

AREA PROFILE

Vlora district is one of the 12 Regions of Albania. It includes the districts of Vlora, Saranda and Delvina. Each district includes one or more municipalities and a number of communes, with a total of 7 municipalities and 19 communes. The entire region has a population of 175 thousand inhabitants.

Capital Investment Program of the South Coast covers 5 municipalities and 10 Communes of the district.

The area is a mosaic of historical and cultural traditions, offering a variety of habitats of important environmental values. It is characterized by different economic conditions, which are directly related to the different levels of development. Change in quality of life between urban coastal areas and rural areas, (mainly located in the mountains or in river valleys), is notable and influential in several social and economic issues.

The South Coast Area is 194 km long (45% of the Albanian coast) and starts in the southern city of Vlora, continues in the Orikumi Bay and ends at the Greek-Albanian border, in Cape Stillos. The administrative units of this coastal area are municipalities of Saranda and Himara and communes of Lukove, Aliko, Ksamil and Xarrë.

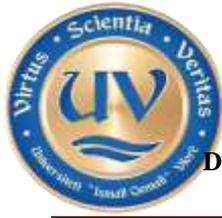
Local units in the districts of Saranda and Delvina, which do not have access to the sea, are closely linked to developments in the coastal zone due to the close economic and cultural ties with the coast.

ECONOMY

The economy of the area has two profiles, urban economy, with a large sector of construction and services primarily in Saranda, but also in other administrative units, and a rural economy. The main sectors of the economy are construction, services and agriculture with a lower weight

Vlora district should become a territory in which sustainability covers all sectors of human activity (tourist accommodation, transport, solid waste management, water and waste water management, manufacturing activities, construction activities etc.) and where all development policies and initiatives are coordinated and synergistic. In this context, the district must decide to meet growing global demand for cultural tourism, ecotourism and rural tourism and to consider environmental protection not as limitation, but as an opportunity to promote innovation, socio-economic and professional growth.

The main challenge of the local government is to improve the residents' quality of life and ensure sufficient economic growth. In order to succeed, it is necessary to develop infrastructure, to attract investors and encourage local businesses.



PUBLIC INFRASTRUCTURE

Transportation systems are a key factor for the successful development of tourism. Tests carried out show lack of policies for the development of integrated transport at the regional and local level. The main road network that traverses and connects the area is comprised of:

The main national road Vlorë - Sarandë

The national road Gjirokastër - Sarandë

The road Sarandë - Qafë Botë (at the border with Greece)

The road Delvinë - Sarandë.

Another ongoing investment is the road Kardhiq-Delvin which would significantly facilitate access to Saranda from the Corridor Levan - Tepelenë - Gjirokastër. Most settlements are directly connected with one of these roads.

A number of secondary roads such as Saranda - Ksamili - Butrint or Saranda - Xarrë have contributed to improve access in the area, yet there are still several secondary and local road reconstructions financings which are pending.

Internal roads in town centers and villages are in such condition that they cannot cope with the influx of tourists during the summer.

Generally, the various investments in the Water Supply – Sewage infrastructure have had a local character and exploited surface and underground resources. However, there are resource capacities and opportunities for long term regional solutions.

Uncontrolled urban development has damaged to some extent traditional village landscape risking the loss of their identity. Despite potential in the field, few initiatives have been taken for projects of urban requalification. A good part of the coastal beaches are already connected via asphalted roads to national roads, but only a few beaches have undergone an integral treatment including the establishment of ancillary facilities and reconfiguration of the areas.