



BOOK OF PROCEEDINGS

INTERNATIONAL CONFERENCE SUSTAINABLE MOBILITY

5-6 MARCH

2026

The INTEC International Conference brings together academics, researchers, policymakers and industry experts to discuss innovative approaches and collaborative solutions for a sustainable future in engineering and mobility. The conference will be hosted by POLIS University in Tirana, Albania, and co-organized by partners from across the EU as part of the Erasmus+ CBHE Project 101081873-ERASMUS-EDU-2022-CBHE-STRAND-2.



INTEC International Engineering Competence Centres to push sustainable mobility development in Albania and Montenegro
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FEASIBILITY OF ELECTRIC BUS DEPLOYMENT IN MONTENEGRO: A CASE STUDY OF BUDVA

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Abstract

The electrification of public transport systems has become an important component of sustainable mobility strategies. However, most electric bus deployment approaches are developed for cities with stable, year-round travel demand and do not adequately address the operational and economic conditions of seasonal tourist destinations. Pronounced demand fluctuations, short peak operating periods, and reduced off-season utilisation create specific challenges for fleet planning and charging infrastructure investment in coastal tourist cities. This study investigates the feasibility of electric bus deployment in a seasonal tourist city using Budva, Montenegro, as a representative case. A feasibility oriented methodological approach is applied, based on a structured case study and a comparative assessment of three electric bus charging strategies: depot charging, opportunity charging, and wireless charging. The evaluation is based on operational constraints, economic considerations, and the influence of tourism-driven demand seasonality. Strategy performance is assessed using qualitative ranking and comparative analysis under peak and off-season operating conditions, without applying advanced optimisation or multi-criteria weighting techniques. The results indicate distinct differences in charging strategy performance under seasonal operating conditions. Depot charging exhibits the highest overall economic feasibility due to low infrastructure investment requirements and acceptable operational performance across the full annual operating cycle. Opportunity charging provides greater operational flexibility during peak tourist periods but requires higher infrastructure investment, reducing its economic robustness outside the peak season. Wireless charging shows the lowest feasibility as a result of high capital investment requirements and limited suitability for seasonal utilisation patterns. The findings confirm that electric bus feasibility in seasonal tourist cities is primarily determined by the interaction between

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operational constraints, economic robustness, and demand seasonality rather than by technological capability alone. Charging infrastructure investments should prioritise reliable peak-season operation while avoiding overinvestment during periods of reduced demand. The study highlights the importance of phased and economically cautious electrification strategies and provides applied insights relevant to transport planners and decision-makers in coastal tourist cities characterised by pronounced seasonal demand variation.

Keywords: electric buses, seasonal tourism, charging strategies, feasibility analysis, public transport electrification

I. INTRODUCTION

The transition towards sustainable urban mobility has become an important objective for cities aiming to reduce environmental impacts and improve the efficiency of public transport systems. Electric buses are increasingly regarded as a key solution in this process. They offer lower local emissions, reduced noise levels, and the potential for lower operating costs compared to conventional diesel buses (Castellanos et al., 2019; IEA, 2023). Consequently, many European cities are considering electric buses as part of their long-term transport development strategies. Although the technical feasibility of electric buses has been demonstrated in numerous large cities (IEA, 2023), their implementation remains more challenging for small and medium-sized municipalities. One of the main obstacles is the high initial investment required for vehicle procurement and charging infrastructure (Manzoli et al., 2022). From an economic perspective, such investments must be justified through long-term cost savings and operational efficiency. This challenge becomes particularly pronounced in cities where public transport demand is not stable throughout the year. Seasonal tourist cities represent a specific category of urban areas characterised by significant fluctuations in transport demand. In these cities, public transport systems must accommodate short periods of very high passenger volumes during peak tourist seasons, while operating at substantially lower levels for the remainder of the year. This strong seasonality complicates transport planning and raises important economic questions related to fleet sizing, infrastructure utilisation, and cost-effectiveness (Chen et al., 2024). Infrastructure designed to meet peak demand may remain underutilised during the off-season, potentially reducing the overall economic efficiency of transport investments. Budva, one of the most important tourist destinations in Montenegro, represents a typical example of a seasonal coastal city with a permanent population of approximately 19,200 residents (MONSTAT, 2024). During the summer months (June–September), the municipality experiences a substantial influx of tourists, with peak monthly arrivals exceeding 150,000 overnight stays, resulting in higher mobility demand, congestion, and

environmental pressure (MONSTAT, 2024). At the same time, public transport services must remain financially sustainable during the off-season.

These characteristics make Budva a suitable case for examining the feasibility of introducing electric buses under conditions of pronounced demand seasonality. From an economic standpoint, the introduction of electric buses involves a trade-off between higher upfront investment costs and potential long-term savings. Electric buses generally have higher purchase prices than diesel buses and require additional investment in charging infrastructure.

However, they may offer lower operating costs due to reduced energy consumption, lower fuel price volatility, and simplified maintenance requirements (Borlaug et al., 2023). In seasonal cities such as Budva, these economic advantages must be carefully evaluated in relation to fluctuating utilisation rates and the need to ensure adequate capacity during peak tourist periods. The main objective of this paper is to assess the feasibility of introducing electric buses into the public transport system of Budva, with particular emphasis on economic and operational aspects influenced by tourism seasonality. The analysis seeks to answer the following research questions:

- How does tourism seasonality affect public transport demand and planning in Budva?
- Which electric bus charging option is the most appropriate from an economic and operational perspective?
- What are the main benefits and limitations of electric bus deployment in a seasonal tourist city?

By addressing these questions, the paper aims to provide a realistic and practical assessment of electric bus feasibility in Budva, while also offering insights that may be relevant for other small tourist-oriented cities with similar characteristics.

II. METHODS

This study applies a feasibility-oriented methodological approach to examine the economic and operational suitability of introducing electric buses in a seasonal tourist city. The methodology is designed for a master-level research project in road transport engineering and adopts an applied engineering assessment appropriate for early-stage planning and decision support. The analysis is based on a case study of Budva and a structured comparison of electric bus charging strategies under seasonal operating conditions (Castellanos et al., 2019; Manzolli et al., 2022).

The methodological framework follows a defined analytical structure that evaluates charging strategies through three linked dimensions: (i) operational performance constraints, (ii) economic cost components, and (iii) tourism-driven demand seasonality. This structure ensures that

alternative strategies are assessed consistently and transparently, with explicit assumptions and comparable criteria applied across options.

1. Research design

A case study approach is employed to assess electric bus feasibility under realistic operating conditions. This method is commonly used in transport engineering research (Yin, 2018) where local demand characteristics, infrastructure constraints, and operational practices materially affect system performance (Castellanos et al., 2019).

The analysis integrates qualitative assessment with structured comparative evaluation. Qualitative assessment is used to identify operational constraints associated with seasonal demand peaks, while comparative evaluation is used to examine charging strategies in terms of investment intensity, operational implications, and capacity to support peak service requirements. The objective is to identify feasible and robust solutions and to clarify trade-offs between strategies, consistent with the scope of feasibility research in the electric bus domain (Manzolini et al., 2022).

2. Study area and transport demand characteristics

Budva is selected as the study area due to pronounced seasonal variation in population and mobility demand. Official statistical data indicate strong concentration of tourist arrivals during summer months, resulting in substantially higher transport demand than in the off-season (MONSTAT, 2024).

Analytically, this seasonality represents a structural planning constraint: fleet capacity and supporting infrastructure must be sized to meet peak-season requirements, while remaining economically acceptable during lower-demand months. This peak–off-season mismatch directly affects fleet utilisation, infrastructure efficiency, and overall cost performance, and is therefore explicitly incorporated into the strategy assessment (Chen et al., 2024).

3. Public transport system and operational constraints

Public transport in Budva is organised along a main coastal corridor connecting residential areas, tourist zones, and key urban destinations. Services are currently provided by diesel buses operating on fixed routes with seasonally adjusted service frequency. The existing bus network serves both local residents and tourists, with service levels adapted to seasonal demand variations. During peak

tourist months, frequency is increased to accommodate higher passenger volumes, while off-season operation is adjusted to reflect reduced demand (based on local transport planning data). During the summer tourist season, increased frequency reduces available vehicle downtime and tightens operational margins. These conditions impose operational constraints on vehicle circulation, charging time allocation, and fleet availability. From a road transport engineering perspective, vehicle availability, turnaround time, and charging duration become critical performance parameters. Charging concepts that require extended vehicle downtime or complex scheduling can adversely affect peak-season service reliability, as noted in prior research (Lin et al., 2019).

4. Charging strategies and evaluation framework

Three charging strategies are examined: depot charging, opportunity charging, and wireless charging. These strategies differ in infrastructure requirements, investment cost levels, and operational characteristics (Lin et al., 2019; Wei et al., 2018).

To support a systematic comparison, strategies are evaluated using criteria aligned with road transport planning practice:

- (i) relative capital investment level,
- (ii) operational simplicity and reliability,
- (iii) capability to maintain required service frequency during peak tourist periods, and
- (iv) compatibility with existing transport and energy infrastructure.

Each strategy is assessed using a consistent qualitative ranking (e.g., low/medium/high) supported by case-specific operational requirements and documented assumptions. This approach enables structured evaluation of trade-offs without applying advanced optimisation or multi-criteria weighting techniques beyond the scope of this study.

5. Economic evaluation and seasonality-based assessment

The economic evaluation focuses on two cost categories: capital expenditure (CAPEX) and operating expenditure (OPEX). CAPEX includes vehicle procurement and charging infrastructure installation, while OPEX primarily relates to traction energy consumption and maintenance requirements (Borlaug et al., 2023). Based on recent European procurement data, indicative capital costs for electric bus deployment include vehicle acquisition (€300,000–€450,000 per unit depending on battery capacity) and charging infrastructure installation, which varies significantly by strategy: depot charging requires approximately €40,000–€80,000 per charging point,

opportunity charging €100,000–€200,000 per fast-charging station, and wireless systems €300,000–€500,000 per installation point (IEA, 2023; UITP, 2021).

These cost ranges reflect typical European market conditions and are used as indicative benchmarks for comparative assessment. Seasonality is treated as a key driver of economic feasibility. The assessment therefore considers two operating conditions: peak-season operation (high frequency, high vehicle utilisation, limited downtime) and off-season operation (lower utilisation and reduced service intensity). Strategies are evaluated based on whether their cost structure and operational characteristics remain acceptable across both conditions.

This seasonality-based assessment links economic performance to realistic operating constraints rather than relying solely on annual averages, consistent with research on seasonal tourist transport systems (Chen et al., 2024).

6. Methodological limitations

The analysis relies on secondary data and indicative cost estimates rather than results from an operational electric bus pilot project in Budva. In addition, potential future changes in technology costs, electricity prices, and policy incentives are not explicitly modelled. Despite these limitations, the methodology provides a robust analytical basis for an initial master-level feasibility assessment (Manzolini et al., 2022).

III. RESULTS

This section presents the results of the feasibility assessment of electric bus charging strategies for the public transport system of Budva. The results are derived from the analytical framework defined in the methodology and are organised according to operational, economic, and seasonal performance criteria. No interpretation beyond the presentation of findings is provided in this section.

1. Comparative results of charging strategies

The comparative assessment of depot charging, opportunity charging, and wireless charging identifies clear differences in their performance under the operating conditions of Budva.

The results of the comparison are summarised in Table 1, which presents the relative performance of each charging strategy according to the selected evaluation criteria. The qualitative rankings (low, medium, high) are derived from a structured assessment of technical specifications,

infrastructure requirements, and cost considerations documented in the referenced literature (Castellanos et al., 2019; Lin et al., 2019).

These rankings reflect relative differences between strategies rather than absolute thresholds and are applied consistently across all evaluation criteria.

Table 1. Comparison of electric bus charging options for Budva.

Criterion	Depot charging	Opportunity charging	Wireless charging
Investment cost level	Low	Medium	High
Infrastructure complexity	Low	Medium	High
Battery capacity requirement	High	Medium	Low
Operational flexibility	Medium	High	High
Suitability for peak season	Medium	High	High
Suitability for off-season	High	Medium	Low
Overall economic feasibility	High	Medium	Low

Source: Author's analysis based on Castellanos et al. (2019) and Lin et al. (2019).

The results show that depot charging is associated with the lowest investment cost level and the simplest infrastructure requirements. Opportunity charging is characterised by medium investment cost and infrastructure complexity, while wireless charging exhibits the highest investment requirements and infrastructure complexity among the analysed strategies.

In terms of battery capacity requirements, depot charging requires larger onboard batteries, while opportunity charging allows for medium battery capacities. Wireless charging enables the use of smaller battery capacities due to frequent charging events.

2. Results under peak-season operating conditions

Under peak-season operating conditions, characterised by increased service frequency and high vehicle utilisation, the results indicate differences in operational performance between charging strategies. Opportunity charging demonstrates the highest operational flexibility during peak periods, as charging can be integrated into short dwell times without extended vehicle downtime. Wireless charging also exhibits high operational flexibility under peak conditions.

Depot charging shows moderate operational flexibility during peak-season operation, reflecting its reliance on overnight charging and limited daytime recharging capability. With respect to suitability for peak-season operation, opportunity charging and wireless charging are rated higher than depot charging due to their ability to support intensified service schedules.

3. Results under off-season operating conditions

Under off-season operating conditions, characterised by reduced service frequency and lower vehicle utilisation, the results indicate a shift in relative performance.

Depot charging exhibits the highest suitability for off-season operation, benefiting from increased available charging time and lower operational pressure. Opportunity charging shows medium suitability under off-season conditions, while wireless charging demonstrates lower suitability due to high fixed infrastructure requirements relative to reduced demand levels. Operational flexibility remains high for opportunity charging and wireless charging; however, this flexibility does not translate into improved overall performance under reduced demand conditions.

4. Economic performance results

The economic results highlight differences in capital investment requirements and overall economic feasibility across charging strategies. Depot charging is associated with the lowest capital investment level and the highest overall economic feasibility. Opportunity charging requires higher investment and demonstrates medium overall economic feasibility. Wireless charging requires the highest level of capital investment and exhibits the lowest overall economic feasibility. These results reflect differences in infrastructure requirements, system complexity, and suitability across seasonal operating conditions.

IV. DISCUSSION

This research assessed the feasibility of introducing electric buses into the public transport system of a seasonal tourist city, with Budva used as a representative case. The study adopted an applied, feasibility-oriented methodological framework that combined a structured case study with a comparative evaluation of electric bus charging strategies under conditions of pronounced seasonal demand variation. The results clearly indicate that the feasibility of electric bus deployment in seasonal tourist cities is determined primarily by the interaction between charging strategy characteristics, operational constraints, and economic performance under peak and off-season conditions.

The comparative assessment demonstrated that charging strategies differ substantially in their ability to accommodate intensified peak-season operation while remaining economically viable during periods of reduced demand. In the specific context of Budva, depot charging was identified as the most feasible option for initial electric bus implementation. Its relatively low capital

investment requirements and operational simplicity enable acceptable performance across the full annual operating cycle, despite moderate limitations in operational flexibility during peak tourist periods. Opportunity charging showed improved operational performance under peak-season conditions, but this advantage was offset by higher infrastructure investment requirements and reduced economic robustness outside the peak season. Wireless charging exhibited the lowest feasibility due to its high capital intensity and limited suitability for seasonal utilisation patterns. These findings confirm the underlying research premise that electric bus feasibility in seasonal tourist cities cannot be evaluated solely on the basis of technological capability or average annual demand indicators. Instead, feasibility depends on achieving a balanced trade-off between capital investment intensity and operational performance under seasonal demand constraints.

In this regard, economically robust and operationally reliable solutions are more appropriate than technologically complex alternatives in the early stages of system electrification.

From a transport planning and policy perspective, the study suggests that a phased approach to electric bus deployment represents a rational strategy for cities characterised by strong seasonal demand fluctuations. Initial implementation based on simpler charging concepts allows for risk mitigation, operational learning, and incremental system development. Although the analysis is subject to limitations related to data availability and simplified economic assumptions, the applied methodological approach provides a sound and realistic basis for master-level feasibility assessment. Overall, this study contributes to applied research on electric bus deployment in seasonal tourist contexts and provides evidence-based insights that may support transport planners and decision-makers when considering electrification strategies in similar urban environments.

V. CONCLUSION

This study examined the feasibility of electric bus deployment in Budva, a seasonal tourist city in Montenegro. The comparative analysis of charging strategies demonstrated that depot charging represents the most economically robust option for initial implementation, balancing investment requirements with operational performance across seasonal demand variations.

The findings highlight that successful electrification in seasonal tourist contexts requires careful consideration of peak-season operational constraints and off-season economic viability. A phased deployment approach, beginning with simpler charging infrastructure, offers a practical pathway for risk mitigation and incremental system development.

Future research should examine operational pilot projects in similar seasonal destinations, incorporate detailed cost-benefit analyses based on real world energy consumption data, and explore policy instruments that support sustainable transport electrification in tourism-dependent municipalities.

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International conference on sustainable mobility

Agenda

Project title: International Engineering Competence Centres to push Sustainable
 Mobility Development in Albania and Montenegro
Acronym: INTEC

Work package	
WP11	International conference
TASK	
11.4	Community Building Events

Dates	05.03.-06.03.2026
City	Tirana
Meeting venue	POLIS University Entrance Hall
Address	Rr. Bylis 12, Kodi Postar 1051, Kutia Postare 2995, Tirana, Albania

05.03.2026	
Entrance Hall, POLIS University	
8:30 - 9:00	Registration
9:00 - 9:30	Opening Performance
Welcome session - Auditorium A5 (Ground floor)	
9:30 - 10:00	Opening Remarks Dr. Elona Karafili (Vice Rector, POLIS University) Dr. Flora Krasniqi (Head of Office of Projects and Internationalization, POLIS University) DI Daniela Wenzl (INTEC Project Coordinator)
Auditorium A5 (Ground floor)	
10:00 - 11:00	Keynote speakers DI Horst Pflügl AVL Collaborative Research for sustainable Mobility DPSHTRR Representative - (General Directorate of Road Transport Services in Albania)
11:15 - 11:30	Coffee break (Moving into parallel sessions)

11:30	SESSION 1: POLITICAL AND REGULATORY FRAMEWORK AULA B1	SESSION 2: TECHNOLOGICAL INNOVATION AULA B4
11:30 - 11:45	Opening Session: Prof. Emeritus dr Nataša Gospić (FSKL)	Opening Session: Associate Prof. Ivan Tolj (US)
11:45 - 12:00	Integrating Event Data Recorder (EDR) Technology into Sustainable Road Safety Frameworks within the European Green Deal Eriselda Alimeti, Parid Milo, Mentor Çejku, Anis Sulejmani, Odhisea Koça	Empirical Comparative Study of Structural CFRP Sandwich Structure Inserts for Out-of-Plane loads Imre Kovács
12:00 - 12:15	Infrastructure Readiness for Sustainable Mobility: EU Frameworks and the Case of Albania Ervin Kalemaj, Parid Milo, Mentor Çejku, Anis Sulejmani, Odhisea Koça	The Role of Intermodal Transportation for the Sustainable Mobility Márton Kovács
12:15 - 12:30	Review of the Evolution of International Ship Energy Efficiency Regulations and the Albanian context Dr. Blenard Xhaferaj, Doklejda Hodaj	Impact of Heat Pump Systems on Winter Energy Use and Driving Range in Battery Electric Vehicles Luis Henrique Pereira Martins
12:30 - 12:45	Renewable Energy Procurement (CPPA) and Transport Electrification: European Perspectives and Albanian Challenge Antonio Ndoci, Anis Sulejmani, Odhisea Koça, Mentor Çejku, Parid Milo	Liquid Cooling Systems for Electric Vehicle Batteries: Improving Safety, Performance and Sustainability João Miguel de Almeida Ribeiro Silva
12:45 - 13:00	The Current Status of Autonomous Vehicle	Analysis of Battery Charging and Discharging Behavior for Electric Vehicle Applications Leona Markic, Luka Filipović

	Technology Adoption in the Balkan Region Darjana Lopičić, Oliver Popović, Miloš Ilić, Bojan Kocić	
13:00 - 14:00	Lunch	
14:00 - 14:15	Reviewing the European Green Deal in Energy, Mobility and Industry Veselinka Calasan, Ivana Ognjanović	Automotive Cooling Systems Sustainability: A Focus on the Expansion Tank Ana Inês Barbeiro Casimiro
14:15 - 14:30	The European Green Deal and its National Implementation: From Strategy to Practice Blerina Bektashi, Andi Bektashi	Design and Development of a Constant-Volume Combustion Chamber for Optical Investigation of Hydrogen and Water Injection Under Engine-like Conditions Julius Hollerith, Prof. Dr. Bhavin Kapadia
14:30 - 14:45	From Prediction to Regulation: Evidence Production Approaches in Autonomous Mobility Research and Their Policy Implications Sadmira Malaj	Emission Reduction of Marine Propulsion Systems in SECA Zones Through the Integration of Hydrogen Technologies Motaleb Miri, Ivan Radaš, Marija Mandić, Ivan Tolj
14:45 - 15:00	Questions and Discussion	A Comprehensive Analysis of Ventilation System for Enhanced Energy Efficiency in Marine Propulsion Applications Sara Blašković, Gojmir Radica, Jakov Šimunović

15:00 - 15:15		<p>Design and Topology Optimization of a Lightweight Chain Sprocket for Electric Motorcycle Applications</p> <p>Teo Čolović, Ivo Marinić-Kragić</p>
15:15 - 15:30	<p>SESSION 3: ECONOMIC AND BUSINESS PRESPECTIVES + CASE STUDIES AND GOOD PRACTICES</p> <p>Aula B1</p>	<p>Questions and Discussion</p>
	<p>Opening Session: Dr. Anis Sulejmani (PUT)</p>	
15:30 - 15:45	<p>Managing Renewable Energy Resources as a Foundation for Sustainable Mobility Transitions</p> <p>Deivi Sinanaliaj, Martin Bektashi</p>	
15:45 - 16:00	<p>Feasibility of Electric Bus deployment in Montenegro: A Case Study of Budva (Erasmus+ INTEC / IECC Context)</p> <p>Anastasija Mrkajic, Vinko Nikic.</p>	
16:00 -16:15	<p>Children Paths as an Urban Regeneration Strategy: Naim Frasheri Study Case</p> <p>Dejvi Dauti</p>	
16:15 - 16:45	<p>Questions and Discussion</p>	

International conference on sustainable mobility

Agenda

Project title: International Engineering Competence Centres to push Sustainable Mobility Development in Albania and Montenegro
Acronym: INTEC

Work package	
WP11	International conference
TASK	
11.4	Community Building Events

Dates	05.03.-06.03.2026
City	Tirana
Meeting venue	POLIS University Entrance Hall
Address	Rr. Bylis 12, Kodi Postar 1051, Kutia Postare 2995, Tirana, Albania

06.03.2026		
First Floor Hall, POLIS University		
8:30 – 9:00	Registration	
9:00– 9:15	SESSION 4: SOCIAL AND ENVIRONMENTAL IMPACT AULA B1	SESSION 5: FUTURE SCENARIOS AULA B4
9:00 – 9:15	Opening Session: Prof. Dr. Bhavin Kapadia (FHF)	Opening Session: MA Adrian Millward-Sadler (FHJ)
9:15 – 9:30	Comparison of Lifecycle Emissions of a SUV with Fuel Cell and Battery Electric Powertrains - Bhavin Kapadia, Alper Sayin, Sandra Eisenträger	GENAI Literacy as a Transversal Skill for Emerging Professionals: Implications for Sustainability- Critical Knowledge Work - Adrian Millward-Sadler
9:30 – 9:45	Smart Mobility Technologies and their Impact on Urban Sustainability: Insights from	Effects of Technical Traffic Calming Measures – Filip Perović

	European and Western Balkan Cities – Alma Gjonaj, Vjola Ziu	
9:45 – 10:00	The Disappearing Squares: Social and Environmental Impacts of Urban Mobility Planning in Durres – Arjola Sava	Cybersecurity Vulnerabilities in Electric Vehicle Operating Systems: A Global Awareness Analysis – Aleksa Radević
10:00 – 10:15	The City that Demands Continuous Movement: The Disappearance of the Right not to Move within the Framework of Sustainable Mobility – Avrili Meshi	Development of a risk assessment model for the transport of hazardous materials using ALOHA and GIS software tools – Marko Radetić
10:15 – 10:30	Between Rhetoric and Reality: Discursive Framings, Greenwashing and Outcomes in Sustainable Mobility – Kejsi Veselagu	Mapping Distance and Time Leveraging Isochrone Intelligence in Emerging Cities – Andia Vllamasi, Erjon Cobani
10:30 – 10:45	Reimagining the City Through Green Mobility Strategies: The Case of Tirana – Vjola Ziu, Alma Gjonaj	Can AI develop its Own “Taste” Automotive Design? – Gregor Andoni, Kristjana Meço
Coffee Break		
11:00 – 11:15	Linking Morphology, Perceived Safety, and Sustainable Mobility in Post-Socialist Urban Contexts– Sindi Doce	Optimizing Public Transport Corridors Using AI-Based Scenario Modelling: A case Study on Tirana’s Ring Road – Erjon Çobani, Julian Beqiri, Merita Guri
11:15 – 11:30	Towards Sustainable Transport: A Comparative Analysis of Electric Vehicle Adoption in Montenegro and Albania – Radmila Milić	Threat Landscape and Multi-Layered Protection Mechanisms for Autonomous and Electric Vehicle Systems – Marko Asanovic, Oliver Popović, Zoran Avramović, Nataša Gospić

11:30 - 11:45	Questions and Discussion	Cybersecurity Challenges in Modern Vehicular Communication Networks - Aleksandar Grgurević, Nataša Gospić, Oliver Popović
11:45 - 12:00		Green Transition in Albania: Challenges and Future Actions - Erik Kushta, Andi Hyka, Enea Nasto
12:00 - 12:15	SESSION 6: CONTROVERSIES AND CHALLENGES Aula B1	Use of AI in the Process of Green Transformation and Impact on Public Health - Esmeralda Hamiti, Federika Alliaj, Kristi Metushi
	Opening Session: Prof. Kristofor Lapa (UV)	
12:15-12:30	The Adoption of Electric Vehicles in Albania: A Comparative Study with Other Western Balkan Countries - Doklelda Hodaj, Andrea Lapa	Development of an Automatic Traffic Sign Detection System Using YOLOv8 - Valentina Vojinović, Luka Filipović
12:30-12:45	Application of Quality Tools in the Analysis of Factors Influencing the Development of Electromobility in Montenegro - Jelena Šaković Jovanović, Draško Jovanović, Mirjana Grdinić Rakonjac, Marko Lučić, Miloš Perović, Aleksandar Vujović, Gordana Radulović	The Historical Development of Artificial Intelligence and Its Influence on the job market in Automotive Engineering - David Josef Pilgram
12:45 - 13:45	Questions and Discussion	Questions and Discussion
13:45	Lunch	