Conference: Connective EUROPE – Respond of the CEFTA region (SKOPJE-March 2013)

Remaining Transport Infrastructure between Albania and Macedonia and contribution to the region progress
» **East – West Corridor** *(orange)*
  > 260km the main section
  > 96km other branches

» **North – South Corridor** *(red)*
  > 339km the main section
  > 72km other branches

» **Durres – Morine Corridor to Kosovo** *(blue)*
  > 169km motorway

» **Arberi Road Corridor to Macedonia** *(pink)*
  > 72.6km highway

» **Durres – Tirane – Elbasan Corridor** *(red)*
  > 81km motorway (including Tirana outer ring)

» **Elbasan – Memalaj Central South Corridor** *(green)*
  > 95km highway

**Main road corridors in Albania**
Existing segments (already completed)
- Vlore – Fier – Rrogozhine (about 75km)
- Tirana – Durres (39km)
- Elbasan – Qafe Thane First Phase (64km)
- Rrogozhine – Elbasan (45km)
- Qafe Plloce – Korce – Kapshtice (57km)

Segments under construction
- Rruga e Arberit Highway (72km)
- Tirana – Elbasan Motorway (32km)
- Qukes – Qafe Plloce

Segments to be developed
- Rrogozhine – Qafe Thane segment upgrading (to motorway) (109km)
- Durres – Tirana segment upgrade (to motorway) (39km)
- Tirana by-pass (Kashar – Mullet) (22km)
- Fier By-Pass (Fier – Levan) (14km)

8th Corridor in Albania
Railway network in Albania

- Total length: 447km
- Secondary line: 230km
- Border station: Bajze
- Terminal station: Pogradec, Vlore
- Gauge: 1435mm

Priority steps to be taken

- Tirana – Durres modernisation
- Vore – Hani i Hotit modernisation
- Durres – Vlore upgrade
- Rrogozhine – Pogradec upgrade
- Construction of 2.8km connection line with Macedonia
Remaining railway section of 8th Corridor in Albania

- Estimated length on Albanian Side 2.71km

- Estimated Cost for the Albanian side (including railway station) €8.0Mio

- Full detailed design already financed by Albanian Government

Remaining railway section of 8th Corridor
Remaining railway section of 8th Corridor in Macedonia

- Estimated length on Macedonian Side 66km

- Estimated Cost for the Macedonian side (after Feasibility study)

- Remaining rail corridor is in the process of Feasibility study
Best solution – Alternative 2
(Tirana – Debar 76km)
Tirana – Skopje is shortened with more than 100km (if also Debar – Gostivar is upgraded)
Three solutions for the Arberi Road connection with Macedonia (result of unilateral study from Albanian side)

- First solution (yellow) – existing route 25.67 Km
- Second solution (green) 20.4 Km
- Third solution (red) 7.5 Km

Continuation solutions from Macedonian side: Unknown
Will Macedonia join the plans to shorten the road distance between Skopje and the Albanian seaports with more than 100km??
Dr. Eng. Faruk KABA
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