



**Albania's ports traffic,
competitive position and trade relations.**

A focus on Durres Port

Alessandro PANARO, Head of Maritime & Energy Dept. – SRM

Research Center related to Intesa Sanpaolo Banking Group

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Main cargo transported and ports traffic

Oil products, Metal products and Non metallic products are **main cargo** transported by sea in Albania.

Q1 2024

Oil products

22%

368.3 k-tons

Metal products

17%

286.7 k-tons

Non metallic products 11%

176.4 k-tons

Others

50%

841.8 k-tons



Total ports traffic

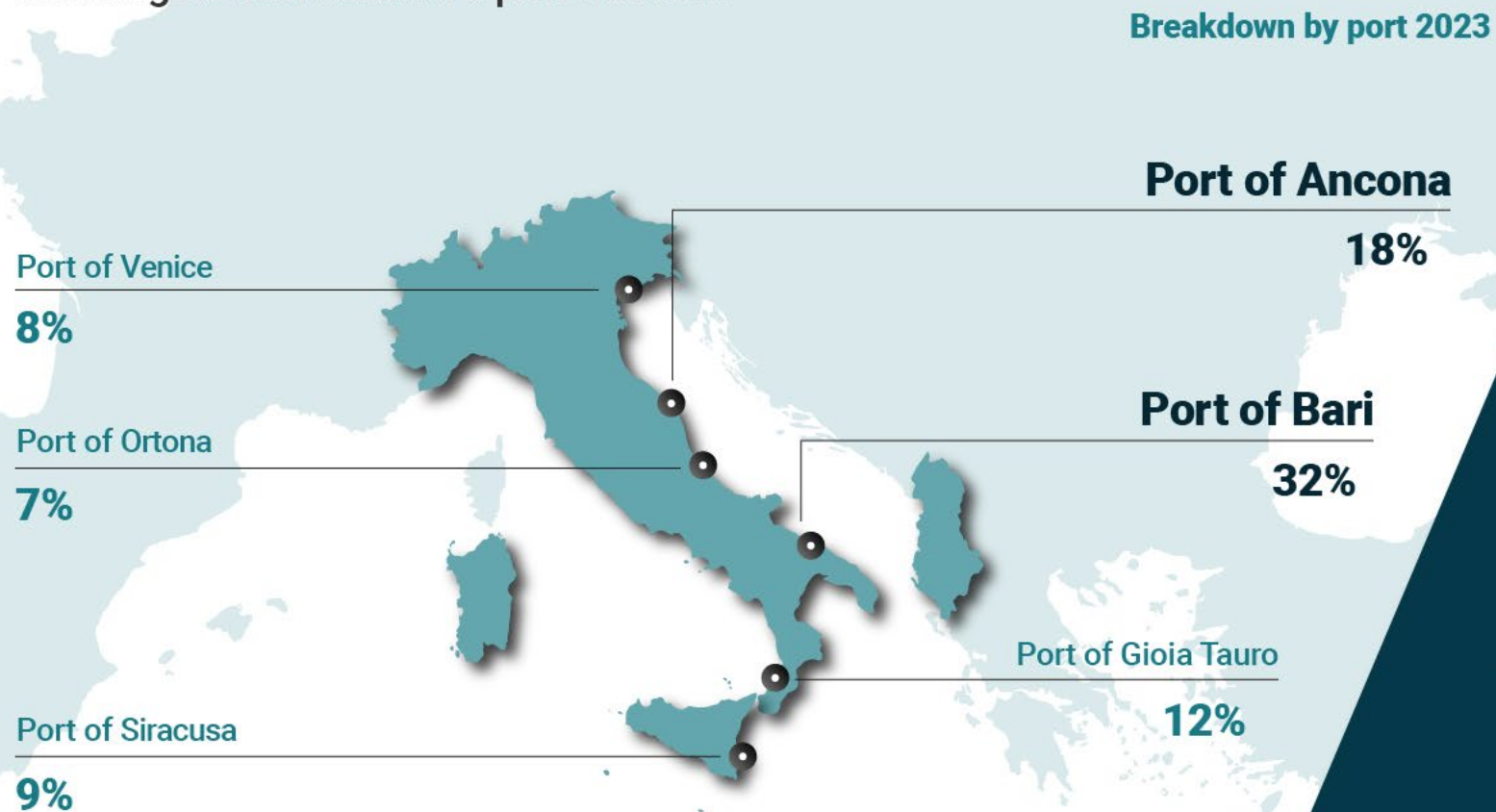
6,759 K-Tons

	2023	share	change on 2022
Port of Shëngjin	150	2.2%	22.0%
Port of Durrës	6,420	95%	7.4%
Port of Vlora	130	1.9%	21.5%
Port of Saranda	58	0.9%	41.5%

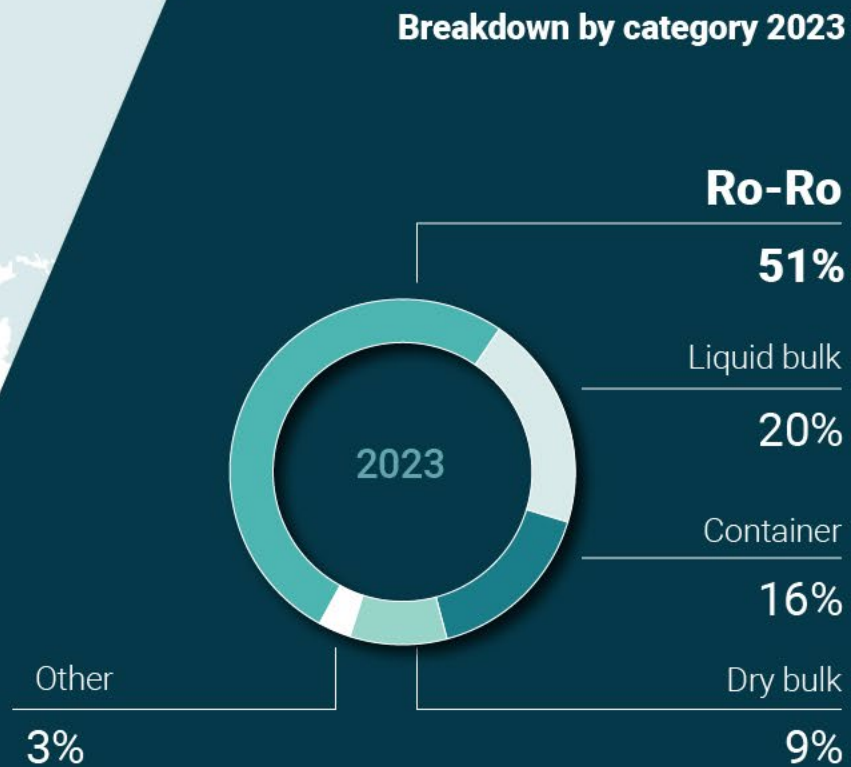
Source: SRM on INSTAT

Italy-Albania port network relations

Italy's first, with about **2 million of tons** exchanged with Albania's port network



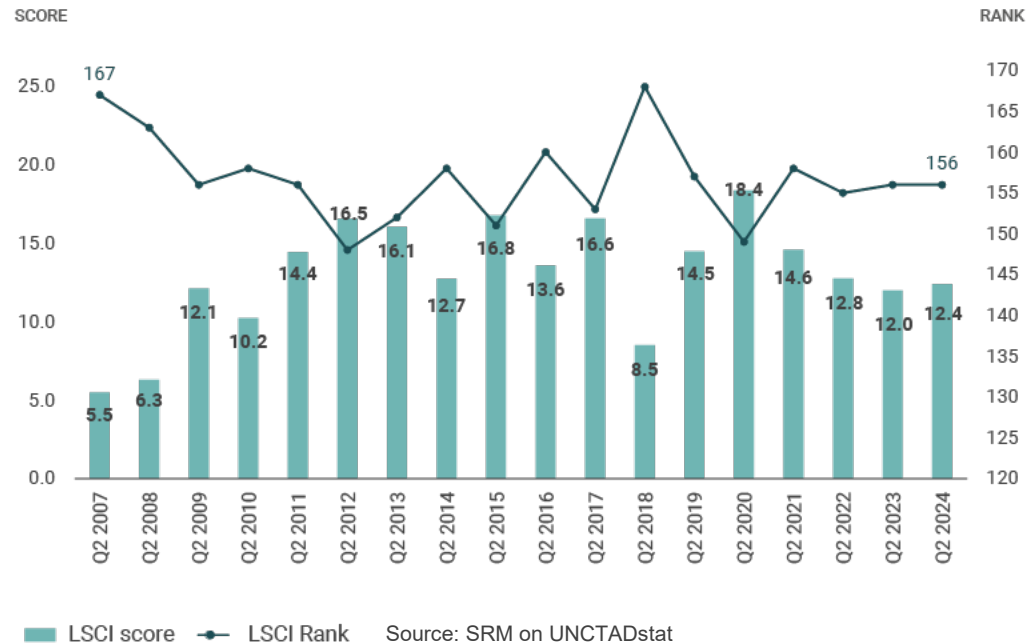
Source: SRM on Eurostat



Albania's logistics competitive position

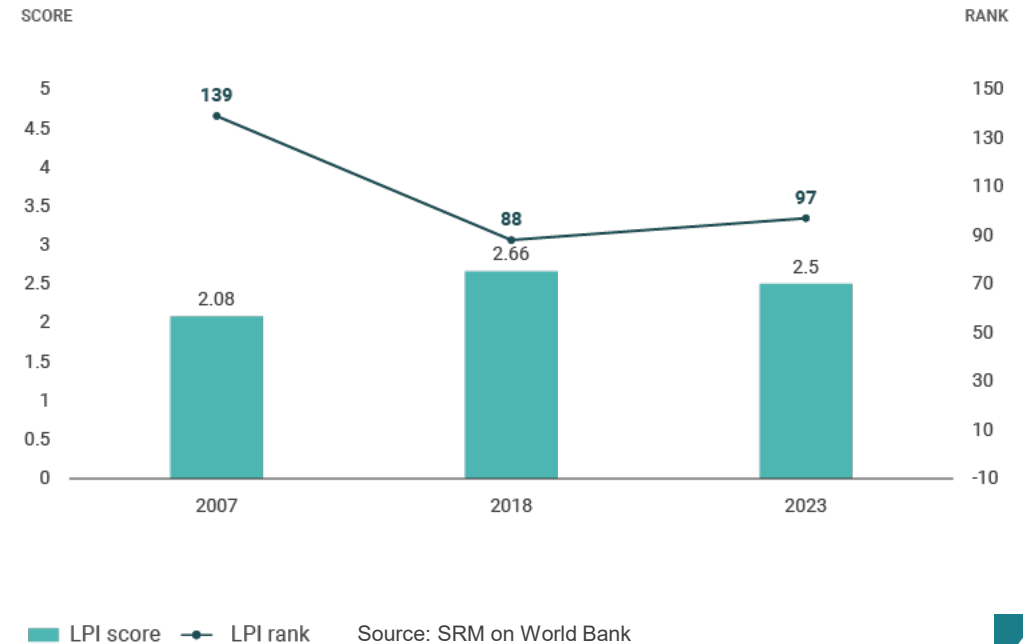
The **Liner Shipping Connectivity Index (LSCI)** has improved over the years, **from 5.5 in 2007 to 12.4 in 2024.**

The rank has improved **from 167th to 156th.**



The **Logistics Performance Index (LPI)** has improved over the years, **from 2.1 in 2007 to 2.5 in 2024.**

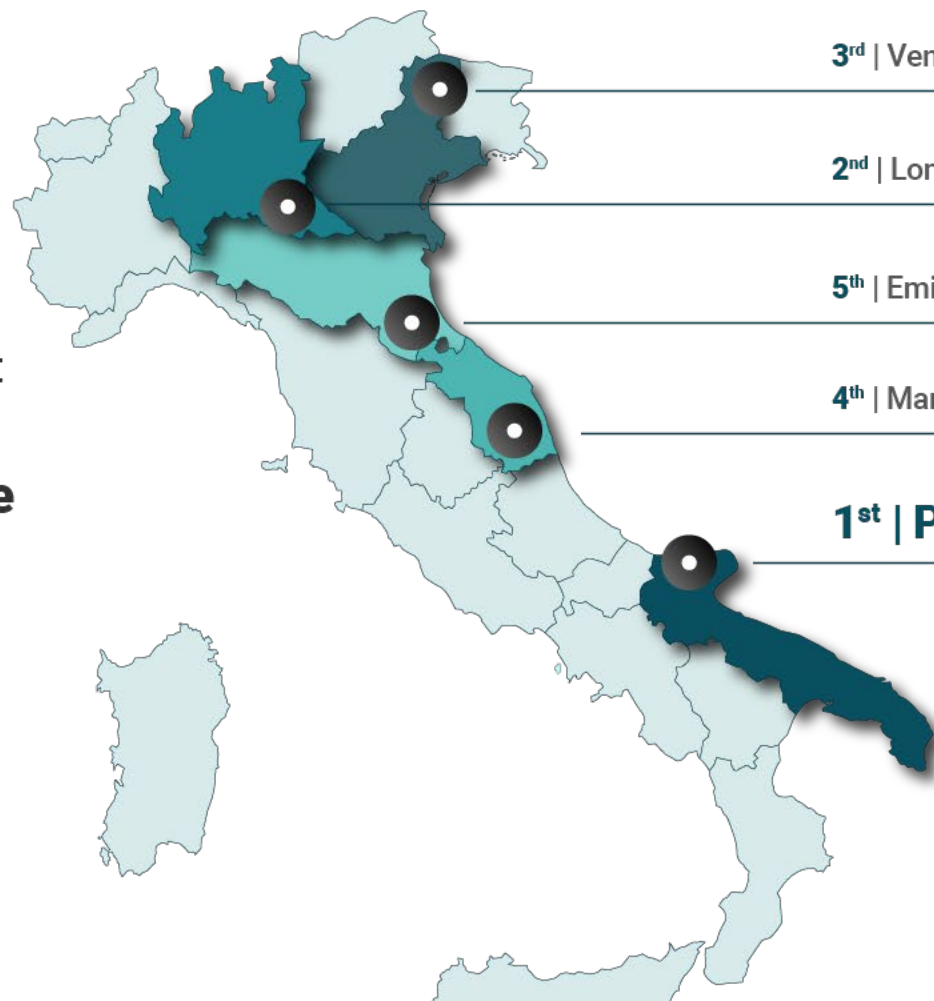
The rank has improved **from 139th to 97th.**



Italy's containerizable trade relations with Albania

Main regions

Puglia, Lombardia and Veneto are the most important Italian regions in terms of **Foreign trade with Albania.**

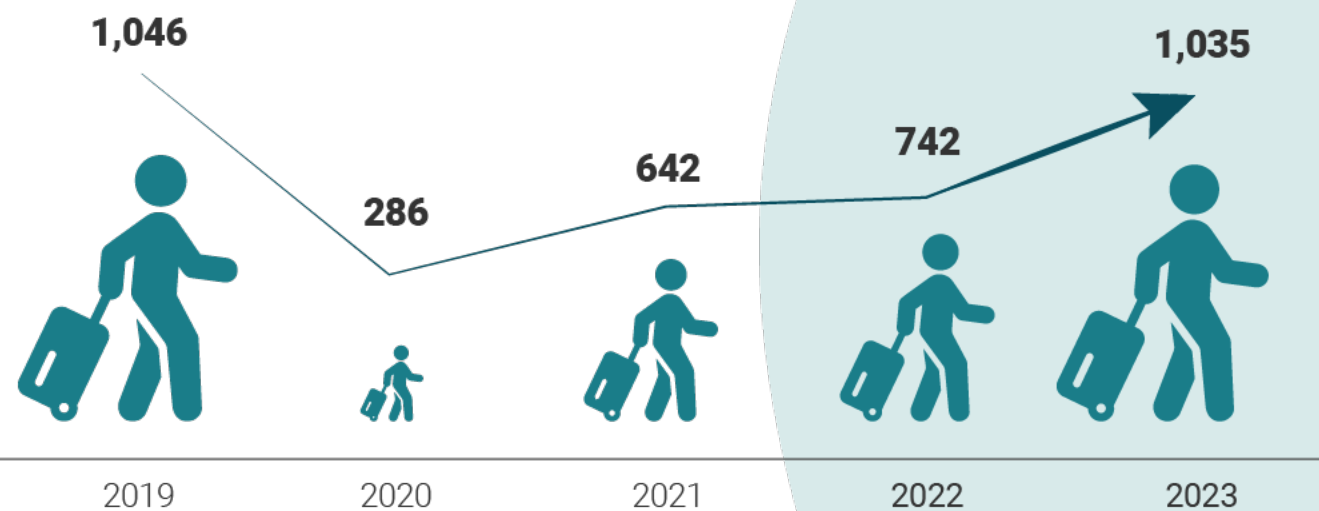


Top 5 regions	€2,272 m	72%	8.4%
		share of Itay's trade	CAGR 2013-2023
3 rd Veneto	€451 m	14%	10.8%
2 nd Lombardia	€487 m	15%	10.7%
5 th Emilia Romagna	€379 m	12%	9.5%
4 th Marche	€379 m	12%	5.5%
1 st Puglia	€576 m	18%	5.6%

Containerizable trade | All modes of transport are included

Passenger-Ferry traffic between Italy and Albania

Passenger Ferries have increased by **39.5%**

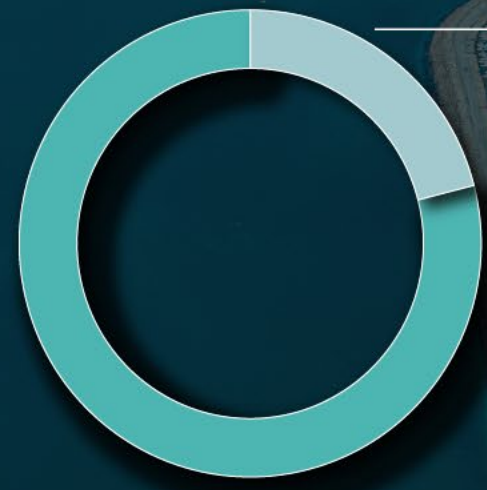


Ancona-Durres, Bari-Durres and Brindisi-Vlora are the main routes covered



**Durres makes up
95% of Albania's
throughput.**

6,420 K-Tons



21%
EXPORTS
1,369 K-Tons

79%
IMPORTS
5,051 K-Tons

**The traffic
includes
prevalently
inwards
goods.**



Source: SRM on Albania's Institute of Statistics (INSTAT)

Durres Calls were about 1,600 in 2023.

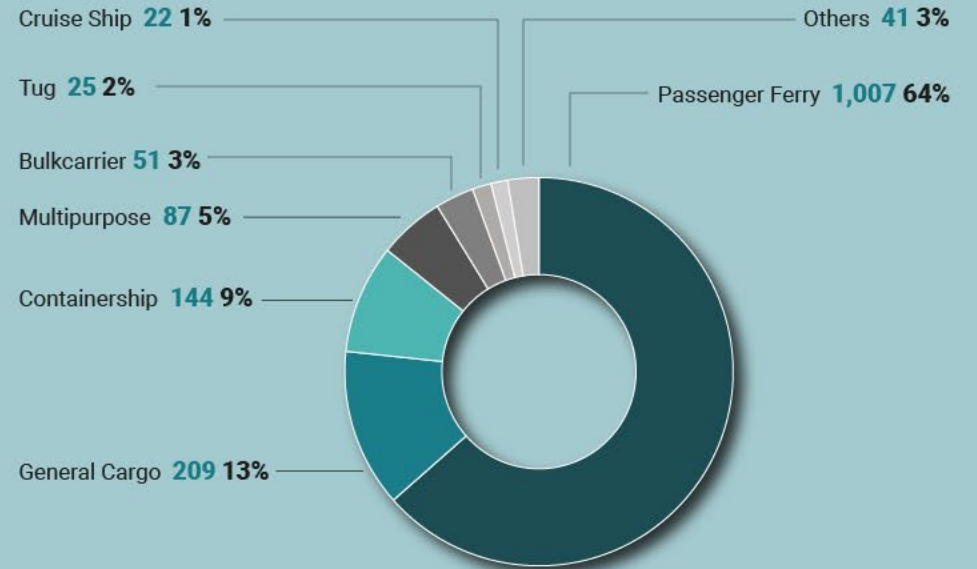
Passenger Ferry (64%) is the main category followed by **General cargo (13%)** and **Containership (9%)**.

Durrës port calls by year



Source: SRM on Clarksons

Vessel calls in the port of Durrës in 2023: sectorial breakdown



Source: SRM on Clarksons

Durres hub-port project: a look into the future

Porto Romano will become the main commercial port

€390 million

Durres will be transformed into a tourist port

€2 billion

Durres Yacht & Marina project

- **400 hectares** area.
- A **new container terminal** with three times the capacity of the current one.
- An **Economic Free Zone**: a 60-hectare logistics park linked to the port by a four-kilometre railway.
- A **16-metre-deep canal** for the construction of large ships.

IMPACT

2 million containers per year

50 million tonnes of goods

1 million passengers

Between +1.2% and +1.8% of GDP

The project is the result of **cooperation between** the governments of **Albania, North Macedonia and Kosovo**, and includes the construction of **2 dry ports** in Pristina (Kosovo) and Struga (North Macedonia), connected to the **Durres-Pristina railway**.

The Show must go on

In the first nine months of 2024, Albania's ports handled a total of **5.7** million tonnes of cargo, an increase of **+14.3%** on 2023.



The keywords of the players:

Kreshnik Bajraktari, CEO Durres Port Authority

Albania's **position along the Adriatic and Ionian Seas** provides significant opportunities for maritime trade and tourism...there is a need to enhance **connectivity between ports and other transport modes**, such as rail and road. The new container port at Porto Romano in Albania is currently in the tendering phase. This project, which is set to become Albania's largest seaport, aims to significantly **boost trade and regional economic growth by serving Albania, Kosovo, and North Macedonia**.

Krenar Ibrahim, Ph.D. Advisor and Lecturer at Global Humanistic University

One of the main strengths is the **geographical location of our country**, so that Durrës, in addition to serving Albania, which itself is a growing economy, can serve other **inland countries such as Kosovo and Macedonia**, which are also growing.

Artis Pugacs, General Manager of Mariner Adriatic, company managing and operating Durrës Container Terminal

Efficiency is one of our main objectives, but you cannot do that without sufficient infrastructural and technological support... We are continually improving processes and digitalization! To complement these advances, we are putting significant efforts on training all our staff. The key to increasing volumes on this scale would **be gateway traffic to neighbouring countries with improved infrastructure and hinterland connections**.

Alberto Rossi, President of Frittelli Maritime Group and CEO Adria Ferries

As an entrepreneur, **I intend to continue to maintain a presence in Albania** and make further investments. In terms of Italy-Albania trade, there are growth margins, but the key factor is **the creation of ground infrastructure to the east**. In this sense, Albania can represent **a valuable hub** for itself and other markets.



Thank you for your attention

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