

**Terms of reference for the engagement of**  
**Locally contracted expert**  
**on TCT Support in finalising the Albanian Transport Strategy 2030**

- economic analysis expert

**Reference: PS/SRV/LCE/037/2025**

## **1. Background**

The Transport Community is an international organisation in the field of mobility and transport. It has 36 participants – the European Union Member States represented by the European Commission, the Southeast European Parties (the Republic of Albania, Bosnia and Herzegovina, Kosovo\*, Montenegro, the Republic of North Macedonia, and the Republic of Serbia - hereinafter referred to collectively as “regional partners”) and the three observing participants (Georgia, Republic of Moldova and Ukraine). Transport Community is working on integrating Western Balkans’ transport markets into the EU by assisting the regional partners in adopting and implementing the EU legislation in the transport field and supporting projects connecting the region with the EU.

The organisation was founded by the Treaty<sup>1</sup> establishing the Transport Community signed on 9<sup>th</sup> of October 2017 by all partners (Council Decision (EU) 2019/392).

The aim of the Treaty, therefore, is the creation of a Transport Community in the field of road, rail, inland waterway, and maritime transport as well as the development of the transport network between the European Union and the Western Balkan Parties. The Transport Community shall be based on the progressive integration of transport markets of the South East European Parties into the European Union transport market on the basis of the relevant acquis, including in the

---

\* 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

<sup>1</sup> <https://www.transport-community.org/wp-content/uploads/2022/10/treaty-en.pdf>

Ref. No. 523/1-05-2025

areas of technical standards, interoperability, safety, security, traffic management, social policy, public procurement and environment, for all modes of transport excluding air transport. For this purpose, this Treaty sets out the rules applicable between the Contracting Parties under the conditions set out hereinafter. These rules include the provisions laid down by the acts specified in the latest version of Annex I<sup>2</sup>.

This strategy is critical for modernising Albania's transport infrastructure and ensuring sustainable and inclusive growth, aligning with the EU accession process. This must be done by adopting goals and actions that will ensure the implementation of the measures adopted in the Next generation Action Plans of the Transport Community. The previous transport strategy covering all transport modes was adopted for the period 2016 – 2020, and it has since expired. The prepared draft of the new strategy needs an update because market conditions have changed. At the same time, there are several EU strategic documents, such as the Strategy for South-East Europe, the Economic and Investment Plan for the Western Balkans, the Growth Plan with Reform Agendas, recommendations from the EU Progress Report for Albania, etc. Also, the strategy needs to be harmonised with the national strategic plans and goals, such as the National Strategy for European Integration 2030, approved with the Council of Ministers Decision No. 88/2023, dated 22.02.2023, published in the OJ no. 31.

## 2. Description of the assignment

During the bilateral meeting in Brussels for Chapters 14 and 21, held on 23 July 2023, the need to demonstrate progress on key issues for a positive assessment in the next European Commission Progress Report for Albania was highlighted. Specifically, in Chapter 14, progress is required on the Transport Strategy, including an action plan. The last progress report for 2024 for Chapter 21 - Trans-European networks, contains a recommendation stating: “the national transport strategy for 2021-2025 and its action plan, also meant to include the plan for aligning the legal and institutional framework with the EU acquis”. The Ministry of Infrastructure and Energy has initiated preparations for developing a new transport strategy and its action plan with a timeframe by 2030. The Ministry of Infrastructure and Energy (MIE) of Albania reported at the meetings of the Sub-committee for transport, energy, environment, and regional development

---

<sup>2</sup> <https://www.transport-community.org/wp-content/uploads/2024/07/annex-1.pdf>

Ref. No. 523/1-05-2025

(TEERD) that the Transport Community Permanent Secretariat (TCT Secretariat) is assisting in updating the draft strategy, with finalisation planned for 2025. Building upon the previous coordination and assistance by the Permanent Secretariat of the Transport Community, the Ministry of Infrastructure and Energy of Albania requested via the TCT Secretariat assistance for two locally contracted experts (economic analysis expert and transport policy expert) to finalise its National Transport Strategy of Albania (2025-2030). For the purpose of the procurement procedure, two tendering calls for each of the requested experts are published by the TCT Secretariat. One locally contracted expert will be responsible for the economic analysis (*this call for tenderers*), specifically related to the strategy's action plan (data/budgeting/cost estimation/cost-effectiveness). The other locally contracted expert will be responsible for the transport policy of the Strategy (the other call for tenderers). Although separately contracted, the two selected experts shall work together on their tasks. The Ministry will ensure adequate office space within the Ministry premises for them to meet, work, and have consultations with the other employees of the Ministry involved in the drafting of the strategy.

The Ministry aims to ensure multisectoral cooperation and coordination about such a critical strategic issue, but it is missing some expert knowledge needed for further strategic transport development in Albania and knowledge that will accordingly provide the necessary recommendations for preparing the update of the National Transport Sector Strategy.

The Ministry needs expert assistance in drafting and improving the existing document with a more streamlined approach, focusing on key priorities and actions expected to be achieved by 2030, meeting the EU accession requirements, and improving institutional, budgetary, and monitoring management.

The experts that will be contracted for this assignment will cooperate closely with the Ministry of Infrastructure and Energy (the end beneficiary) and provide the final draft as a deliverable of this assignment. The assistance for improvement of the draft strategy will have to focus on the following key priorities:

- Acceleration of EU acquis transposition in the relevant transport chapters,
- Development of the transport network in compliance with EU standards,
- Creating a favourable environment for all transport operations (multimodality),
- Improving governance structures across all modes of transport,

Ref. No. 523/1-05-2025

- Greening, digitalisation, and improving the sustainability of the transport sector.

The improved draft strategy shall:

- Enhance Albania's transport system's efficiency, safety, and sustainability,
- Integrate road, rail, air, and maritime transport modes into a cohesive network,
- Ensure equitable access to transportation services,
- Promote economic growth and regional connectivity,
- Address environmental concerns and promote green transport solutions,
- Reflect EU policy and legal documents and align with EU standards and regulations,
- It shall ensure the implementation of the actions from the Transport Community's Next Generation Action Plans.

The draft strategy should maintain a consistent structure across all modes of transport to avoid confusion.

**The overall objective** is to have an improved document that, once adopted, will enhance the national transport system, improving its interconnectivity, interoperability, and integration with the wider European and regional transport networks.

The **specific objective** is to provide technical assistance for developing the National Sector Strategy for Transport, aligning with the Government's strategic vision and European Transport Policy principles. The strategy will establish an efficient, safe, reliable, smart, integrated, sustainable, and environmentally friendly transport system, supporting Albania's economic and social development and EU integration.

This national transport strategy must align with Albanian, regional, and EU transport priorities, including the Green Agenda for the Western Balkans, the EU Economic Investment Plan for the Western Balkans, the Strategy for Smart and Sustainable Transport for the Western Balkans, the Growth Plan and the Reform Agenda, and the Transport Community Action Plans.

The current political landscape promises advancements in the EU integration process since Albania started the accession negotiations. The New Growth Plan for the Western Balkans further strengthens this momentum. The 2024 revision of the TEN-T Regulation aims to reduce transport's environmental impact, increase safety, and improve resilience. For the first time, this

Ref. No. 523/1-05-2025

revision also integrates Albania, one of the six Western Balkan partners, into the newly established Western Balkans-Eastern Mediterranean European Transport Corridor. This crucial change introduces new Key Performance Indicators/requirements that will influence the strategic planning of the Albanian transport network. In this context, fast-tracking the transposition of EU standards and advancing reforms is essential.

### 3. Scope of work

#### A) Assessment and Analysis (3 days):

- Assist and give instructions to the Ministry of Infrastructure and Energy and the related Working Group regarding finalising the draft strategy Action plan and aligning it to the priorities concerning data collection, budgeting and cost estimations and cost-effectiveness,
- Conduct a data collection on Albania's transport sector, including data on infrastructure, services, and regulatory frameworks, and planned budgets for their implementation,
- Analyse the last version of the Action plan of the draft strategy and the already provided technical assistance for the document so far, regarding this scope of work.

#### B) Data collection (5 days):

- Review TCT Secretariat inputs and suggestions based on CONNECTA recommendations,
- Update integration and align all the recent data relevant to the document,
- Hold meetings with MIE modal experts for each transport mode to address challenges within the document regarding the actions in the strategy's action plan,
- Incorporate the comments after joint sessions from the Ministry representatives,
- Prioritise the actions based on feasibility, impact and cost-effectiveness, and resource availability, for the strategy's action plan by making data economic analysis and cost estimations for budgeting,
- Finalise the draft strategy's action plan.

**C) Development of the strategy and its Implementation (Action) Plan (12 days):**

- Align the draft transport strategy action plan with national development plans, regional strategies, and international commitments regarding data collection, budgeting and cost estimations of the actions,
- Develop a detailed implementation plan with timelines, responsibilities, and resource requirements, including the indicators' passports,
- Include a risk assessment and mitigation plan when envisaging the actions.

**4. Deliverables**

- A workplan with details of the steps (activities and measures) that the expert will take for the successful finalisation of this assignment,
- Assistance to the Ministry of Infrastructure and Energy regarding finalising the draft strategy's action plan in order to support the adoption of the National Transport strategy 2025-2030 of Albania,
- Jointly with the transport policy expert, prepare the final draft strategy, including the Action Plan with timelines, responsibilities, and resource requirements, as well as the indicators' passports,
- A final report on their/part of the expertise prepared and delivered to the TCT Secretariat and this report should contain the information on the assignment and accomplishments made under the expert's work (not more than five pages), while the minutes of the meetings organised with the end beneficiary and other stakeholders should be attached to the report.

**5. Qualifications and exclusion criteria**

**a. Education:**

A university degree of at least four years in Engineering, Economics, Statistics, or a economic related field is required.

Ref. No. 523/1-05-2025

Any professional/civil servants already working in or having contractual obligations with the end beneficiary institution are ineligible to apply.

## 6. Work experience

- a) A minimum of seven (7) years of relevant experience working in the transport sector,
- b) At least one (1) completed reference activity in the last five (5) years regarding the economic and financial analysis in the transport sector (for example including, but not limited to: feasibility studies, cost-benefit analysis, cost-effectiveness analysis, economic impact analysis, demand forecasting and elasticity analysis, marginal cost and revenue analysis),
- c) Proficiency in relevant software tools and methods,
- d) Experience in working in the Western Balkan environment.

As proof, for points a) and b), a reference letter shall be included confirming the criteria above.

## 7. Languages

- Proficiency in English, with knowledge of the Albanian language considered an asset.
- The Final Mission Report shall be submitted to the TCT Secretariat in English.

## 8. Timing and Location

- The assignment foresees work from home/office in the MIE (the end-beneficiary). The assignment indicatively is expected to start in September 2025.
- For implementation of the tasks listed above, the physical presence of the experts in MIE might be required from time to time.

## 9. Remunerations



Ref. No. 523/1-05-2025

The assignment foresees up to a maximum of 160 working hours or 20 working days of engagement for the expert with a maximum value of EUR 5,000. The payment will be made in one instalment after completing all the tasks and submitting payment documents as stated in the contract.

The final outputs will be subject to the TCT Secretariat and the end beneficiary's quality control and approval before payment is executed. The contribution of the TCT Secretariat shall not be considered an official opinion of the strategy. That can only be requested by the bodies of the TCT outside of the frame of this LCE assistance.

Note: No other costs will be covered besides the expert cost per day.

## 10. Financial Offer

The financial offer should be shown in a form showing the price per working day of 8 hours.

The offer with the lowest price will be scored with a maximum of 20 points.

## 11. Selection and Award criteria

Selection will be done based on work experience.

Work experience	Minimum score	Maximum score
A minimum of seven (7) years of relevant experience working in the transport sector	20, for seven (7) years of relevant experience working in the transport sector. Every additional year will be scored with 2 points up to the maximum score.	30
At least one (1) completed reference activity in the last five (5) years regarding the economic analysis in the transport sector (for example including, but not limited to: feasibility	20 for at least two (2) completed reference activities regarding the economic analysis in the transport sector. Every additional reference	30



Ref. No. 523/1-05-2025

studies, cost-benefit analysis, cost-effectiveness analysis, economic impact analysis, demand forecasting and elasticity analysis, marginal cost and revenue analysis)	will be scored with 2 points up to the maximum score.	
Proficiency in relevant software tools and methods	0	10
Experience in working in the Western Balkan environment	0	10
Total	40	80

The above-mentioned work experience will be scored based on the information provided in the CV and the reference letters as per point 6) of this ToR.

The total maximum score for the selection criteria is 80. The total maximum score for the financial offer is 20.

The offer with the highest score, combining work experience and offered price, will be proposed for the assignment and for the contract to be signed.

No subcontracting is allowed for the assignment.