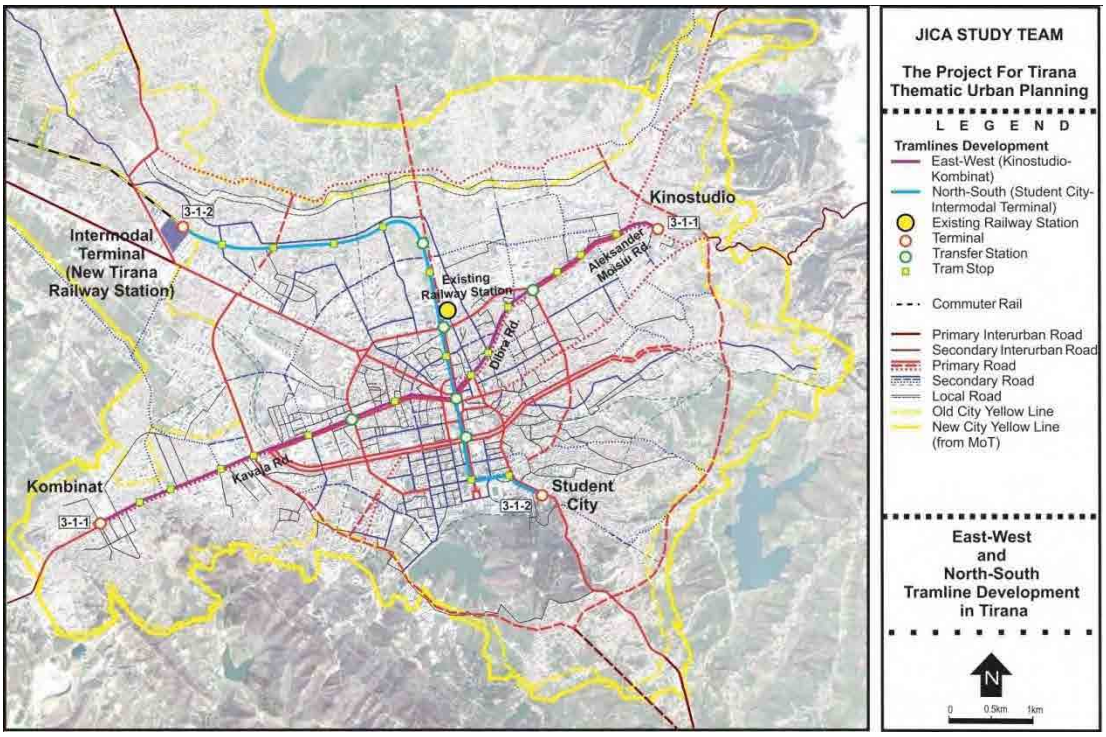
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | B | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from private sector. Also it will be supported by the Municipality of Tirana or Central Government (public sector) as a subsidy. |
| **Environmental Considerations *3** | 1) Social Environment (During construction stage)<br>- Social infrastructure (Traffic flow): B<br>- Hazards (Traffic accidents): B<br><br>2) Natural Environment (During operation)<br>- Global warming: (Positive impact)<br><br>3) Pollution<br>- Air pollution: (Positive impact)<br>- Noise and vibration: B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td>- Future sectional passenger volume in the morning peak (6:00-9:00 a.m.) (2027):<br>Average: 16,100 passengers/hour, Maximum: 25,900 passengers/hour (between Middle Ring Road and Outer Ring Road on Kavaja Road)<br>- Future number of passengers in the morning peak (6:00-9:00 a.m.) (2027):<br>Kinostudio terminal: 9,000 passengers, Kombinat terminal: 14,000 passengers</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td>- Starting implementation year: 2014 (short term)<br>- Park & Ride facility development: 2 places (Kinostudio and Kombinat)<br>- New, comfortable, safe, and air-conditioned trams will be operated at least at the same intervals as the currently operated bus lines, namely, 4-7 minutes to avoid long waiting time.<br>- No. of trams: 11<br>- Commercial speed: 20 km/h<br> 
</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4">- Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year</td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>36,341 Million Lek</td><td>EIRR</td><td>16.8%</td></tr>
<tr><td>Notes</td><td colspan="4">- The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 3-1-1 (East-West (Kinostudio-Kombinat) Tramline) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit.</td></tr>
</table>

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.38** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-1-2 | North-South (Student City-Intermodal Terminal) Tramline Development | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | North-South Tramline, as one of the priority projects, will support the new business and commercial activities along Zogu I Boulevard as well as passenger transportation between the planned Intermodal Transportation Terminal and the city center. It will take over the existing passengers of Uzina Dinamo e Re and Tirana e Re bus lines. It aims to reduce the travel time of the public transport mode. It will also serve as the core transport for Transit Oriented Development (TOD). | Preparation | 382.1 |
| | | Initial Investment | 10,583.0 |
| | | Recurrent O&M Cost (Per Year) | 181.8 |
| **Sub-projects Components** | RUT 3-1-2 North-South (Student City-Intermodal Terminal) Tramline Development<br>Project Length = 7.2 Km<br><br>RUT 3-1-2 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 4 years |
| | | Expected Completion Years | 2020 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-1-1<br>RUT 1-3-3<br>RUT 3-1-1<br>RUT 3-2-1<br>RUT 3-3-1<br>RUT 3-3-2 |
| **Project Location or Coverage Area** | North-South (Student City-Intermodal Terminal) Tramline Development in RUT 3-1-2 starts from Intermodal Terminal at the northwest part of the city, going through existing railway, Zogu I and Deshmoret e Kombit Boulevards, Asim Zeneli Road, Elbasan Road, and it ends at the southeast part (entrance to Student City) of the city. It will also be connected at Skanderbeg Square to the East-West tramline.<br>(see Maps attached) | | |

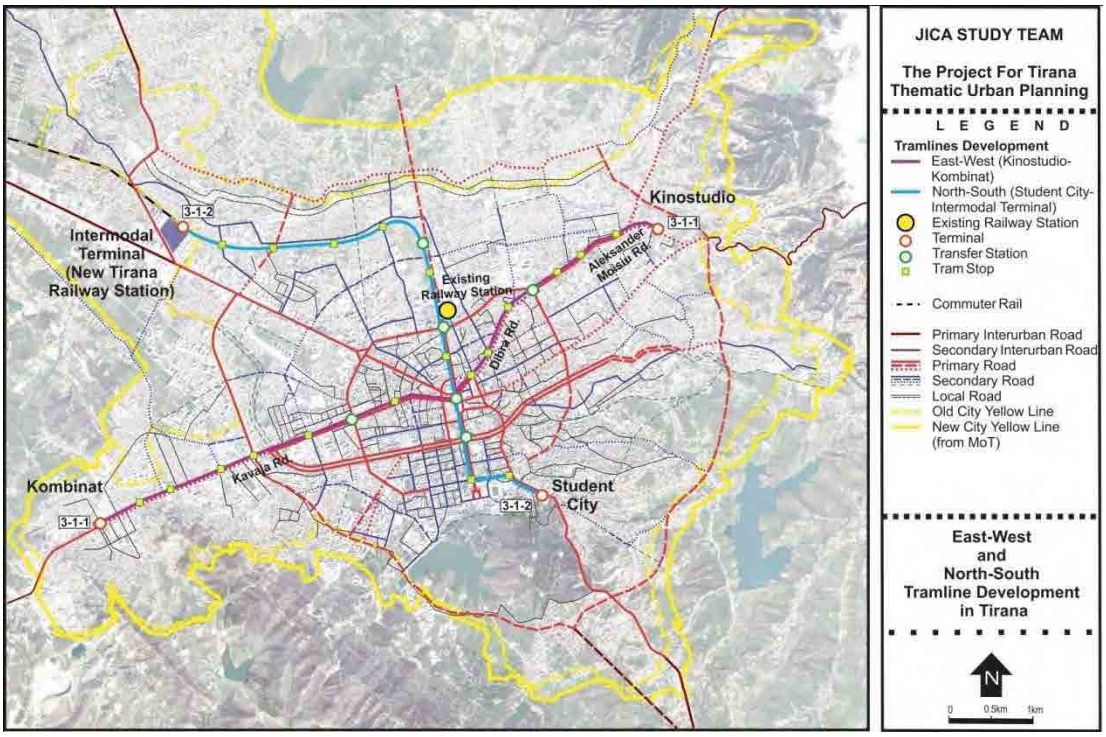
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
|---|---|---|---|
| | B | B | C |

| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
|---|---|---|---|
| | A | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from private sector. Also, it will be supported by the Municipality of Tirana or the Central Government (public sector) as a subsidy. |
| **Environmental Considerations*3** | 1) Social Environment (During construction stage)<br>- Social infrastructure (Traffic flow): B<br>- Hazards (Traffic accidents): B<br><br>2) Natural Environment (During operation)<br>- Global warming: (Positive impact)<br><br>3) Pollution<br>- Air pollution: (Positive impact)<br>- Noise and vibration: B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td>- Future sectional passenger volume in the morning peak (6:00-9:00 a.m.) (2027):<br>Average: 15,000 passengers/hour, Maximum: 24,700 passengers/hour (south section of the extension of the Main Boulevard between Middle Ring Road and Outer Ring Road)<br>- Future number of passengers in the morning peak (6:00-9:00 a.m.) (2027):<br>Intermodal terminal: 21,000 passengers, Student City: 13,000 passengers</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td>- Starting implementation year: 2017 (short term)<br>- Park & Ride facility development: 2 places (Intermodal Terminal and Student City)<br>- New, comfortable, safe, and air-conditioned trams will be operated at least at the same intervals as the currently operated bus lines, namely, 4-7 minutes to avoid long waiting time.<br>- No. of trams: 8<br>- Commercial speed: 20 km/h<br> 
</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4">- Lek/Euro: 139.1 (March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year</td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>36,341 Million Lek</td><td>EIRR</td><td>16.8%</td></tr>
<tr><td>Notes</td><td colspan="4">- The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 3-1-2 (North-South (Student City-Intermodal Terminal) Tramline) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit.</td></tr>
</table>

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.39** (1/2)

| Code | Name of Project | Type of Project*1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-1-3 | North-South (Paskuqan) Tramline Development | TA.FA | Municipality of Tirana | Commune of Paskuqan |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Project of North-South Tramline (Paskuqan) matches with the new road development corridor as Main Boulevard - Part 1 and Part 2. It will support development of a large-scale residential, industrial, commercial, and recreational areas planned by the Municipality. | Preparation | 188.8 |
| | | Initial Investment | 5,043.7 |
| | | Recurrent O&M Cost (Per Year) | 62.7 |
| **Sub-projects Components** | RUT 3-1-3 North-South (Paskuqan) Tramline Development<br>Project Length = 1.86 Km | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2025 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-1-1<br>RUT 1-1-2<br>RUT 3-1-1<br>RUT 3-1-2<br>RUT 1-2-2 |
| **Project Location or Coverage Area** | North-South (Paskuqan) Tramline Development in RUT 3-1-3 starts from the diverting point of Intermodal Terminal – Student City Tramline, going through Main Boulevard (Mainly Part 2), and it ends at the south part of Paskuqan Park. Also, it will be connected with the northern section of the Outer Ring Road.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

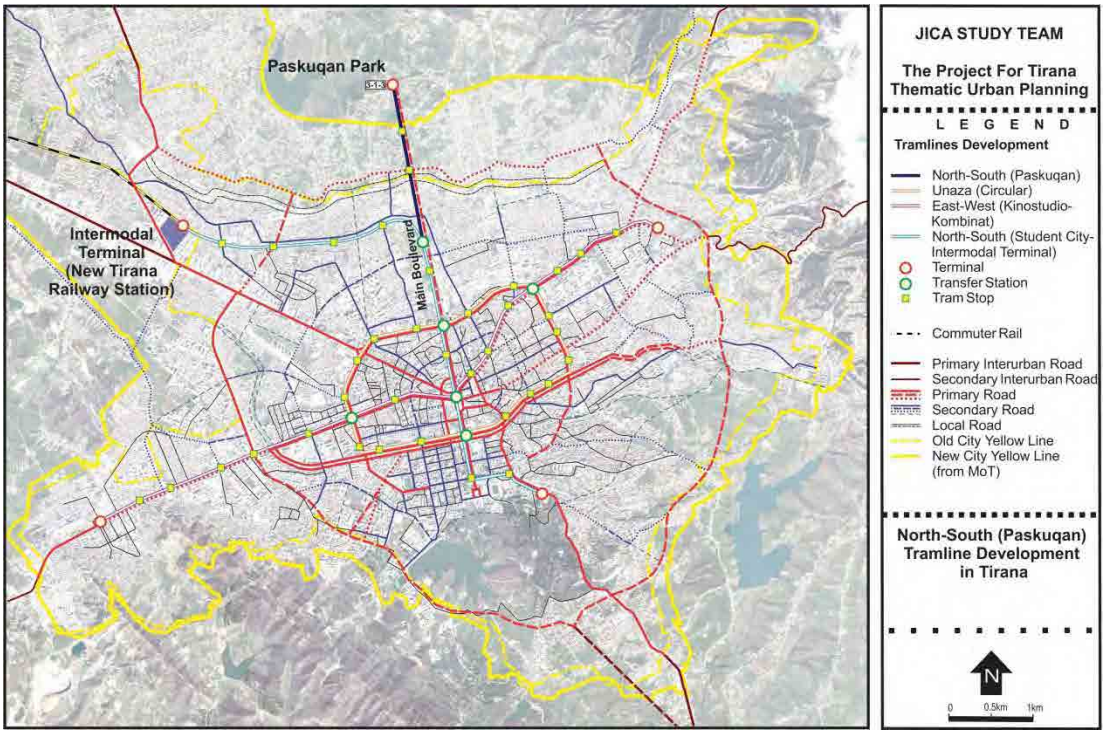
| Private Sector Involvement*2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | B | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from the private sector. Also it will be supported by the Municipality of Tirana or Central Government (public sector) as a subsidy. |
| **Environmental Considerations*3** | 1) Social Environment (During construction stage)<br>- Social infrastructure (Traffic flow): B<br>- Hazards (Traffic accidents): B<br><br>2) Natural Environment (During operation)<br>- Global warming: (Positive impact)<br><br>3) Pollution<br>- Air pollution: (Positive impact)<br>- Noise and vibration: B |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | - Future sectional passenger volume in the morning peak (6:00-9:00 a.m.) (2027):<br>Average: 3,700 passengers/hour, Maximum: 6,200 passengers/hour (the extension of the Main Boulevard between Outer Ring Road and the existing railway track) |
| **Project Concept, Scheme or Drawings** | - Starting implementation year: 2023 (long term)<br>- New, comfortable, safe, and air-conditioned trams will be in operation, also considering integrated intervals with other operated tramlines.<br>- No. of trams: 2 (additional to Intermodal Terminal - Student City Tramline).<br>- Commercial speed: 20 km/h |




| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.40** (1/2)

| Code | Name of Project | Type of Project*1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-1-4 | Unaza (Circular) Tramline Development | TA.FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Project of Unaza (Circular) Tramline should replace the existing circular bus line, namely Unaza Line. It will support the development of one of the main city public transport lines, which serve large-scale residential, commercial, and institutional areas around Tirana CBD. It aims to reduce the travel time of the public transport mode, and a great demand of passengers is expected. | Preparation | 491.1 |
| | | Initial Investment | 13,123.2 |
| | | Recurrent O&M Cost (Per Year) | 196.6 |
| **Sub-projects Components** | RUT 3-1-4 Unaza (Circular) Tramline Development<br>Project Length = 7.7 Km | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 4 years |
| | | Expected Completion Years | 2022 |
| **Expected Beneficiaries** | Citizens of Tirana | **Related/Linked Projects (Project Codes)** | RUT 3-1-1<br>RUT 3-1-2<br>RUT 3-1-3 |
| **Project Location or Coverage Area** | Unaza (Circular) Tramline Development in RUT 3-1-4 will go through the existing Middle Ring Road in a circular way and will intersect with all the primary radial roads of the city. This line does not have a clear start and end point. For coverage area, Tirana CBD can be considered.<br>(see Maps attached) | | |

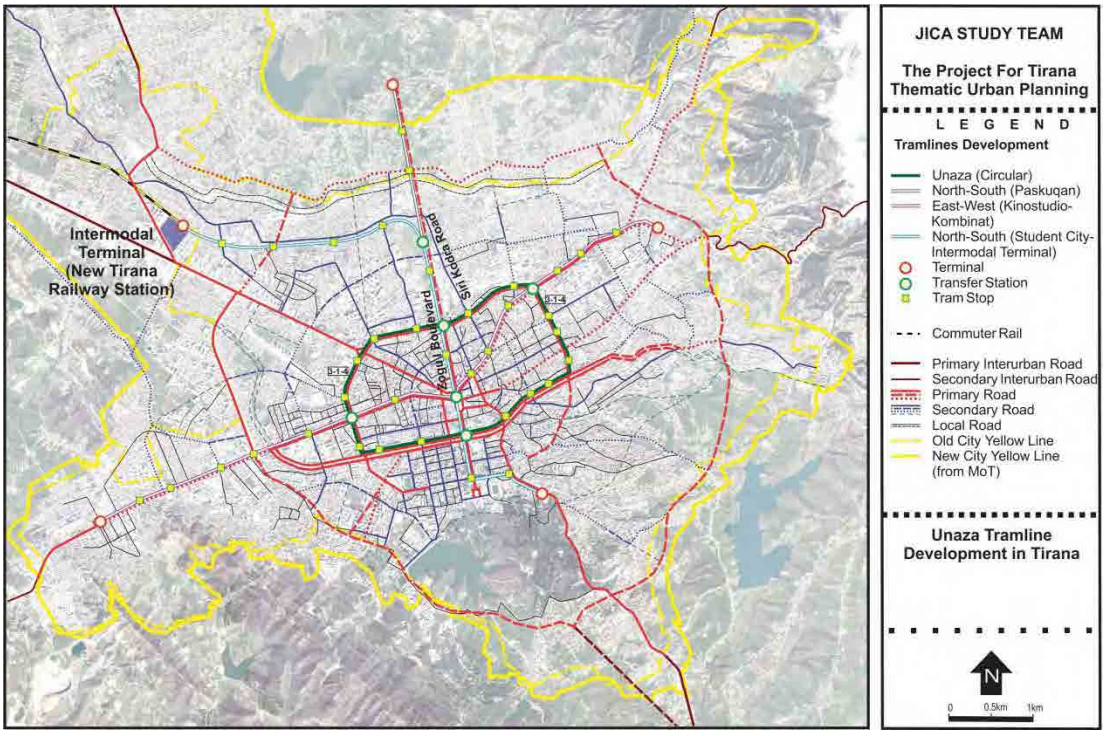
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement*2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | B | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from the private sector. Also it will be supported by the Municipality of Tirana or Central Government (public sector) as a subsidy. |
| **Environmental Considerations*3** | 1) Social Environment (During construction stage)<br>- Social infrastructure (Traffic flow): B<br>- Hazards (Traffic accidents): B<br><br>2) Natural Environment (During operation)<br>- Global warming: (Positive impact)<br><br>3) Pollution<br>- Air pollution: (Positive impact)<br>- Noise and vibration: B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td>- Future sectional passenger volume in the morning peak (6:00-9:00 a.m.) (2027):<br>Average: 10,700 passengers/hour, Maximum: 14,400 passengers/hour (existing Middle Ring Road between Zogu I Boulevard and Siri Kodra Road)</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td>- Starting implementation year: 2019 (medium term)<br>- New, comfortable, safe, and air-conditioned trams will be operated at least at the same intervals as the currently operated bus lines, namely, 4-7 minutes to avoid long waiting time.<br>- No. of trams: 8<br>- Commercial speed: 20 km/h<br> 
</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
<tr><td>Notes</td><td colspan="4"></td></tr>
</table>

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.41** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-2-1 | Restructuring City / Commune Bus Lines | TA. FA | Municipality of Tirana and surrounding Communes | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | City/Commune Bus Lines, as one of the priority projects, will be categorized into three types from a planning point of view: namely, (1) line-haul bus services, (2) circulation bus services, and (3) feeder bus services. The existing bus route structure will be reconsidered in light of existing and future passenger demand patterns, core tramline system of the city, and coverage of population of the Tirana metropolitan area. It aims to reduce the travel time of the public transport mode and to promote the usage of public transport system. There will be 11 restructured bus lines and 4 new additional bus lines. | Preparation | 134.7 |
| | | Initial Investment | 3,600.2 |
| | | Recurrent O&M Cost (Per Year) | — |
| **Sub-projects Components** | Stage I, 2013-2014<br>Kristal, Kopshti Zoologjik, Lapraka, Student City, Mihal Grameno, Institut-Uzina Traktori<br>Stage II, 2018-2019 (completion of RUT 3-1-1)<br>Linza, Paskuqan, Porcelan, Kashar, Tufina, Peza-Ndroq-Vaqarr<br>Stage III, 2021-2022 (completion of RUT 3-1-2)<br>Vora, Tirana e Re, Sauk-Ibe-Baldushk<br>Stage IV, 2023-2024 (completion of RUT 3-1-4, RUT 1-2-3)<br>Outer Ring, Opposite Tirana e Re<br><br>RUT 3-2-1 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 8 years |
| | | Expected Completion Years | 2024 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 1-2-3<br>RUT 2-2-1<br>RUT 3-1-1<br>RUT 3-1-2<br>RUT 3-1-4 |
| **Project Location or Coverage Area** | The coverage area of Restructuring City/Commune Bus Lines is the Municipalities of Tirana, Kamza and Vora, and the Communes of Paskuqan, Dajti, Farka, Vaqarr and Kashar.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Ensure Equitable Accessibility to Transport | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | B | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | C | B | A |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for purchasing buses will be from private sector. |
| **Environmental Considerations *3** | 1) Social Environment: C<br>2) Natural Environment: C<br>3) Pollution: C |

(2/2)

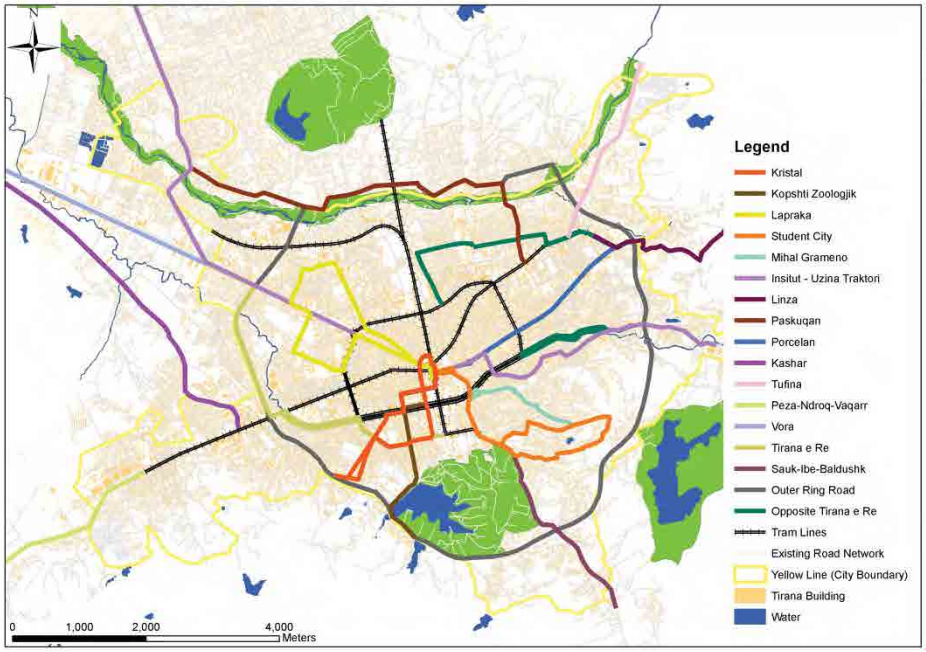
**Quantitative Analysis and Rationales**

- No. of passengers on each bus line in the morning peak (6:00-9:00 a.m.) (2027):
  Student City: 3,000, Mihal Grameno: 3,800, Institut-Uzina Traktori: 165,100, Linza: 8,200;
  Paskuqan:41,700, Porcelan: 34,700, Lapraka: 25,100, Opposite Tirana e Re: 44,500;
  Outer Ring: 100,400, Vora: 400, Kashar: 4,100, Kopshti Zoologjik: 108,000;
  Kristal: 26,500, Tirana e Re: 64,700, Tufina: 12,700, Peza-Ndroq-Vaqarr: 14,400;
  Sauk-Ibe-Baldushk: 20,400

**Project Concept, Scheme or Drawings**

No. of new buses for each bus line

| Bus Line | No. of Buses | Bus Line | No. of Buses | Bus Line | No. of Buses |
|---|---|---|---|---|---|
| Kristal | 13 | Linza | 10 | Vora | 19 |
| Kopshti Zoologjik | 12 | Paskuqan | 16 | Tirana e Re | — (30 old) |
| Lapraka | 17 | Porcelan | — (10 old) | Sauk-Ibe-Baldushk | 10 (17 old) |
| Student City (new) | 15 | Kashar | 14 | Outer Ring (new) | 35 |
| Mihal Grameno (new) | 9 | Tufina | — (6 old) | Opposite Tirana e Re (new) | 23 |
| Institut-Uzina Traktori | 10 (25 old) | Peza-Ndroq-Vaqarr | 23 | | |




**Preliminary Project Economic Evaluation**

| | | | | |
|---|---|---|---|---|
| Assumptions | - Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year | | | |
| Evaluation Indicators *4 | NPV | 36,341 Million Lek | EIRR | 16.8% |
| Notes | - The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 3-2-1 (Restructuring City/Commune Bus Lines) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit. | | | |

Notes:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.42** (1/3)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-2-2 | Transit Mall Development in the Center | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Project for Transit Mall in the center will support a smooth passenger's transfer between different public transport lines, and also between public transport and taxis or bicycles. Transit mall will be developed by converting some section of a street (east-west) and center of Skanderbeg Square to an automobile-free area. It will create the possibility for pedestrians and cyclists as well as public transportation vehicles to move more freely, attracting more passengers. | Preparation | 20.6 |
| | | Initial Investment | 551.4 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 3-2-2 Transit Mall Development in the Center<br>– Bus Stop Construction<br>– Tram Stop Construction<br>– Taxi Bay construction<br>– Bicycle Stand Construction<br>– Pedestrian Safety Access | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2021 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 2-1-1<br>RUT 3-1-1<br>RUT 3-1-2<br>RUT 3-2-1<br>RUT 3-2-3 |
| **Project Location or Coverage Area** | Development of Transit Mall in the center includes 1 tram stop, located on the middle of Skanderbeg Square; 2 bus stops, located on Durres Road; 2 bus stops, located on Luigj Gurakuqi; and 1 bus stop, located on the west side of Skanderbeg Square. For coverage area, Tirana center can be considered. (see Maps attached) | | |

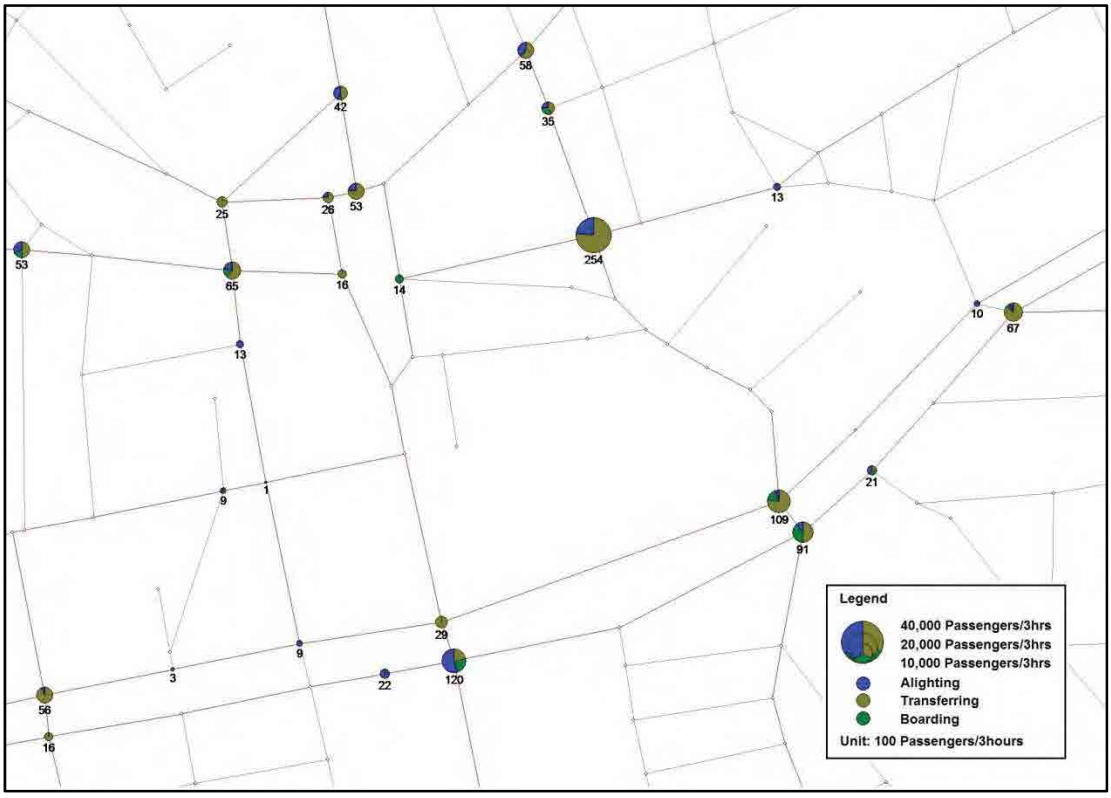
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Promotion of Public Transport Use |

| **Private Sector Involvement** *2 | **PPP** | **Communities Involvement** | **Other Parties** |
|---|---|---|---|
| | C | B | C |

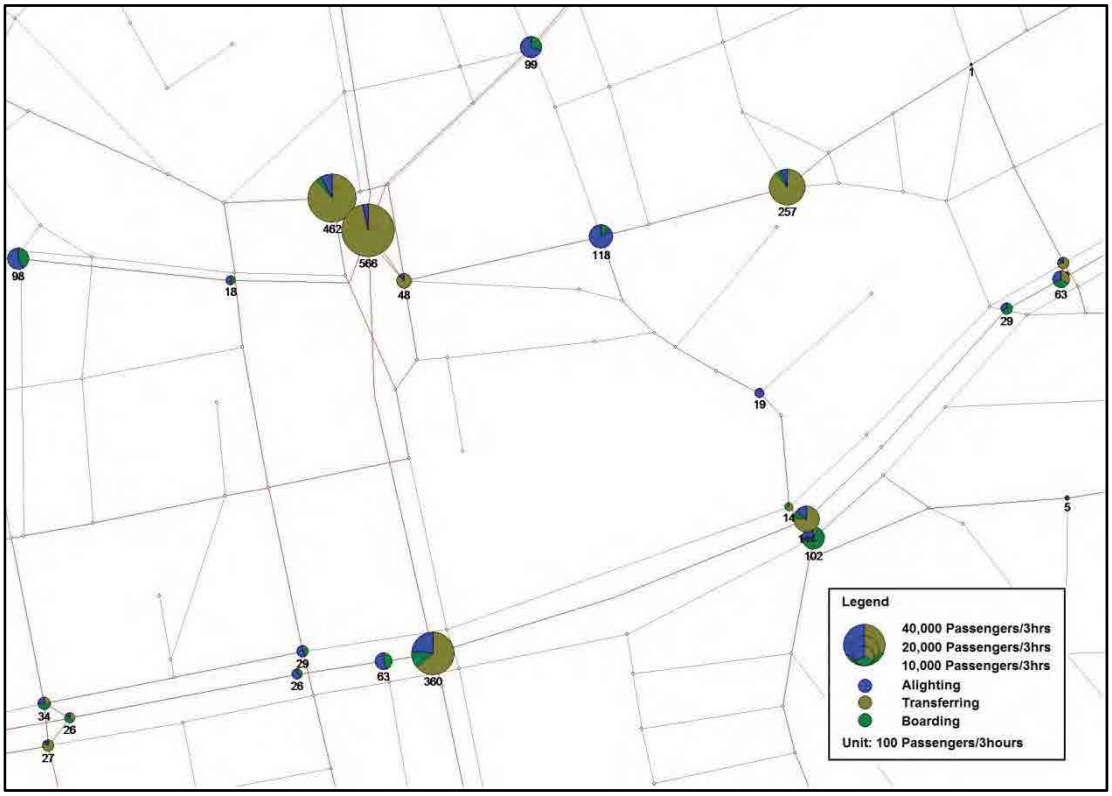
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works |
| **Environmental Considerations** *3 | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br>2) Natural Environment<br>- Negative impact: B<br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

**Quantitative Analysis and Rationales**




**Present number of boarding/alighting passengers at each bus stop in central Tirana in the morning peak (2012)**

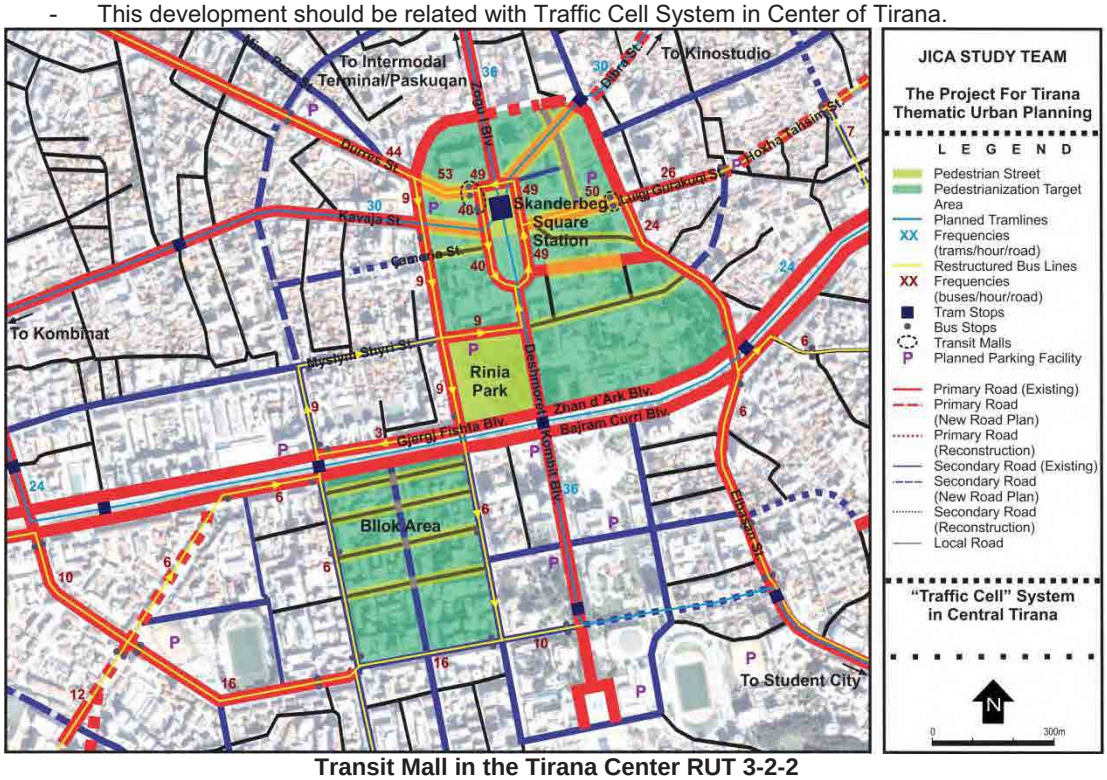



**Future number of boarding/alighting passengers at each bus stop/tram station in central Tirana in the morning peak (2027)**

(3/3)

**Project Concept, Scheme or Drawings**

- Starting implemantation year: 2019 (medium term)
- Development of Transit Mall in the Tirana Center, by creation of comfortable and accessible bus and tram stops, easy access and integration for pedestrians, buses, taxis and trams.
- This development should be related with Traffic Cell System in Center of Tirana.




**Transit Mall in the Tirana Center RUT 3-2-2**

**Preliminary Project Economic Evaluation**

| | | | | |
|---|---|---|---|---|
| Assumptions | | | | |
| Evaluation Indicators *4 | NPV | - | EIRR | - |
| Notes | | | | |

Notes:

*1: **Type of Project**: types of support to be required are presented: Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.43** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-2-3 | Bus Location System Development | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Project for Bus Location System is expected to support an efficient monitoring of bus service, through implementation of GPS (Global Positioning System) and various software applications. It will create the possibility for Bus Control Center to have real time information related to the bus location on the route and bus operation speed. It also will create the possibility for passengers, through providing different guidance information at bus stops, on board the bus and via internet. | Preparation | 60.4 |
| | | Initial Investment | 1,613.3 |
| | | Recurrent O&M Cost (Per Year) | 27.8 |
| **Sub-projects Components** | RUT 3-2-3 Bus Location System Development<br>– Bus On Board Subsystem<br>– Bus Stop Subsystem<br>– Bus Depot Subsystem<br>– Control Center Subsystem<br>– Communication Network | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2015 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 2-2-1<br>RUT 2-4<br>RUT 3-2-1 |
| **Project Location or Coverage Area** | Development of Bus Location System includes: 1 Bus Control Center, located on Kavaja Road, in the same place as Urban Traffic Control (UTC) Center, bus stop displays, located on all Tirana bus stops, bus depots equipments, located on the bus operator's depot, and bus on board equipments, implemented on every bus in operation. For coverage area, the entire area of public transport system in Tirana city can be considered.<br>(see Maps attached) | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Promotion of Public Transport Use |

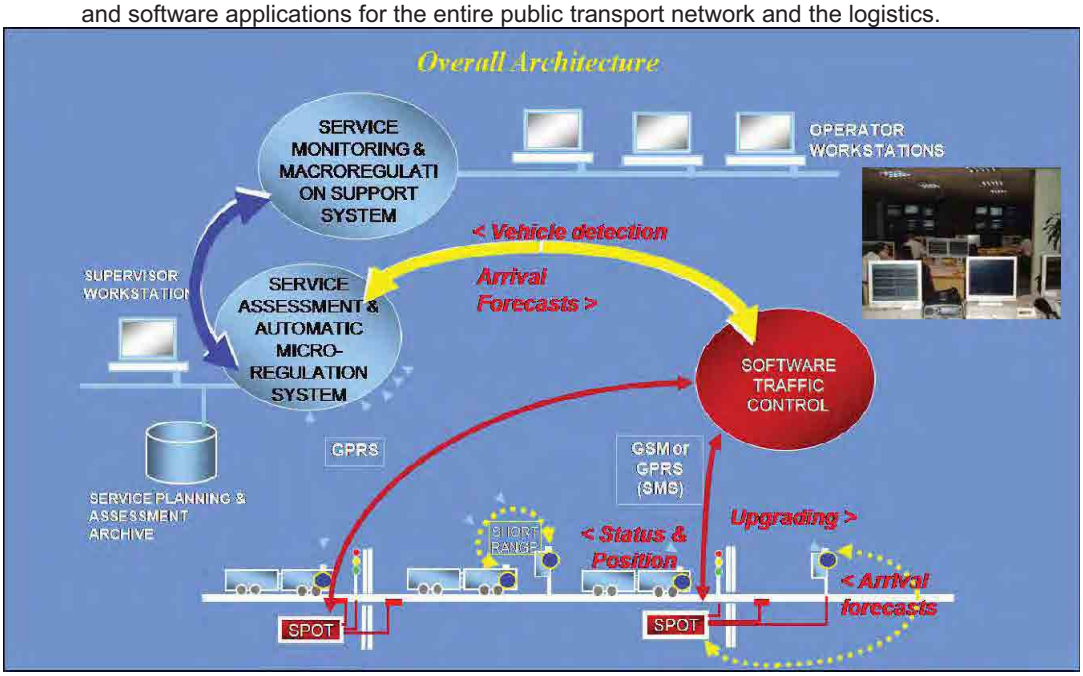
| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Splitting community: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C<br>- Noise and vibration: B |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | Number of buses to be equipped with GPS and on board equipments:<br>- Current number of buses (2012): 144 buses<br>- Future number of buses (2027): 314 buses |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2014 (short term)<br>- Development of Bus Location System, by creation of Bus Fleet Control Center, integration with Urban Traffic Control (UTC) Center for bus priority, implementation of hardware equipments and software applications for the entire public transport network and the logistics. |




**Schematic Project Concept (source: MoT)**

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.44** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-3-1 | Relocation of Tirana Railway Station | TA. FA | Albanian Railway (HSH) or Central Government | Municipality of Tirana & Commune of Kashar |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Tirana Railway Station, as one of the priority projects, will be relocated to the Intermodal Terminal, along the primary road. It is the initial step of some important projects, which are: Intermodal Transportation Terminal Development, North-South (Student City–Intermodal Terminal) Tramline Development, Commuter Rail Development, and Railway Container Terminal Development. | Preparation | 50.6 |
| | | Initial Investment | 2,287.1 |
| | | Recurrent O&M Cost (Per Year) | — |
| **Sub-projects Components** | Railway track to be demolished: 4.3 Km<br>(old Tirana Station – new Tirana Station)<br><br>RUT 3-3-1 is part of Priority Project 3, which is composed of the following:<br>RUT 3-1-1, RUT 3-1-2, RUT 1-4-1, RUT 1-4-4, RUT 1-4-7, RUT 3-3-1<br>RUT 2-2-1, RUT 3-2-1, RUT 1-4-2, RUT 1-4-3, RUT 2-3-1, RUT 2-3-2 | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2015 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 3-1-2<br>RUT 3-3-2<br>RUT 3-4-1<br>RUT 3-4-2<br>RUT 4-3 |
| **Project Location or Coverage Area** | New Tirana Railway Station will be in the northwest of the city, between the existing railway track and the south section of Kastriotet Road. It will be located outside the existing yellow line (Commune of Kashar).<br>(see Maps attached) | | |

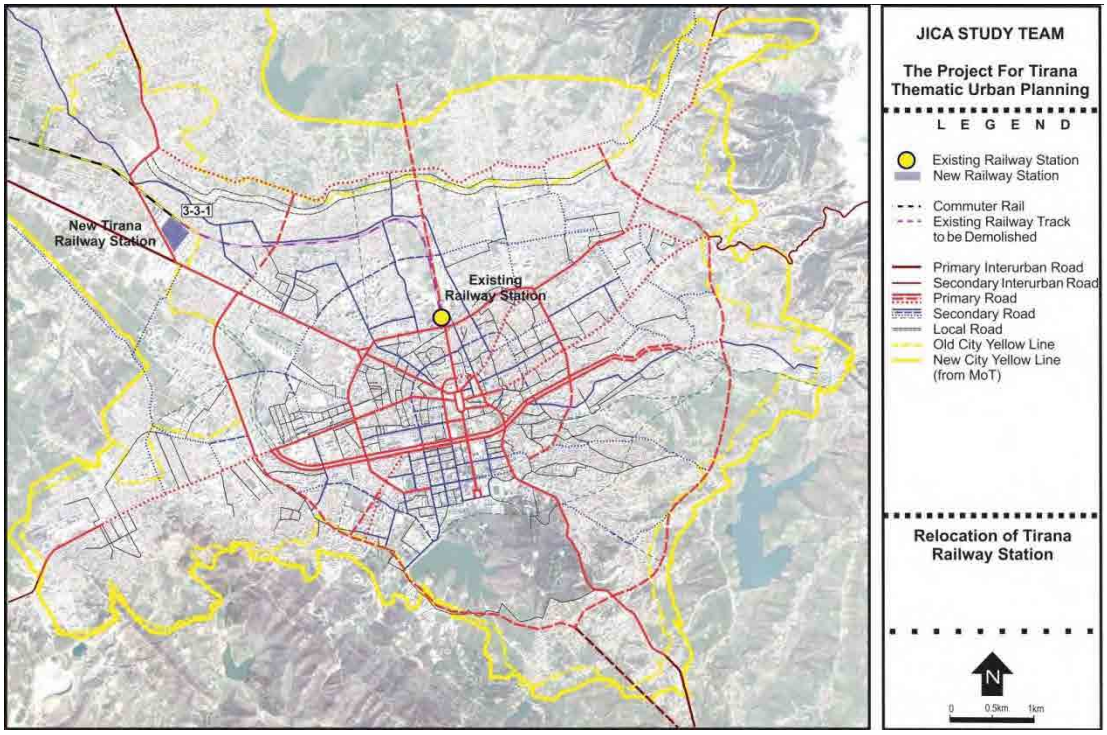
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Intermodal Development/Transit Oriented Development |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | D | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | D |

| | |
|---|---|
| **Resource Allocation for the Project** | The resource for the project will be from the Central Government or Albanian Railway (HSH). |
| **Environmental Considerations *3** | 1) Social Environment: C<br>2) Natural Environment: C<br>3) Pollution: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="4">- Current number of boarding passengers at Tirana Railway Station (as of 2010): 200 passengers/day</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="4">- Area of new Tirana Railway Station: 85,000 m$^2$ (including intermodal terminal, railway container terminal, park&ride facility, etc.)<br>- Starting implementation year: 2014 (short term)<br> 
</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="3">- Lek/Euro: 139.1 (as of March 2012)<br>- Discount rate: 10%<br>- Economic benefit items are savings in travel time and travel costs between with and without project cases<br>- Operation for benefit calculation: 16 hours/day, 330 days/year</td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>36,341 Million Lek</td><td>EIRR</td><td>16.8%</td></tr>
<tr><td>Notes</td><td colspan="3">- The Assumptions and Evaluation Indicators are for the whole Priority Project 3<br>- As RUT 3-3-1 (Relocation of Tirana Railway Station) generates higher EIRR than 10%, it should be implemented since it brings net benefits to the Tirana metropolitan area. However, it should be noted that EIRR and NVP are subject to change depending on the variations of expected cost and benefit.</td></tr>
</table>

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.45** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-3-2 | Intercity Bus Terminal Development | TA. FA | Municipality of Tirana | |

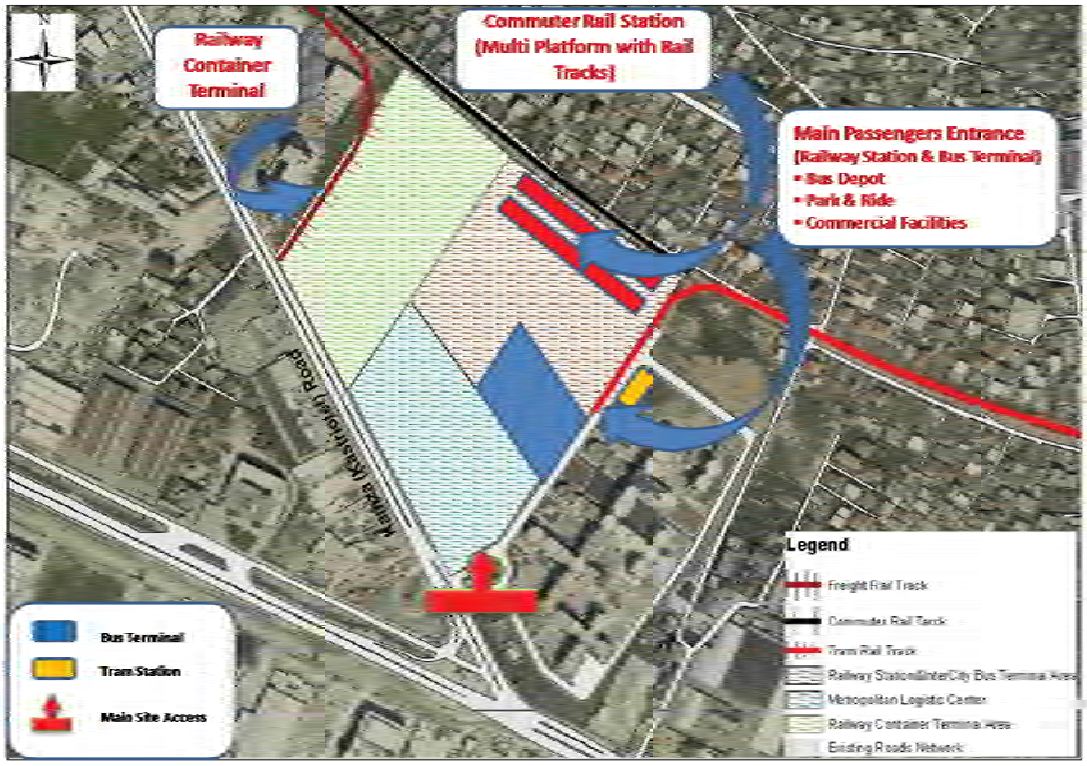
| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Project for Intercity Bus Terminal will improve and enhance a smooth passenger's transfer between different public transport modes. It will prevent large vehicles to enter in Tirana CBD and will help passengers to choose different public transport modes to go to central Tirana and other destinations. | Preparation | 20.2 |
| | | Initial Investment | 877.7 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 3-3-2 Intercity Bus Terminal Development<br>– Intercity Bus Terminal Construction | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2015 |
| **Expected Beneficiaries** | Citizens of Albania | **Related/Linked Projects (Project Codes)** | RUT 3-1-2<br>RUT 3-2-1<br>RUT 3-3-1<br>RUT 4-2<br>RUT 4-3 |
| **Project Location or Coverage Area** | Development of Tirana Intercity Bus Terminal includes an area located in the northwest of Tirana, near Kamza (Kastriotet) Road. For coverage area, the entire area of intercity public transport network including Tirana area can be considered.<br>(see Maps attached) | | |

| | | | |
|---|---|---|---|
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** | |
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Intermodal Development/Transit Oriented Development | |
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required civil works and resource from the Central Government will be allocated for the required land expropriation. |
| **Environmental Considerations*3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br>2) Natural Environment<br>- Negative impact: B<br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | - Future number of passengers in the morning peak (6:00-9:00 a.m.) (2027): Intermodal terminal: 21,000 passengers |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2013 (short term)<br>- Co-developed with New Tirana Railway Station.<br>- Development of Intercity Bus Terminal in Tirana, by integration of the intercity and international bus lines into one terminal with proper facilities such as toilets, ticket windows, waiting rooms, shops, restaurants, taxi stands, and parking facilities. |




**Tirana Intercity Terminal Area**

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.46** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-4-1 | Airport Rail Link Development | TA. FA | Municipality of Tirana | Municipality of Vora<br>Municipality of Fushe - Kruja<br>Commune of Kashar |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Developments of the Airport Rail Link Development will aims to support commuter railway transport between Tirana and Tirana International Airport (TIA). It will increase commuter railway passenger demand, through development of an attractive service, in terms of frequency, compatibility, comfort and accessibility to stations. It will connect Airport with Tirana Intercity Bus Terminal and new Tirana Station, enhancing intermodality. Rail-based transportation has a great potential for fast, reliable, and comfortable transportation services regardless of road traffic congestion. | Preparation | 136.1 |
| | | Initial Investment | 3,808.9 |
| | | Recurrent O&M Cost (Per Year) | 166.5 |
| **Sub-projects Components** | RUT 3-4-1 Airport Rail Link Development<br>Project Length = 6.07 Km<br>– New Construction, Length = 2.59 Km<br>– Reconstruction, Length = 3.48 Km | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 5 years |
| | | Expected Completion Years | 2022 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area, citizens of other municipalities and communes and visitors | **Related/Linked Projects (Project Codes)** | RUT 3-3-1<br>RUT 3-3-2<br>RUT 3-4-2<br>RUT 4-3 |
| **Project Location or Coverage Area** | Development of Airport Link Development is connected to the southwest with the existing Vora railway station, going through the existing railway track to Shkodra city. It has a diverting point to the east, before Berxull commune, and it ends at TIA. For coverage area, Tirana – TIA railway corridor can be considered.<br>(see Maps attached) | | |

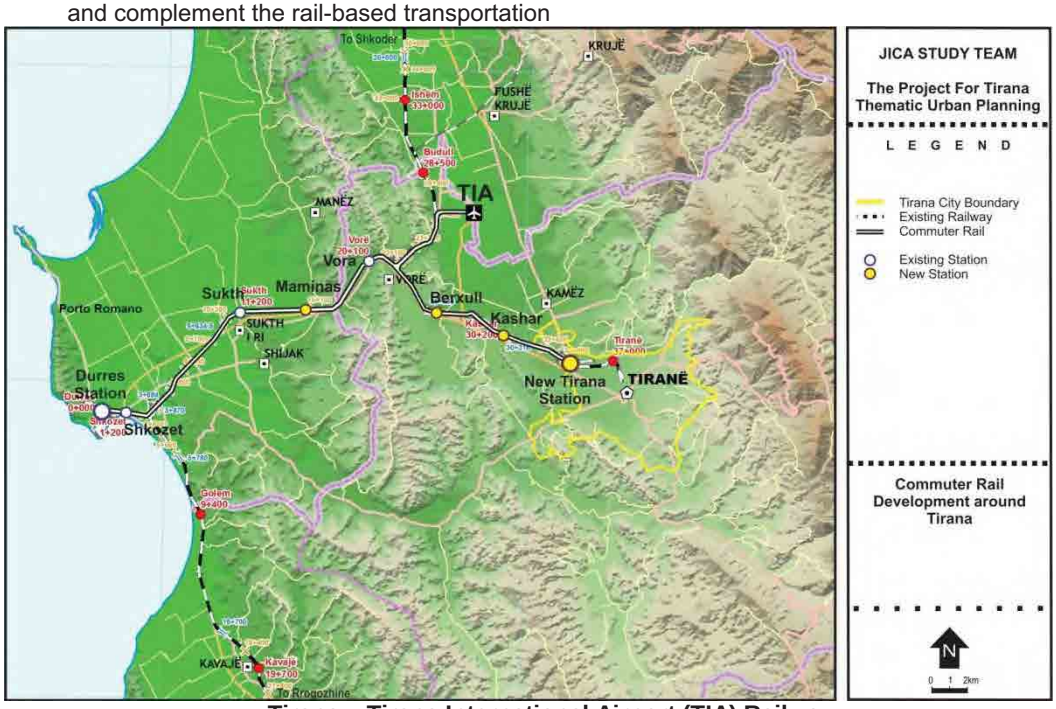
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | A | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required civil works and land expropriation |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br>2) Natural Environment<br>- Negative impact: B<br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td>- Current number of passengers at TIA (as of 2011): 4,700 passengers/day</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td>- Starting implemantation year: 2018 (medium term)<br>- Rail-based transportation will serve as the core mode of the public transportation system and will attract more commuters that are about to shift to private vehicles.<br>- Railway system improvement, including its infrastructure and facilities such as rolling stock, tracks, signaling/ telecommunication, grade crossings, and electrification.<br>- New, comfortable, safe, and air-conditioned trains will be in operation, also considering integrated intervals with other operated train lines.<br>- Integration with other public transport modes, bus transportation is expected to supplement and complement the rail-based transportation<br> 

Tirana – Tirana International Airport (TIA) Railway</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
<tr><td>Notes</td><td colspan="4"></td></tr>
</table>

Notes:

*1: **Type of Project**: types of support to be required are presented:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.47** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 3-4-2 | Tirana-Durres Commuter Railway Development | TA. FA | Municipality of Tirana | Municipality of Durres<br>Municipality of Vora<br>Commune of Kashar<br>Commune of Berxull<br>Commune of Maminas<br>Commune of Sukth |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Tirana-Durres Commuter Railway aims to support commuter railway transport between Tirana and Durres. It will increase commuter railway passenger demand, through development of an attractive service in terms of frequency, compatibility, comfort, and accessibility to stations. It will connect Durres with Tirana Intercity Bus Terminal and new Tirana Station enhancing transport intermodality with public transport lines. Rail-based transportation has a great potential for fast, reliable, and comfortable transportation services regardless of road traffic congestion. | Preparation | 554.4 |
| | | Initial Investment | 14,813.8 |
| | | Recurrent O&M Cost (Per Year) | 238.8 |
| **Sub-projects Components** | RUT 3-4-2 Tirana-Durres Railway Commuter Development Project Length = 37 Km<br>– Reconstruction, Length = 37 Km | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 5 years |
| | | Expected Completion Years | 2022 |
| **Expected Beneficiaries** | Citizens of Tirana - Durres Corridor | **Related/Linked Projects (Project Codes)** | RUT 3-3-1<br>RUT 3-3-2<br>RUT 3-4-1<br>RUT 4-3 |
| **Project Location or Coverage Area** | Development of Tirana-Durres Commuter Railway is connected to the east with new Tirana railway station, going to the west side through the existing railway track. It is connected with Vora Municipality and Kashar, Berxull, Maminas and Sukth Communes, and it ends at Durres Station. For coverage area, Tirana – Durres railway corridor area can be considered.<br>(see Maps attached) | | |

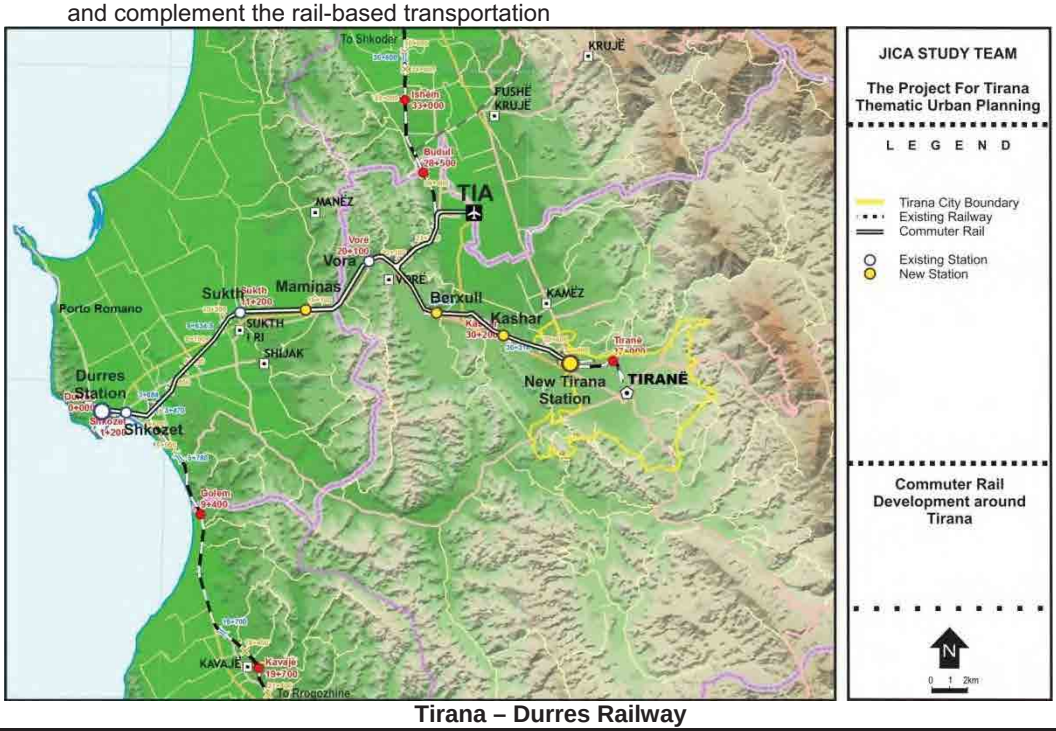
| | | |
|---|---|---|
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** |
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| | | | |
|---|---|---|---|
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | A | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required civil works and land expropriation |

(2/2)

| | |
|---|---|
| **Environmental Considerations**[*3] | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br>2) Natural Environment<br>- Negative impact: B<br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |
| **Quantitative Analysis and Rationales** | - Current number of passengers between Tirana and Durres (as of 2010): 500 passengers/day |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2018 (medium term)<br>- Rail-based transportation will serve as the core mode of the public transportation system and will attract more commuters that are about to shift to private vehicles.<br>- Railway system improvement, including its infrastructure and facilities such as rolling stock, tracks, signaling/ telecommunication, grade crossings, and electrification.<br>- New, comfortable, safe, and air-conditioned trains will be in operation, also considering integrated intervals with other operated train lines.<br>- Integration with other public transport modes, bus transportation is expected to supplement and complement the rail-based transportation |




**Tirana – Durres Railway**

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators [*4] | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:

[*1]: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

[*2]: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

[*3]: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

[*4]: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

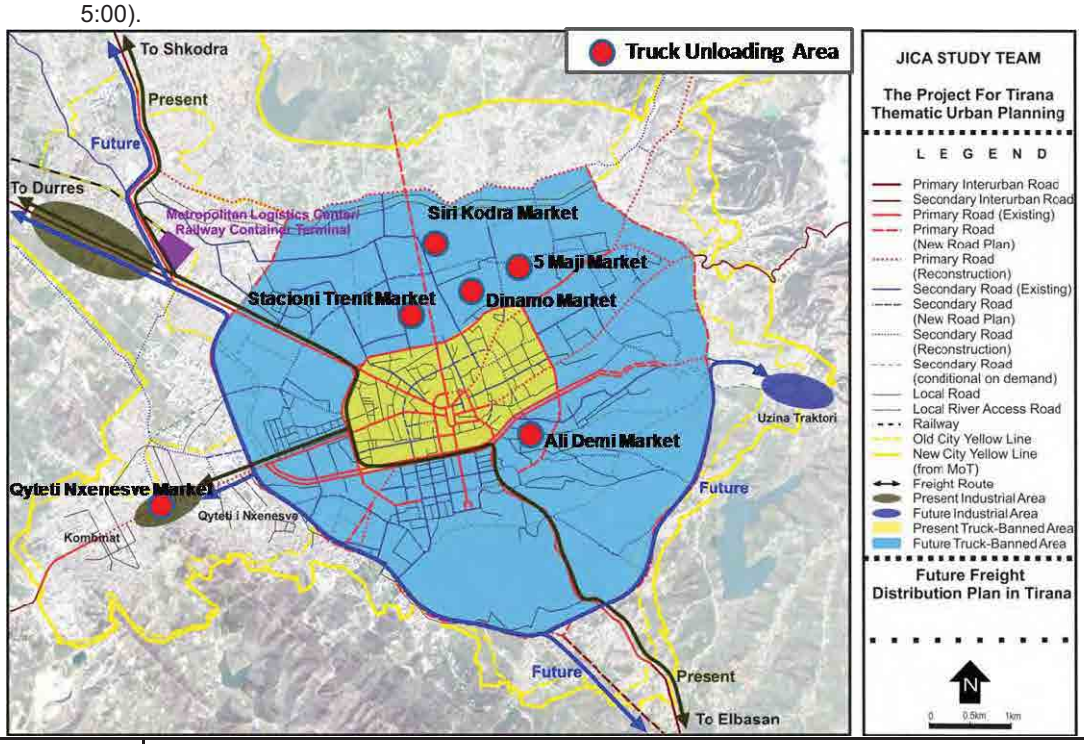
**No.48** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 4-1 | Truck Ban Expansion/ Truck Unloading Area | TA. FA | Municipality of Tirana | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Truck Ban Expansion/Truck Unloading Area aims to prevent mixing of freight with other vehicles on the primary radial access roads of Tirana. Extension of truck ban area from the existing Middle Ring Road to Outer Ring Road aims to reduce heavy vehicles traffic in the center of Tirana, and, as a consequence, more road space for public transport and light vehicles, and less noise and less air pollution will be realized. | Preparation | 5.8 |
| | | Initial Investment | 154.7 |
| | | Recurrent O&M Cost (Per Year) | 13.9 |
| **Sub-projects Components** | RUT 4-1 Truck Ban Expansion/Truck Unloading Area<br>– Construction of Road Signalization<br>– Construction of Unloading Areas | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2021 |
| **Expected Beneficiaries** | Citizens of Tirana | **Related/Linked Projects (Project Codes)** | RUT 1-2-1<br>RUT 1-2-2<br>RUT 1-2-3<br>RUT 4-2 |

| | | | |
|---|---|---|---|
| **Project Location or Coverage Area** | Development of Truck Ban/Truck Unloading Area includes truck unloading areas located at the different sites of Tirana and near big markets such as 5 Maji, Dinamo, Siri Kodra, Stacioni Trenit, Ali Demi and Qyteti i Nxenesve Markets. For coverage area, the entire area of Tirana can be considered. (see Maps attached) | | |
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** | |
| | Create an Environmentally Sustainable Transport System | "Environment-friendly Livable City"<br>Realization of an Environmentally Sound Transportation System | |
| **Private Sector Involvement*2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | B | C | B |
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required works. | | |
| **Environmental Considerations*3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B | | |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | Present and future number of vehicles at major entrance roads in Tirana in the morning peak (6:00-9:00 a.m.) (2012 & 2027):<br><br>- Tirana-Durres Highway:<br>Present traffic volume (2012): 5,950 cars/hour, 270 trucks/hour<br>Future traffic volume (2027): 10,700 cars/hour, 480 trucks/hour<br><br>- Elbasan Road:<br>Present traffic volume (2012): 830 cars/hour, 20 trucks/hour<br>Future traffic volume (2027): 1,430 cars/hour, 30 trucks/hour<br><br>- Kamza (Shkodra) Road:<br>Present traffic volume (2012): 640 cars/hour, 50 trucks/hour<br>Future traffic volume (2027): 1,210 cars/hour, 100 trucks/hour<br><br>- Arber Road:<br>Present traffic volume (2012): 60 cars/hour<br>Future traffic volume (2027): 110 cars/hour |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2020 (medium term)<br>- Development of Truck Ban/Truck Unloading Area, by various traffic engineering measures such as geometric improvement, traffic signal, traffic regulation, marking and sign.<br>- Trucks (excluding vehicles with a 3.5 ton or lower loading capacity) will be prohibited from entering the center of Tirana (i.e., inside the Outer Ring Road) except for nighttime (20:00 – 5:00).<br>  |

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:

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Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)

*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary

*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.49** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 4-2 | Metropolitan Logistic Center Development | TA. FA | Municipality of Tirana | Municipality of Kamza |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Development of the Metropolitan Logistic Center aims to distribute goods to many places in Tirana through smaller trucks that are allowed to enter the truck-banned area in the daytime. It will prevent large vehicles from entering Tirana CBD area and will create possibility for large freight trucks to arrive at the destination through Outer Ring Road of Tirana. | Preparation | 14.5 |
| | | Initial Investment | 1,016.4 |
| | | Recurrent O&M Cost (Per Year) | 26.5 |
| **Sub-projects Components** | RUT 4-2 Metropolitan Logistic Center Development<br>– Construction of Metropolitan Logistic Center | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2019 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 3-3-1<br>RUT 3-3-2<br>RUT 4-1<br>RUT 4-3 |
| **Project Location or Coverage Area** | Development of Metropolitan Logistic Center includes an area located in the northwest of Tirana, near Kamza (Kastriotet) Road. For coverage area, the entire area of Tirana area can be considered. (see Maps attached) | | |

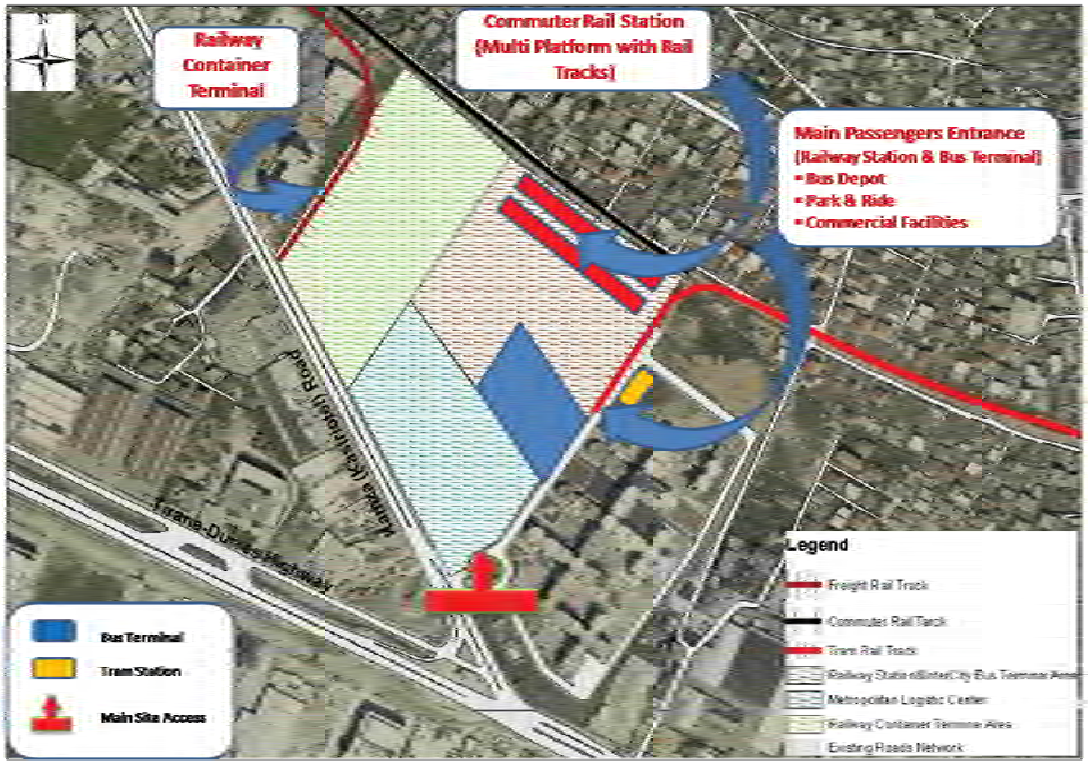
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Support the Development of the Economy | "Ecologically and Economically Sustainable City"<br>Intermodal Development/Transit Oriented Development |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required civil works, and resource from the Central Government will be allocated for the required land expropriation |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/2)

| | |
|---|---|
| **Quantitative Analysis and Rationales** | Present and future number of trucks near Intermodal Terminal in Tirana in the morning peak (6:00-9:00 a.m.) (2012 & 2027):<br><br>- Tirana-Durres Highway:<br>Present traffic volume (2012): 270 trucks/hour<br>Future traffic volume (2027): 480 trucks/hour<br><br>- Kamza (Kastriotet) Road:<br>Present traffic volume (2012): 50 trucks/hour<br>Future traffic volume (2027): 100 trucks/hour |
| **Project Concept, Scheme or Drawings** | - Starting implemantation year: 2018 (medium term)<br>- Development of Metropolitan Logistic Center, by integration of the freight transports with destination to/from Tirana into one terminal with proper facilities such as depots, containers, cranes, machineries and all the required facilities.<br>- Smaller trucks dispatched with goods from the Metropolitan Logistic Center to the city center destinations.<br>  <br><br>**Area of Tirana Metropolitan Logistc Center** |

| | | | | | |
|---|---|---|---|---|---|
| **Preliminary Project Economic Evaluation** | Assumptions | | | | |
| | Evaluation Indicators *4 | NPV | - | EIRR | - |
| | Notes | | | | |

Notes:
*1: **Type of Project**: types of support to be required are presented:
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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.50** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 4-3 | Railway Container Terminal Development | TA. FA | Municipality of Tirana | Municipality of Kamza |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Developments of the Railway Container Terminal will serve to support freight transport by railway. All containers designated to be transported from Durres Port or other destinations in Albania by railway will be brought to this terminal for transshipment to trucks. | Preparation | 18.5 |
| | | Initial Investment | 1,379.6 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 4-3 Railway Container Terminal Development<br>– Construction of Railway Container Terminal | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2021 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 3-3-1<br>RUT 3-3-2<br>RUT 4-1<br>RUT 4-2 |
| **Project Location or Coverage Area** | Development of the Railway Container Terminal includes an area located in the northwest of Tirana, near Kamza (Kastriotet) Road. For coverage area, the entire Tirana area can be considered. (see Maps attached) | | |

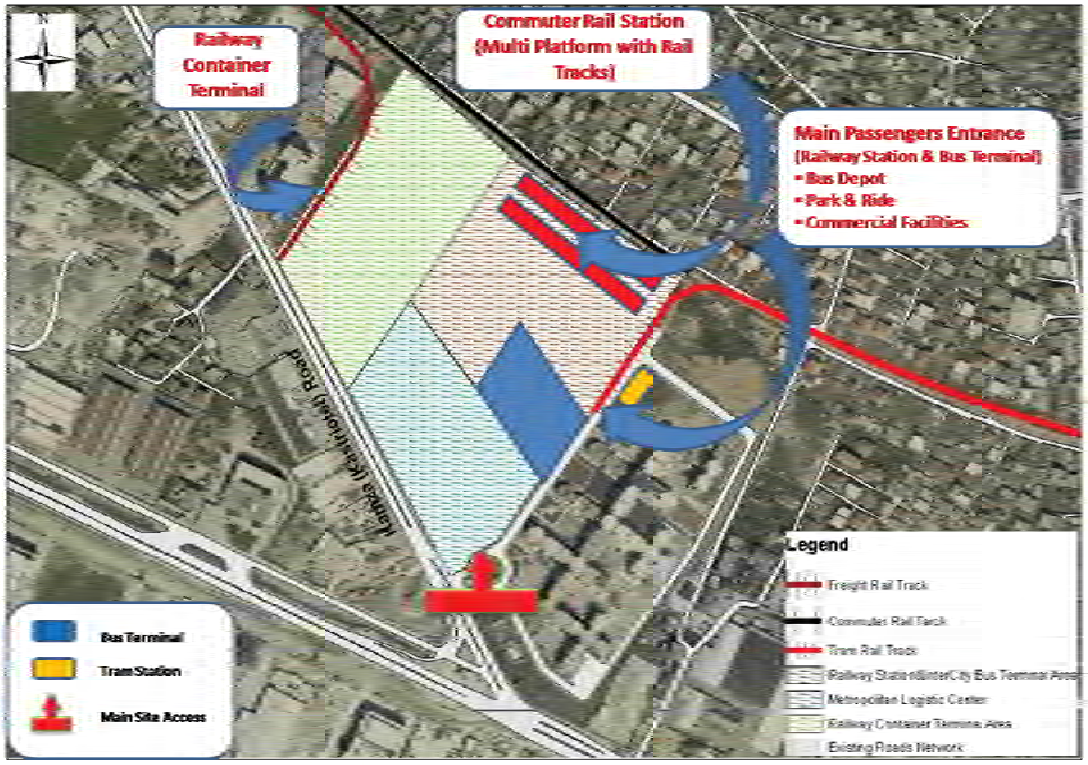
| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Intermodal Development/Transit Oriented Development |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Municipality of Tirana will be allocated for the required civil works, and resource from the Central Government will be allocated for the required land expropriation |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: B<br><br>2) Natural Environment<br>- Negative impact: B<br><br>3) Pollution<br>- Air pollution: B<br>- Noise and vibration: B |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">- Total number annual container throughput in Durres Port (as of 2010): 72,000 TEUs (Twenty-foot equivalent unit)</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">- Starting implemantation year: 2019 (medium term).<br>- Development of Railway Container Terminal will be equipped with freight handling facilities.<br>- Space necessary to arrange trains with freight wagons designed to carry 40ft containers.<br> 

Tirana Railway Container Terminal Area</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
<tr><td>Notes</td><td colspan="4"></td></tr>
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.51** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-1-1 | Establishment of Tirana Transportation Planning Commission | TA. FA | Central Government | Municipalities and Communes in Tirana Metropolitan Area |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Establishment of Tirana Planning Commission aims to coordinate respective transportation planning and studies at local governments into an integrated metropolitan transportation plan. This Entity will conduct research and survey in the transportation filed, for Tirana metropolitan area; also it will review and update the integrated metropolitan transportation plan, and manage planning methodology and data base acquired through the study. | Preparation | 4.4 |
| | | Initial Investment | 118.7 |
| | | Recurrent O&M Cost (Per Year) | 38.7 |
| **Sub-projects Components** | RUT 5-1-1 Establishment of Tirana Transportation Planning Commission<br>– Establishment of Tirana Transportation Planning Commission<br>o Logistics<br>o Staff<br>o Training | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 5-1-2<br>RUT 5-1-3<br>RUT 5-1-4<br>RUT 5-2-1<br>RUT 5-2-2 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

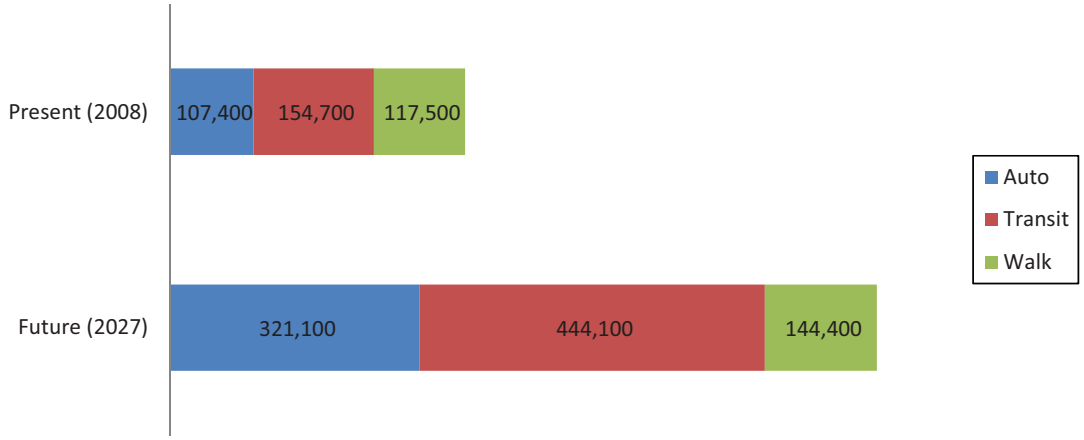
| | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| **Rationales** | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| **Private Sector Involvement*2** | C | B | C |

| | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| **Necessity of External Supports** | A | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. |
| **Environmental Considerations*3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C (Improving the air pollution)<br>- Noise and vibration: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5"> 

Total Present (2008) and Future (2027) Trips in the Morning Peak (6:00-9:00 a.m.) in the Tirana Metropolitan Area</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">- Starting implemantation year: 2014 (short term)<br>- This executive body will consist of heads of respective local governments, as well as representative from ministries, such as Ministry of Public Works and Transport and National Territorial Planning Agency.<br>- A permanent secretariat including technical experts will be stationed to support the commission and carry out daily operations.</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
<tr><td>Notes</td><td colspan="4"></td></tr>
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.52** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-1-2 | Household Travel Survey for Tirana Metropolitan Area | TA. FA | Central Government | Local Governments in Tirana Metropolitan Area |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Household Travel Survey for Tirana Metropolitan Area is related with the transportation panning in this area and it is aimed at updating the travel information about Tirana residents. The Household Travel Survey will collect information of trips on a weekday in the metropolitan Tirana area. The survey will target a sampling ratio of 3% interviewing persons of age 15 or older. | Preparation | 3.8 |
| | | Initial Investment | 102.0 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 5-1-2 Household Travel Survey for Tirana Metropolitan Area<br>– Realization of Face to Face Household Travel Survey (sampling ratio: 3%). | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 1 years |
| | | Expected Completion Years | 2014 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 5-1-1 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Realization of an Environmentally Sound Transportation System |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br>2) Natural Environment<br>- Negative impact: C<br>3) Pollution<br>- Air pollution: C<br>- Noise and vibration: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">Present and future population projection in the Tirana metropolitan area (2012 & 2027):<br><br>- Population projection in the Municipality of Tirana<br>Population (2012): 581,000<br>Population (2027): 841,400<br><br>- Population projection in the Tirana metropolitan area<br>Population (2012): 789,500<br>Population (2027): 1,143,300</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">– Starting implemantation year: 2014 (short term)<br>– The survey will be based on a “face to face” model and the questioner could be filled directly by the interviewer or indirectly by each household member by leaving the questionnaire (in the morning) and collecting it after (in the evening).<br>– The questionnaire is only for strictly statistical purposes.<br>– Each person interviewed remains anonymous.<br>– Tirana will be divided into transport survey zones.<br>– For each zone the number of interviews to be collected has to be considered achieving certain specific criteria about the gender, the age and the occupation.<br>– Sampling for the survey will be in a random way.</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
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Notes:

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*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible

*4 NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.53** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-1-3 | Review and Update of Integrated Transportation Master Plan | TA. FA | Central Government | Local Governments in Tirana Metropolitan Area |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Review and Update of Integrated Transportation Master Plan aims to evaluate, update and prepare a new integrated transport master plan for Tirana metropolitan area, including road network development, public transport development, transportation control measures (TCMs), and urban transportation system management, utilizing the latest data of the Household Travel Survey. | Preparation | 11.6 |
| | | Initial Investment | 309.7 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 5-1-3 Review and Update of Integrated Transportation Master Plan<br>– Preparation of Integrated Transport Master Plan | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 5-1-1<br>RUT 5-1-2 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

| | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices | |
|---|---|---|---|
| **Rationales** | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Realization of an Environmentally Sound Transportation System | |
| **Private Sector Involvement *2** | **PPP** | **Communities Involvement** | **Other Parties** |
| | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | B | B | B |
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. | | |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C<br>- Noise and vibration: C | | |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">- The growth of the trips in Tirana from 2008 to 2027 is estimated to be about 2.4 times</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">– Starting implemantation year: 2015 (short term)<br>– Information on travel demands and forecasts based on the latest data of the Household Travel Survey.<br>– Different urban development scenarios for the purpose of forecasting future travel demands.<br>– Detailed alternative strategies which illustrate how the Metropolitan Transportation Agency might cope with future travel demand.<br>– Road network developments.<br>– Public transport developments.<br>– Transport control measures (TCM).<br>– Urban transportation system management.</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.54** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-1-4 | Shift to Metropolitan Tirana Transportation Authority | TA. FA | Central Government | Municipalities and Communes in Tirana Metropolitan Area |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Metropolitan Tirana Transportation Authority will be established as an independent public corporation. It will make a consistent metropolitan-wide transportation system development plan, and will manage transportation demand in the Tirana metropolitan area. It will have main accountability not only to the central or local governments but also to the public. | Preparation | 16.2 |
| | | Initial Investment | 432.5 |
| | | Recurrent O&M Cost (Per Year) | 98.2 |
| **Sub-projects Components** | RUT 5-1-4 Shift to Metropolitan Tirana Transportation Authority<br>– Establishment of Tirana Transportation Authority<br>o Logistics<br>o Staff<br>o Training | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2017 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 5-1-1<br>RUT 5-1-2<br>RUT 5-1-3<br>RUT 5-2-1<br>RUT 5-2-2 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

| | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| **Rationales** | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| **Private Sector Involvement** *2 | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | A | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. |
| **Environmental Considerations** *3 | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C (Improving the air pollution)<br>- Noise and vibration: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">Present and future population projection in the Tirana metropolitan area (2012 & 2027):<br><br>- Population projection in the Municipality of Tirana<br>Population (2012): 581,000<br>Population (2027): 841,400<br><br>- Population projection in the Tirana metropolitan area<br>Population (2012): 789,500<br>Population (2027): 1,143,300</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">- Starting implemantation year: 2015 (short term)<br>- Metropolitan Tirana Transportation Authority is an organization that will be developed from Tirana Transportation Planing Commision.<br>- This executive body will oversee all land transportation issues and has main responsibilities for the following:<br>o To formulate metropolitan transportation policy,<br>o To formulate integrated transportation planning, including road network development, public transport development, transportation control measures (TCMs), and urban transportation system management,<br>o To implement the integrated transportation planning and programs,<br>o To issue licenses and control public transportation with bus operation license, public transport business license, terminal or station development permission, and so on,<br>o To regulate public transport services such as tram, bus, and so on,<br>o To support development of interurban road network, and<br>o To carry out traffic demand management (TDMs), such as parking pricing.</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
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*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

**No.55** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-2-1 | Study on Private Sector Involvement in Transportation | TA. FA | Central Government | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Study on Private Sector Involvement in Transportation aims to understand efficiency and rationalization of the transportation sector, particularly rail sector. Public transportation enterprises such as Albanian Railways (HSH: Hekurudha Shqiptare) have to be rationalized, and in this context, further assessments are needed, for possible private sector involvement and determination of responsibilities and risks to be shared. This study is highly necessary for operation of commuter railway. | Preparation | 8.7 |
| | | Initial Investment | 232.3 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 5-2-1 Study on Private Sector Involvement in Transportation<br>– Realization of Study | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 2 years |
| | | Expected Completion Years | 2016 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 3-4-1<br>RUT 3-4-2<br>RUT 5-1-1<br>RUT 5-1-2<br>RUT 5-1-3<br>RUT 5-1-4<br>RUT 5-2-2 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

| | | | |
|---|---|---|---|
| **Rationales** | **Relevance to National Policy** | **Relevance to the Tirana Regulatory Plan and/or Existing Polices** | |
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use | |
| **Private Sector Involvement** *2 | **PPP** | **Communities Involvement** | **Other Parties** |
| | C | B | C |
| **Necessity of External Supports** | **Technical Assistance** | **Financial Assistance** | **Cooperation with Private Sector** |
| | A | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. |
| **Environmental Considerations** *3 | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C (Improving the air pollution)<br>- Noise and vibration: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">- Total length of the core railway network: 195 km (Tirana-Durres, Durres-Elbasan, Vora-Shkodra)<br>- Total length of the whole railway network in Albania: 447 km<br>- Current number of passengers between Tirana and Durres (as of 2010): 500 passengers/day<br>- Current number of passengers at TIA (as of 2011): 4,700 passengers/day</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">- Starting implemantation year: 2015 (short term)<br>- Albanian Railway Company should be rationalized.<br>- If the new system of the commuter rail development is implemented, an independent enterprise should be established.<br>- Privatization is to be decided, based on efficiency of the railway business.<br>- The role, responsibility and risk sharing system between the public and private sector should be clearly determined.</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
<tr><td>Evaluation Indicators *4</td><td>NPV</td><td>-</td><td>EIRR</td><td>-</td></tr>
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</table>

Notes:
*1: **Type of Project**: types of support to be required are presented:
Technical Assistance (TA); Financial Assistance (FA) and/or Private Participation (PP)
*2: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **Non**: Not Necessary
*3: Negative Impact in Environmental Considerations: Rated as - **A**: Serious; **B**: Some; **C**: Negligible
*4: NPV: Net Present Value; EIRR: Economic Internal Rate of Return

# General Profile of Priority Project

**Road and Urban Transport Sector**

**No.56** (1/2)

| Code | Name of Project | Type of Project *1 | Executing Agencies | Relevant Organizations |
|---|---|---|---|---|
| RUT 5-2-2 | Preparation of Laws, Bylaws, Regulations, etc., for Private Sector Involvement | TA. FA | Central Government | |

| Project Description | | Investment Cost (Mill. ALL) | |
|---|---|---|---|
| **Main Objectives** | Preparation of Laws, Bylaws, Regulations, etc, for Private Sector Involvement in transportation aims to review and modify existing rules, to provide a sound investment environment for the private sector in transportation business. This also includes provision of development rights to private investors in the surrounding area of railway or tram stations, making it possible to internalize the development benefits of transportation system development. | Preparation | 7.0 |
| | | Initial Investment | 185.8 |
| | | Recurrent O&M Cost (Per Year) | - |
| **Sub-projects Components** | RUT 5-2-2 Preparation of Laws, Bylaws, Regulations, etc, for Private Sector Involvement<br>– Preparation of Laws, Bylaws, Regulations, etc, for Private Sector Involvement in Transportation Sector | **Time Horizon for the Completion** | |
| | | Preparatory | 1 year |
| | | Main Work | 3 years |
| | | Expected Completion Years | 2017 |
| **Expected Beneficiaries** | Citizens of Tirana metropolitan area | **Related/Linked Projects (Project Codes)** | RUT 3-4-1<br>RUT 3-4-2<br>RUT 5-1-1<br>RUT 5-1-2<br>RUT 5-1-3<br>RUT 5-1-4<br>RUT 5-2-1 |
| **Project Location or Coverage Area** | For coverage area, the entire area of Tirana metropolitan area can be considered. | | |

| Rationales | Relevance to National Policy | Relevance to the Tirana Regulatory Plan and/or Existing Polices |
|---|---|---|
| | Create an Environmentally Sustainable Transport System | "Ecologically and Economically Sustainable City"<br>Promotion of Public Transport Use |

| Private Sector Involvement *2 | PPP | Communities Involvement | Other Parties |
|---|---|---|---|
| | C | B | C |

| Necessity of External Supports | Technical Assistance | Financial Assistance | Cooperation with Private Sector |
|---|---|---|---|
| | B | B | B |

| | |
|---|---|
| **Resource Allocation for the Project** | Resource from the Central Government will be allocated for the required works. |
| **Environmental Considerations *3** | 1) Social Environment<br>- Resettlement needed : C<br>- Hazards: C<br><br>2) Natural Environment<br>- Negative impact: C<br><br>3) Pollution<br>- Air pollution: C (Improving the air pollution)<br>- Noise and vibration: C |

(2/2)

<table>
<tr><td>Quantitative Analysis and Rationales</td><td colspan="5">Present and future total number of passengers on the bus and new tramlines in the morning peak (6:00-9:00 a.m.) (2012 &2027):<br><br>- Total number of passengers on the bus lines<br>Present number of passengers (2012): 137,200 passengers/hour<br>Future number of passengers (2027): 224,100 passengers/hour<br><br>- Total number of passengers on the tramlines<br>Future number of passengers (2027): 156,400 passengers/hour</td></tr>
<tr><td>Project Concept, Scheme or Drawings</td><td colspan="5">- Starting implemantation year: 2015 (short term)<br>- Private Sector Involvement, well planned and controlled in line with land use plan</td></tr>
<tr><td rowspan="3">Preliminary Project Economic Evaluation</td><td>Assumptions</td><td colspan="4"></td></tr>
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