

Project Fiche – IPA National programmes / Component I

1 IDENTIFICATION

Project Title	<i>Reconstruction of Hani i Hotit Border Crossing Point (BCP) and Completion of Works at Morine (Kukes) BCP</i>
CRIS Decision number	<i>2012/023-036</i>
Project no.	<i>4</i>
MIPD Sector Code	<i>2. Justice and Home Affairs</i>
ELARG Statistical code	<i>01.24 – Justice, Freedom and Security</i>
DAC Sector code	<i>15210 - Security system management and reform</i>
Total cost (VAT excluded)¹	<i>3. 450.000 Euro.</i>
EU contribution	<i>3. 000.000 Euro</i>
Management mode	<i>Centralised</i>
EU Delegation in charge	<i>The Delegation of the European Union to Albania</i>
Implementation management	<i>General Directorate of State Police Department of Border and Migration</i> Name: Mr. Pellumb NAKO Function: Deputy General Director for Border & Migration Email: nakop@mrp.gov.al, Mob: +355 (0) 694102270 <i>Project Coordination Unit</i> Name: Ms. Diana Gjonca Email: gjoncad@mrp.gov.al; xhavit_shala@yahoo.co.uk; Mob: +355 (0) 694102081; 0694110775 <i>General Directorate of Customs</i> Name: Flamur Gjymishka Function: Director General Tel: +355 (0) 4 2264912 / Fax ; +355 (0) 4 2243914 Email: fgjymishka@dogana.gov.al <i>Project Coordination</i> Name: Ms. Eliana Gjinali Function: Specialist for Management of Projects Mob: +355 (0) 664153095, Fax: +355 (0) 4 2243917 E-mail: e_gjinali@dogana.gov
Implementing modality	<i>Stand-alone project: two works contracts and one service</i>

¹ The total project cost should be net of VAT and/or of other taxes. Should this not be the case, clearly indicate the amount of VAT and the reasons why it is considered eligible.

	<i>contract</i>
Project implementation type	<i>C01 - Project-type interventions</i>
Zone benefiting from the action(s)	<i>Albania</i>

2 RATIONALE

2.1 PROJECT CONTEXT: ISSUES TO BE TACKLED AND NEEDS ADDRESSED

Hani i Hotit Border Crossing Point (BCP) is located north of the city of Shkodra and connects Albania with Montenegro. Based on the everyday activity, function and flow of transport of persons and goods, it is classified as a First Category BCP, and it is the only BCP between Albania and Montenegro open for commercial goods transports.

At the present, the BCP Hani i Hotit does not meet neither Schengen Standards nor European best practices in this field. High traffic volumes, especially the transport of goods, are causing serious delays at this BCP. This is mainly due to the lack of space at the Border Control Area, the lack of sufficient lanes for inbound and outbound traffic, as well as to the topographical structure. The BCP is located between a steep hill/embankment structure for railway track on one side and the Lake of Shkodra on the other.

The road from Shkodra to Hani i Hotit BCP is currently under reconstruction. The finalisation of this road is expected to lead to a further major increase of traffic.

In order to fulfil the EU requirements for Border Control as well as the Schengen requirements, the widening of the border control area – including the adding of new control positions and lanes – is necessary and unavoidable. Due to the limited space at the current Police and Customs control area, it is suggested to move all goods processing activities to a point approximately 1500 metres from the actual border line, while the control of small vehicles and persons will be handled at the current BCP, but in more appropriate facilities. In addition, a new anchoring place will be constructed and finalised at the same time with the new BCP as part of Hani i Hotit project. Currently, BMP is using an improvised anchoring place in Bajza. But there is no fresh water and electric power which is necessary to keep the police's control vessels (procured under the CARDS 2003 programme) in good working conditions.

The implementation of this IPA 2012 project will facilitate a fast and secure border control on the main route between Albania and Montenegro for cross border traffic and the transport of goods. For customs, the project will ensure the availability of sufficient space for parked trucks on both the outbound and inbound routes. Furthermore, a sufficient control facility for comprehensive controls by the police and customs authorities, as well as facilities for veterinary and phytosanitary inspections.

The Morina (Kukes) Border BCP) is located north-east of the city Kukes and connects Albania with Kosovo. It is the main route between Pristine/Kosovo and Albania and handles the largest part of all goods traffic to/from/through Kosovo as well almost all tourist traffic

coming into Albania from the North-East. It is classified as a First Category BCP, and should therefore be open for commercial goods transports on a 24/7 basis.

Actually, this BCP faces serious problems, especially during peak periods and cannot fully meet Schengen Standards or European Best practices.

The current Customs Clearance building was constructed in the late 80's and was partially refurbished in 2002. Nevertheless, the existing infrastructure conditions are unsatisfactory. The parking area can serve only to a maximum of three to four trucks at a time. Sufficient facilities and equipment for comprehensive controls are missing (e.g.: scanner, inspection bridge is not of sufficient capacity, etc).

In order to separate the heavy (goods) traffic from tourist flows it is foreseen to construct a bypass road for trucks before the actual control booths for small vehicles traffic. This would divert trucks to newly constructed (IPA 2009) parking area, where truck drivers will have their passports checked, and where they will have access to forwarding agents and customs clearance in new, adequate buildings.

In view of the completion of the highway construction project connecting the main Albanian ports (Durrës and Shengjin) with Kosovo, the flow of goods and persons is expected to grow substantially at this BCP. As a consequence, it is necessary to improve the logistics infrastructure as well as control and clearance facilities. Also, the new highway increased the flow of goods and people coming through this BCP.

The “first phase” of improvements of Morina (Kukes) BCP has started under IPA 2009 Programme, aiming to construct a bigger parking area for heavy vehicles. The contract is signed in December 2011 and works are expected to be completed within 7 months. The IPA 2012 project aims at the finalisation of works as outlined in the detailed design, prepared by means of IPA 2009.

Overall, this project will contribute to the establishment of the infrastructural conditions for efficient and effective border controls at Albanian Border Crossing Points, in line with EU requirements, with specific regard to Schengen standards. More specifically, it will ensure the full reconstruction of two of Albania's most important border crossing points for road traffic, with regard to the movement of persons and goods. It will support the work of the Border and Migration police, contributing to achievement of higher efficiency, and better performance indicators.

2.2 LINK WITH MIPD AND NATIONAL SECTOR STRATEGIES

The project intends to focus on areas which are set as priorities in the **Multi-annual Indicative Planning Document 2011-2013 (MIPD)**. Main Justice and Home Affairs objectives are: “To further strengthen the capacity of the law-enforcement bodies and improve coordination between them, in particular between prosecutors, the state police and witness protection”. “Strengthen the fight against organised crime, based on threat assessment and proactive investigation, increased cooperation with regional and EU partners and better coordination of law enforcement agencies”. This includes Border Police and associated

partners in the framework of Integrated Border Management to monitor and detect criminals using vehicles inside of Albania (Inland controls).

As pointed out in the section 3.25.31 and 3.25.11 of the **National Plan for the implementation of Stabilisation and Association Agreement**, the Albanian Government is committed to strengthen border controls in order to prevent criminal activities and any other activity that may jeopardize safety, especially to implement the Strategy of Integrated Border Management and the updated Action Plan and all commitments undertaken in the field of border management. The border control structures will be focused on the fight against trafficking of all kinds, illegal immigration, terrorist and organized crime. The Albanian Government is committed to continue the 'zero tolerance' fight, against organized crime, illegal trafficking and corruption.

The **National Strategy for Development and Integration**. 2007-2013 contains the following strategic priorities related to the project:

- The provision of appropriate infrastructure and equipment to all [law enforcement] agencies in line with their duties regarding the enforcement of the acquis and their responsibilities towards the citizens.
- Improving the co-operation of law-enforcement agencies, building partnerships among them, strengthening communication lines, conducting joint research on citizens' perceptions, as well as joint staff trainings.

The **National Strategy of Integrated Border Management** and its **Action Plan** 2007-2013/ Infrastructure and Equipment state that

- BCPs must be built and equipped in accordance with EU standards to facilitate border traffic flows and proper checks. Prior to the designation of new buildings in the BCP, or reconstruction of the existing ones, the coordinating body consults all agencies involved in border control.
- There should be adequate and standardized facilities for the activity of all agencies working at the BCPs in accordance with EU requirements. Furthermore, it is necessary to define standards and enable common use of technical equipment while carrying out border checks.
- Besides common use of technical equipment, agencies aim at a common use of defined premises, with the purpose of improving efficiency and reducing costs.
- Agencies should request joint inland control points and make the necessary equipment available to support these inland points.
- Most of the roads leading to the BCPs are in poor conditions. Lack of financial resources is the main reason for the poor development of border infrastructure in Albania. Most of the existing infrastructure relating to facilitating transportation does not meet EU requirements (e.g., separation of traffic, division of border-check areas, placing of signs in the BCPs, etc.).

2.3 LINK WITH ACCESSION PARTNERSHIP (AP) / EUROPEAN PARTNERSHIP (EP) / STABILISATION AND ASSOCIATION AGREEMENT (SAA) / ANNUAL PROGRESS REPORT

European Partnership

Middle term priorities /Justice and Home Affairs/ Visas, border control, asylum and migration

- To implement all international commitments undertaken by Albania in the field of border management.
- Implement the National Strategy on Migration and National Action Plan on Asylum.

Article 4 of The Stabilisation and Association Agreement (SAA) between Albania and the EU entered into force in April 2009 recognizes the importance of tackling organized crime: “Albania commits itself to continue and foster cooperation and good neighbourly relations with the other countries of the region including an appropriate level of mutual concessions concerning the movement of persons, goods, capital and services as well as the development of projects of common interest, notably those related to combating organised crime, corruption, money laundering, illegal migration and trafficking, including in particular in human beings and illicit drugs. **These objectives require strong policing capacity on all roads in Albania including border crossing roads.** This commitment constitutes a key factor in the development of the relations and cooperation between the Parties and thus contributes to regional stability”.

As also stated in the **Opinion Analytical Report**², EU policies aim to maintain and further develop the Union as an area of freedom, security and justice. On issues such as external migration, asylum, border control, visas, judicial cooperation in criminal and civil matters, police cooperation, the fight against organized crime and terrorism, cooperation in the field of drugs and customs cooperation. These crimes are being planned and executed using the roads, the green and blue borders of Albania and the police have a primary responsibility to deter and detect such criminals in order to contribute to European Member States’ efforts and minimize Albania’s role as country of destination, origin and transit of illegal activities.

In order to fulfil the requirements of EU membership, Albania needs to be properly equipped and organized in order to adequately implement the growing framework of common rules in particular the Schengen codes and the European Union Best practices in Border Management

The progress report 2011 states that there has been progress in the area of **external borders and Schengen**. Agreements, which enable joint and synchronised patrols of borders by the police, have been signed between Kosovo and Albania and the former Yugoslav Republic of Macedonia. The Border and Migration Police (BMP), which is now a clearly structured department within the State Police with sufficient resources and technical equipment, has continued to receive training. Standard Operating Procedures are now in place. The upgrading of infrastructure at Border Crossing Points (BCPs) has continued. Eleven new BCPs were taken over by Border Police and Customs between November 2010 and January 2011. All 24 BCPs are connected in real time to the Total Information Management System (TIMS), providing access to the national database on travel documents and wanted persons and to the Interpol database. Albania has also made some progress in setting up risk assessment

² Chapter 3.24, p. 94.

capacity. Trafficking in human beings is still an area of concern. Overall progress has been achieved in this area, but the capacity of the law enforcement agencies and international cooperation need to be considerably reinforced.³

2.4 PROBLEM ANALYSIS

In the absence of appropriate infrastructure, border control authorities cannot be expected to efficiently and effectively discharge their duties with regard to the control of cross-border traffic and the fight against organised crime – such as illegal migration, trafficking in drugs, arms and human beings, counterfeiting, etc. Obstacles to the cross-border movement of people and goods are also detrimental to economic growth, and Albania's international competitiveness. In response to that challenge, the current project is aimed at remedying the presently insufficient infrastructural conditions at two of Albania's most important and most frequently used border crossing points: the (i) **BCP of "Hani i Hotit"** and (ii) the BCP of Morine (Kukes).

Actually, the Hani i Hotit didn't meet the Schengen standards or European Best practices. Therefore it is necessary to find an alternative location for the control and clearance of commercial goods transports. Delays and traffic jams caused by the inadequacy of infrastructure are especially affecting goods transport. The volume of traffic is expected to further increase as a result of the on-going reconstruction of the road between Shkodra and Hani i Hotit BCP.

The most cost effective solution of the prefeasibility study, (jointly prepared by PAMECA III and Border and Migration Police) is to separate heavy traffic from the small vehicles' traffic by moving the heavy traffic control point 1,5 kilometres into the Albanian territory. An alternative to retrieve land space from the lake would be more expensive and have a greater impact on the environment.

The building of new lanes and new control positions is an imminent necessity. Preparatory works, such as detailed design and preparations of tendering documents are planned to start within 2012, by using IPA 2010 PPF⁴-funds.

The BCP of **Morine (Kukes)** has a very similar problem to solve. As at Hani i Hotit, the overload of the BCP is expected to worsen as a result of an on-going road development project, the completion of the connection of the main Albanian ports (Durrës and Shengjin) with Kosovo, as a result of which the flow of goods and persons is expected to increase substantially at this BCP, as well.

However the problem can be solved easier at Morine BCP, since additional land is available in direct proximity to the current BCP-area. The work at Morine BCP already started (phase 1) under IPA 2009. The present project will finance phase 2 aiming the completion of the works.

The conceptual Design for the Rehabilitation of the BCP Morine (Kukes) is already prepared, and implementation of phase 1 is funded from IPA 2009 allocation. The cost estimation for

³ Chapter 4.24., p.56.

⁴ Project Preparation Facility

the complete rehabilitation of this BCP is about 1,4 M Euro, from which around 409.000 are covered under IPA 2009 (phase 1). The remaining 1.000.000 is foreseen to be covered by the proposed project through IPA 2012.

2.5 LINKED ACTIVITIES AND DONOR COORDINATION

Over the last years, there were several EU and other donors supporting the Albanian State Police, Border and Migration Department, and the Albanian Customs Administration:

- “Construction of Joint Border Crossing Point Murriqan -Sakobine” CARDS 2004;
- “Construction of 10 BCP” CARDS 2006;
- “Rehabilitation of 17 Border and Migration Stations” CARDS 2006;
- “Blue Border Management “IPA 2009;
- “PAMECA I” CARDS 2001;
- “PAMECA II” CARDS 2004 and CARDS 2005;
- “PAMECA III” IPA 2007;
- IPA 2009; Project:” Rehabilitation of BCP Morine (Kukes) (phase 1)”;
- Construction of Highway Tirana- Kosovo, State budget;
- Construction of Road Tirana- Shkodra –Hani i Hotit, Italian Funds.

These activities have impacted on the capacity of the ASP and Border Police as well as Customs to deliver professional policing, by improving the infrastructure and increasing the professional knowledge. The unmentioned projects have strengthened the technical and institutional capacity of the B&M Police for green and blue borders surveillance and control in compliance with EU best practices. Based on the experience of similar projects, the improved working environment has improved the performances of Integrated Border Management authorities responsible for migration, customs, veterinary and phytosanitary controls which are upgraded to meet up-to-date standards. Meanwhile the projects focused on the road construction will enable the smooth implementation of this project as well as will facilitate the transport of goods and the movement of person between Albania, and other neighbourhood countries.

2.6 LESSONS LEARNED

The strategic goal of Albanian Government of Albania is to be “Schengen fit” by 2013. In this respect the drafting of the IBM-strategy and the planning of new or refurbished border crossing point from the beginning must be based upon the recommendations given in the Schengen Border Code. Planning and implementing new or refurbished border control points must be done by thoroughly taking into consideration the National action plan on Integrated Border Management (IBM) whereby it is important taking into account the aspects of all participating agencies – “Activity Need Analysis” (ANA) and “Equipment Need Analysis” (ENA). The IBM-action plan (in this case), must be based upon “best practises” and meet certain criteria

Given the fact that more than one institution is responsible in this field, the coordination between them is crucial. In this regard, are defined the responsibilities of the Albanian State Police, which will have a “leading role” in the coordination of Hani i Hotit proposal and General Directorate of Customs, which will be in charge for Morina BCP.

Beneficiary of this are:

- Ministry of Interior/General Directorate of State Police and its structures/Border and Migration Department;
- Ministry of Finance/General Directorate of Customs;
- Ministry of Agriculture, Food and Consumer Protection/Veterinary and Phyto-sanitary Services;
- Ministry of Public Works and Transport.

The above administrations are involved during various phases of preparations, identifications, consultations etc, of the project.

3 DESCRIPTION

3.1 OVERALL OBJECTIVE OF THE PROJECT

The overall objective of this project is

- To contribute to the improvement of the management **of Albania’s borders in line with EU requirements**, with specific regard to Schengen standards.⁵

3.2 SPECIFIC OBJECTIVE(S) OF THE PROJECT

The specific objective of this project is

- To ensure **efficient and effective customs and border controls** at the Hani i Hotit and Morine (Kukes) Border Crossing Points.

Through this project the Albanian authorities will apply a new concept of border management at these two Albanian road BCPs, and support the economic development of the on-going investments of transport road corridors and sea ports affected by these two BCP’s.

3.3 RESULTS

For Activity 1: Hani i Hotit Works

- *Result 1.1.* – Hani i Hotit BCP fully reconstructed in line with Schengen standards. The working environment for the border management authorities responsible for migration, customs, veterinary and phytosanitary controls upgraded.

⁵ Schengen Code recommendations No.3: “Border checks”; No.3.2: “Land borders”/ No.3.2.1: “Road border crossing points”, No. 58; 60; 61; 62; 63; 64; 65.

- *Result 1.2.* – The transport of goods and the movement of persons between Albania, Montenegro greatly facilitated. Traffic bottlenecks on the major transport routes between Shkodra – Podgorica substantially reduced.

For Activity 2 –Kukes Morina works

- *Result 2.1.* – Kukes Morina BCP fully reconstructed in line with Schengen standards. The working environment for the border management authorities responsible for migration, customs, veterinary and phytosanitary controls.
- *Result 2.2.* – The transport of goods and the movement of persons between Albania and Kosovo greatly facilitated. Traffic bottlenecks on the major transport routes between Tirana – Prishtina substantially reduced.

For Activity 3 – Supervision of the Works Contracts

- *Result 3.1* – Works contracts under the project implemented in good quality, in time, and fully in line with the relevant regulations and technical specifications.

For Activity 4 – Purchase of equipment (national co-financing)

- *Result 4.1* – BCPs fully equipped with the necessary tools of 1st and 2nd line controls related to police and customs activities, in line with Schengen standards. Furniture and technical equipment necessary for the daily operation of the border management and customs authorities available.

Performance indicators are developed in the Log Frame

3.4 MAIN ACTIVITIES

To achieve project objective the following activities will be undertaken:

Activity 1: Works for construction of Hani Hoti BCP (Works Contract no. 1.1)

- Widening of the border control area including adding control positions and lanes.
- Demolish unnecessary existing buildings and replace them with adequate premises for processing and control of persons, small vehicles and buses.
- Creation of a new cargo processing and control area and buildings 1500 metre from the current control point (import and export declarations for commercial goods).
- In connection to the cargo control point create adequate premises for Customs, Veterinary and Phyto-sanitary officers as well as an adequate facility for 2nd line control of heavy vehicles (does not exist at all at the current BCP).

Activity 2: Works for Construction of Morine BCP (Works Contract no. 2.1)

- Completion of a bigger parking area (started under IPA 2009 project) for heavy vehicles in import and export procedure.
- Widening of the border control area including adding control positions and constructing a by-pass for trucks with an adequate facility for 2nd line control of heavy vehicles (does not exist at all at the current BCP).
- Demolish existing buildings and replace them with adequate premises for processing and control of persons, small vehicles and buses.

Activity 3: Contract 3.1 Supervision of abovementioned Work Contracts (Service Contract-IPA contribution)

Activity 4: Contract 4.1 Purchase of equipment covered by national co-financing (Supply Contracts)

The beneficiaries have allocated – from the State Budget – the total value of 450.000 Euro, as part of the co-financing, to be used for furniture, control equipment etc. (Indicatively divided in 300.000 from ASP, 100.000 from ACA and 50.000 from Veterinary/Phyto-sanitary Authorities). The list of needs will be further developed by the beneficiaries' institutions. BMP and Customs have prepared respective lists of the existing equipment and respective lists of their needs and submitted to each corresponding institution. The purchase of equipment will be arranged in timely manner in order to ensure furnishing and installation immediately after relevant buildings in the BCPs are constructed.

3.5 ASSESSMENT OF PROJECT IMPACT, CATALYTIC EFFECT AND CROSS BORDER IMPACT (WHERE APPLICABLE)

This project will have a direct impact in particular in the area where Border Police and associated partners in the framework of Integrated Border Management work in monitoring and detecting criminals using vehicles inside of Albania (Inland controls).

The proposed infrastructure projects will contribute to increase the efficiency and effectiveness of custom and police procedures and also improves the situation (insofar as fraud is concern), fulfilling one of the main priorities of EU and Albanian strategic documents for Albanian integration into EU.

3.6 SUSTAINABILITY

The beneficiaries - Albanian State Police, General Directorate of Customs and Veterinary and Phyto-sanitary services - are aware of the obligations arising from this project and taking in consideration the experiences so far with infrastructure projects funded by EU, will dedicate all the necessary budgetary and staff resources to ensure the smooth implementation of the project, maintenance of the provided infrastructure and equipment, aiming at the sustainability of results.

3.7 ASSUMPTIONS AND PRE-CONDITIONS⁶

- The Government of Albania will continue to place a high priority and adequate funds meeting the EU-requirements and the recommendations in the Schengen Border Code.
- The implementation of this project requires the full commitment and participation of the senior management of the beneficiaries.

⁶ Assumptions are external factors that have the potential to influence (or even determine) the success of a project but lie outside the control of the implementation managers. Such factors are sometimes referred to as risks or assumptions but the Commission requires that all risks shall be expressed as assumptions. Pre-conditions are requirements that must be met before the sector support can start.

- Project coordinators from the beneficiaries will be appointed to facilitate the implementation of the project.
- The beneficiaries shall ensure the co-operation of the appropriate staff for the implementation of the project.
- The successful implementation of the planned activities at Morine BCP is dependent on the adequate progress of phase 1, which is expected to be concluded on concluded in 4 quarter of 2012, as well as smooth land expropriation procedures latest by 2 quarter 2012.
- The successful implementation of the planned activities at Hani i Hotit BCP is dependent smooth land and building expropriation of the existing private coffee bar within the border control zone by 2 quarter 2012.
- The beneficiaries shall ensure that the EU Delegation will be provided with the necessary documents for the building permit, ownership of the land, technical information, and any other document necessary for the implementation of the project.
- Mobilisation of the necessary co-financing by all agencies concerned.

The status of the expropriation process is as follows:

Hani Hotit;

- The ownership of the BCP is state-owned;
- The ownership of the so-called “quarantine customs” building, is to be transferred from the Ministry of Health to BMP.

BMP and Ministry of Health are dealing with building transfer under BMP administration responsibility. This action is in process, and is expected to be finalised very soon

Morina:

- There are three private properties to be expropriated. From the received maps it is not clear to identify the accurate size of each property. Customs are going to make accurate measurements in the field and deal with expropriation modalities.

No work contracts will be signed before the expropriation has been finalized successfully.

4 IMPLEMENTATION ISSUES

Activities one to three will be managed by the Delegation of the European Union to Albania. The Albanian Government will be responsible for the management of activity 4.

4.1 INDICATIVE BUDGET

Indicative Project budget (amounts in EUR) (for centralised management)

PROJECT TITLE			TOTAL EXPENDITURE	SOURCES OF FUNDING								
				IPA CONTRIBUTION		NATIONAL CONTRIBUTION					PRIVATE CONTRIBUTION	
	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	% (2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
Activity 1 Hani i Hotit works			1,800,000									
contract 1.1		X		1,800,000	85		15					–
Activity 2 Kukes-Morin Works			1,000,000									
contract 2.1		X		1,000,000	85		15					–
Activity 3 Supervision			200,000									
Contract 3.1		X		200,000	100							
Activity 4 Equipment supply			450,000									–
Contract 4.1	X					450,000	15					
TOTAL IB												
TOTAL INV				3,000,000		450,000						
TOTAL PROJECT			3,450,000	3,000,000	85	450,000	15					

Amounts net of VAT

(1) In the Activity row, use "X" to identify whether IB or INV

(2) Expressed in % of the **Total** Expenditure (column (a))

4.2 INDICATIVE IMPLEMENTATION SCHEDULE (PERIODS BROKEN DOWN BY QUARTER)

Contracts	Start of Tendering/ Call for proposals	Signature of contract	Project Completion
Contract 1.1	2 Quarter 2013	3 Quarter 2013	2 Quarter 2017
Contract 2.1	2 Quarter 2013	3 Quarter 2013	2 Quarter 2017
Contract 3.1	2 Quarter 2013	3 Quarter 2013	2 Quarter 2017
Contract 4.1	1 Quarter 2016	2 Quarter 2016	2 Quarter 2017

Preparatory work such as detailed design and preparations of tendering documents for Hani i Hotit activity are planned to be financed using IPA 2010 PPF⁷-funds. Design activities are planned to start in June 2012 and completed in December 2012.

The Detailed Design and Tender Documents for the Rehabilitation of the BCP Morine (Kukes) shall be prepared by the end of 2012, and phase 1 is implemented through funds from IPA 2009.

The list of the equipment foreseen to be purchased by co-financing from State budget is identified by the beneficiary institutions.

The technical specification will be drafted on the 3-rd Quarter 2012. They will be ready for tendering by the end of 2012. The tendering procedures will be launched in 2014.

4.3 CROSS CUTTING ISSUES

4.3.1 *Equal Opportunities and non discrimination*

During the implementation of the project equal opportunities will be guaranteed. Human resources, strategic plans and policies must reflect contemporary working practices that take into account gender and equal opportunities issues.

4.3.2 *Environment and climate change*

During the preparation of project design, all the necessary regulation and local and central responsible structures on environmental issues will be consulted. The proposed design will take in consideration all the climate change and protection of environmental by hazard materials.

4.3.3 *Minorities and vulnerable groups*

During the implementation of the project respect for minority rights will be guaranteed. The proposed project will, as far as is practicable, take the required steps to ensure that the internal

⁷ Project Preparation Facility

policies, structure or operating procedures of the beneficiary will be conform with minorities' promotion policies.

4.3.4 *Civil Society/Stakeholders involvement*

This project will facilitate the transport of goods and movements of persons. This project will help for the further development of the target areas. During the identification phase this project has been consulted with the local structures to ensure their involvement. The suggestions will be considered during the preparatory phase of design.

ANNEXES:

- **Log frame**
- **Institutional Framework**
- **Reference list of relevant laws and regulations**
- **Details per EU funded contracts**
- **Project Visibility**

ANNEX 1: LOGICAL FRAMEWORK MATRIX IN STANDARD FORMAT

LOGFRAME PLANNING MATRIX FOR Project Fiche		Project title and number		Reconstruction of Hani i Hotit Border Crossing Point (BCP) and Completion of Works at Morine (Kukes) BCP	
		Contracting period expires no later than three years from the date of conclusion of Financial Agreement		Execution period expires the contracts must be executed within a maximum of two years from the end date of contracting	
		Total budget	3.450.000 Euro		
		IPA budget:	3.000.000 Euro		
Overall objective	Objectively verifiable indicators (OVI)	Sources of Verification			
To contribute to the improvement of the management of Albania's borders in line with EU requirements, with specific regard to Schengen Code standards	positive evaluation of compliance with IBM standards by EU	- Albania's half-yearly reports to the EU on the progress of legal and institutional harmonisation - EU annual progress reports			
Specific objective	Objectively verifiable indicators (OVI)	Sources of Verification		Assumptions	
To ensure efficient and effective customs and border controls at the Hani i Hotit and Morine (Kukes) Border Crossing Points.	- reduction of average time requirement to clear border crossing points - detection rates of infringements / cross-border crimes improved. Substantial reduction / elimination of cases of smuggling and trafficking through the reconstructed border post - Substantial reduction / elimination of animal or plant diseases carried into Albania through the reconstructed border posts	- Traffic data gathered at BCPs - Official criminal statistics - Statistics by customs authorities - statistics by phytosanitary and veterinary authorities		Albanian authorities continue to attach high priority and dedicate adequate funds meeting the EU-requirements and the recommendations in the Schengen Border Code	
Results	Objectively verifiable indicators (OVI)	Sources of Verification		Assumptions	
- Result 1.1. – Hani i Hotit BCP fully reconstructed in line with Schengen standards. Working environment for the border management authorities responsible for migration, customs, veterinary and phytosanitary controls upgraded to meet up-to-date standards. - Result 1.2. – Transport of goods and the movement of persons between Albania, Montenegro greatly facilitated. Traffic bottlenecks on the major transport routes between Shkodra – Podgorica substantially reduced. - Result 2.1. – Kukes Morina BCP fully reconstructed in line with Schengen standards. The working environment for the border management authorities responsible for migration, customs, veterinary and phytosanitary controls upgraded to meet up-to-date standards. - Result 2.2. – The transport of goods and the movement of persons between Albania and Kosovo greatly facilitated. Traffic bottlenecks on the major transport routes between Tirana – Prishtina substantially reduced.	- Buildings and facilities are completed in time, and comply with EU Schengen standards - Control and clearance procedures fully in line with relevant standards - Cross-border journey times substantially reduced for both persons and goods. - Both BCPs fully equipped with all equipment prescribed by relevant national and EU rules. - Free movement of people and goods through the BCPs - Improved flow of traffic on roads surrounding the BCPs; travel times reduced	- Site inspection by beneficiary and EU experts to approve payment of construction - Internal control reports of the Border police, Customs and food safety authorities, - Statistics of processing times for border crossings for the movement of goods and persons - Traffic survey on movement of vehicles on Shkodra – Podgorica and Tirana – Pristine highways		- Commitment and participation by the senior management of the beneficiaries - Appointment of empowered co-ordinators - Mobilisation of the appropriate staff resources for the implementation of the project	

• <i>Result 3</i> – Works contracts under the project implemented in good quality, in time, and fully in line with the relevant regulations and technical specifications. • <i>Result 4</i> – BCPs fully equipped with the necessary tools of 1st and 2nd line controls related to police and customs activities, in line with Schengen standards. Furniture and technical equipment necessary for the daily operation of the border management and customs authorities available			
Activities to achieve results	Means / contracts	Costs	Assumptions
A.1: Works at Hani i Hotit BCP • Widening of the border control area; adding control positions and lanes; Demolish unnecessary existing buildings and replace them with adequate premises for control of persons, small vehicles & buses. • Creation of a new cargo processing and control area and buildings 1500 metre from the current control point (import and export declarations for commercial goods); Create adequate premises for Customs, Veterinary and Phyto-sanitary officers & facility for 2nd line control of heavy vehicles Activity 2: Works at Kukes Morine BCP • Completion of bigger parking area for heavy vehicles in import and export procedures. • Widening of the border control area including adding control positions and constructing a by-pass for trucks with an adequate facility for 2nd line control of heavy vehicles (does not exist at all at the current BCP). • Demolish existing buildings and replace them with adequate premises for processing and control of persons, small vehicles and buses. Activity 3: Supervision of Works Contracts • Activity 4: Purchase of equipment (national)	• A1 - Works contract 1 – Morine BCP • A2 - Works contract 2 – Hani i Hotit BCP • A3 - Supervision of Works 1 and 2 • A4 - Supply – procurement of equipment (national)	• A1 (Works) - €1,8 million – EU • A2 (Works) – € 1,0 million – EU • A3 (Service) – € 0,2 million – EU • A4 (Supply) - € 0,45 million - National	• Necessary land available on time (incl. expropriation) • Timely availability necessary schedules, technical information, specifications and permits • Adequate progress and timely completion of Phase 1 of the Morine (Kukes) BCP development. • Mobilisation of co-financing by all agencies concerned •

ANNEX 2: Description of Institutional Framework

Organization

All State Police Structures from centre to local structures are responsible for the implementation of the obligations deriving from current legislation.

- a) The **Directorate General of Police** with its component structures, organized/composed in five departments is a central structure.
- b) The **District Police Directorates**, Region Police Commissariats and Police Stations with their component structures, as local structures.
- c) The **Border and Migration Police**, which is part of the State Police authority, is the institution responsible for border protection.

The works will be supervised by the Border and Migration Department together with ASP's Project Co-ordination Unit (sub-ordinated to the Department of Supporting Services).

The Department responsible for the operation of the BCPs is the regional department of the Border Police (Shkoder and Kukes)

The Customs Administration comprises the Directorate General, the Regional Directories and the customs houses. It is subordinate to and under the supervision of the Ministry of Finance.

The Regional Directories are subordinate to and under the supervision of the Directorate General of Customs. They are comprised of one or many customs houses over which they exercise control. The powers and the organization of the Customs Administration are established in the Implementing Provisions of the Customs Code.

Under the **Directorate General of Customs**, the Custom Houses of Morina and Hani i Hotit are involved and benefiting from the Activities of the Project. They will also be responsible for the operation of the customs function at the refurbished border crossing points.

The Directorate of Investments and Logistic of Directorate General of Customs, is responsible for implementing the project activities, for conducting the necessary work for carrying out the project through its different processes, including preparation of Terms of References, technical specifications,...etc.

Directorates within Directorate General of Customs which are involved and benefiting from the Project are:

- Investments and Logistic Directorate;
- Procedure, Payment Control and Customs Guarantee Directorate;
- Anti Traffic Directorate

and the respective Customs Houses mentioned above.

Coordination with Units/Directorates involved will be done by the Investments and Logistic Directorate.

Phytosanitary and Veterinary Controls are under the under responsibility of the relevant regional directorates (Kukes and Shkodra) of the National Food Authority, working under the supervision of the Ministry of Agriculture.

ANNEX 3: Reference list of relevant laws and regulations only where relevant

- Law N. 9749, dated 04.06.2007 “On State “Police”;
- Law N. 8770 dated 19.04.2001 “On the Protection of Physical Safety”;
- Law N. 8291 dated 25.02.1998 “On the Ethical Police Code”;
- Law N. 8771 dated 19.4.2001 “On the State Boundary of the Republic of Albania”;
- Law N. 8772 dated 19.04.2001 “On the Protection and Control of the State Boundary of the Republic of Albania”;
- Law No. 8449, dated 27.01.1999 “The Customs Code of the Republic of Albania” and the sublegal acts pursuant to it;
- Decision No. 873 dated 12.08.2009 "On some amendments and supplements to Decision 205, dated 13.04.1999 of the Council of Ministers," “On Implementing Provisions of the Customs Code ”;
- Decision of the Council of Ministers No. 205 dated 13. 04. 1999 "On Implementing Provisions of the Customs Code";
- National IBM Strategy No.668, dated 29.09.2007 “Integrated border Management Strategy and Action plan”;
- Food Law Nr. 9863, dated 28.01.2008;
- Veterinary Law Nr. 10465 dated 29.09.2011.

ANNEX 4: Details per EU funded contract (*) where applicable:

The project will be implemented through 4 contracts:

- Works Hani i Hotit (EU-financed);
- Works Kukes Morina (EU-financed);
- Supervision of works (EU-financed);
- Supply.

The Albanian government will co-finance € 550.000, representing 18% of the total project cost (indicative) through the equipment supply contract.

Activity 1

Works for construction of Hani Hoti BCP

Preparatory work such as detailed design and preparations of tendering documents for Hani i Hotit activity are planned to be financed using IPA 2010 PPF⁸-funds. Design activities are planned to start in June 2012 and completed in December 2012.

Meanwhile, the pre-feasibility study has been prepared jointly with the PAMECA project (Border Police and Customs). The study has defined the most cost-effective alternative to be followed.

The site for the construction is state-owned.

The works will include the widening of the border control area, including the addition of control positions and control lines, demolishing existing buildings and replacing them with adequate premises for the control of persons, small vehicles and buses; creation of a new cargo processing and control area with buildings 1500 m from the current control point, including appropriate premises for the veterinary, phytosanitary and customs controls. These latter facilities will also host the 2nd level control of heavy vehicles.

A new anchoring place closer to the existing BCP will also be constructed.

Assets will be owned by the ASP, which will be responsible for maintenance.

The works contract will be EU-financed.

Activity 2

Works for Construction of Morine BCP

⁸ Project Preparation Facility

The Detailed Design and Tender Documents for the Rehabilitation of the BCP Morine (Kukes) shall be prepared by the end of 2012, and phase 1 is implemented through funds from IPA 2009.

Preparatory work such as detailed design and preparations of tendering documents for Kukes Morina activity is prepared using IPA 2009 funds. The implementation of the first phase of the investment is also financed by IPA 2009. The cost estimation for the complete of the BCP is € 1,4 million. From this, around 409.000 are covered by IPA 2009. Remaining costs are to be financed by IPA 2012.

At the site, there are 3 private properties to be expropriated. This will be dealt with by the Ministry Finance, before the commencement of the works. The necessary funds will be allocated by the state budget.

The works will include the 2nd phase of the development, including the completion of the parking area.

The works will also include:

- The widening of the border control area, including the addition of control positions;
- Construction of a by-pass road for trucks and adequate facilities for 2nd line control of heavy vehicles;
- Demolishing existing buildings and replacing them with adequate premises for the control of persons, small vehicles and buses.

The works contract will be EU-financed.

Activity 3

Supervision of abovementioned Work Contracts

The supervision contract foresees the monitoring of the works covered by EU funding. The contract will be EU financed.

Activity 4

Purchase of equipment covered by national co-financing

The list of the equipment foreseen to be purchased by co-financing from State budget is identified by the beneficiary institutions. This will include, for example, specialised control equipment for 1st and 2nd line controls, office equipment and furniture, machinery needed for the manipulation of heavy loads (such as forklift trucks, weightlifting bridges).

ANNEX 5: Project visibility activities

The EC rules for the visibility will be implemented, the billboard will be placed at the construction site, all equipment supplied will have a sticker and report from the contractor and consultant will have the logo with EU visibility requirements.

See the EU guidelines: http://ec.europa.eu/europeaid/work/visibility/index_en.htm