

# Reconstruction of Durrës Port, Quays 1 & 2

## Project Financing

WBIF	Grant	WB17-ALB-TRA-01	€ 1,105,500
EBRD	Loan		€ 25,000,000
National Contribution Own Contribution			€ 9,300,000
WBIF	Grant	WB-IG03-ALB-TRA-01	€ 27,672,000
<b>Total</b>			<b>€ 63,077,500</b>
Total Grants			€ 28,777,500
Total Loans			€ 25,000,000

## Project Description

This investment project will rehabilitate Quays 1 and 2 on the Western Terminal of the Port of Durrës – one of the four existing terminals of the largest seaport in Albania. The main products handled by the Port of Durrës are general cargo, cereals, containers, ferries, and minerals. The Port currently handles around 90% of the country's maritime exchange in tonnage and 53% of all international trade (by value).

The Western Terminal handles all Durrës' general cargo and cereals. The Terminal has five quays in total and covers an area of 92,680 m<sup>2</sup>. Quays 1 and 2 are in a poor state of disrepair. The former was built in 1972, and the latter between 1945 and 1951. Some rehabilitation took place in 1994. However, structural elements underwater show signs of substantial corrosion, which prevents safe operations of large capacities of cargo. Moreover, the depth of the terminal near the quays ranges between 7 and 8.2 m, so larger cargo vessels cannot be accommodated in the port.

The project is at the stage of the feasibility study, which includes the review of the designs carried out in 2012 and a full environmental and social impact assessment. The latter also considers the Port's vulnerability to climate change risks (such as sea level rising) so that key structural and nonstructural mitigation measures can be factored into the new developments.

The project received WBIF support on several occasions:

- €1.1 million grant from the EU for the preparation for preparing the technical documentation and the tender documents for works
- €27.05 million investment grant from the EU under the [Connectivity Agenda](#) in 2018 to cover 40% of the investment costs, construction supervision, project management services as well as visibility and communication actions.

The feasibility study is due for completion by October 2019, while project contracting activities will commence by the end of the year.

The project complements a [2016 Connectivity Agenda investment](#) aimed at rehabilitating the railway link between Tirana and Durrës. When both projects are complete, an important, multimodal transportation core network corridor section will be in place, strengthening Albania's connections with Croatia and Italy. In

addition, they will provide Kosovo\* and North Macedonia – Albania's landlocked neighbours – with access to maritime transport routes.

More details on the project can be found in the [project summary](#) included on this page.

*Project image @ Durrës Port Authority.*

*\*This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.*

## **Results and Benefits**

- Safe and efficient transport by sea for the largest port in Albania and one of the largest in the Adriatic Sea;
- Capacity increase and safety improvements on the two quays – more than 15,000 m<sup>2</sup> added to the current yards;
- Bearing capacity of 4 tons/m<sup>2</sup> for the new berths and an increase in water depth to 11.5 m in front of both berths;
- Optimum access conditions for ships and better protection for the waterfront;
- Increase in cargo capacity from 850,000 tons/year to 1,300,000 tons/year;
- Increase in traffic from 400,000 users/year to 1,300,000 users/year;
- 230 new jobs created during the construction and operation of the newly built facilities;
- Improved trade flows with countries in the region and thus a positive impact on the broader economy of Albania.

- **Countries:** Albania
- **Code:** PRJ-ALB-TRA-013
- **Sector:** Transport
- **Lead IFI:** EBRD
- **Status:** Cancelled
- **Beneficiary:** Ministry of Transport and Infrastructure Port o...