



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
Project Reference: 101081873-ERASMUS-EDU-2022-CBHE-STRAND-2

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Project Partners:



INTEC International Conference
February 2026
POLIS University, Tirana, Albania

INTEC>>>



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**SMART MOBILITY TECHNOLOGIES AND THEIR IMPACT ON URBAN SUSTAINABILITY:
INSIGHTS FROM EUROPEAN AND WESTERN BALKAN CITIES**

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Abstract

Currently, urban transport systems across Europe and the Western Balkans are undergoing significant digital transition. This is mostly due to the increasing need to address traffic, rising energy consumption and transport-related emissions. As a result, cities are increasingly using smart mobility technology as useful tools to increase the sustainability and efficiency of their transport systems. Artificial intelligence-based traffic prediction, IoT sensor systems for real-time monitoring, adaptive traffic signal control, automated vehicle tracking, and integrated e-mobility platforms are examples of solutions that are no longer in the experimental phase but are being put into practice with measurable results. This paper provides a technical comparison of smart mobility applications in urban contexts of the Western Balkans such as Tirana, Pristina and Podgorica, as well as in several European cities such as Vienna, Ljubljana and Helsinki. Recent empirical research, accessible mobility statistics and important performance metrics related to traffic flow optimization, modal shifts towards public and active transport, pollution reduction (CO₂ and particulate matter) and overall network reliability are all included in the analysis. AI-driven traffic management systems can reduce delays at signalized crossings by approximately 15-30%, according to findings from European case studies, while IoT-based vehicle monitoring and tracking helps improve public transport punctuality and energy efficiency. Smart mobility solutions appear to be a particularly cost-effective path towards more sustainable mobility systems in Western Balkan cities, where informal traffic behavior, rapid urban growth, and insufficient public transport capacity continue to be major obstacles. However, the study also highlights that technology implementation is insufficient on its own. Parallel investments in digital infrastructure, the creation of transparent data governance frameworks, and ongoing institutional coordination between the transport, urban planning, and

environment sectors are all necessary for long-term success. The potential advantages of smart mobility technology risk being diffused or underutilized in the absence of these enabling conditions.

Keywords: smart mobility, urban sustainability, IoT in transport, AI traffic management, Western Balkans mobility

I. INTRODUCTION

Urban mobility reveals the inherent tensions between pursuing economic growth, protecting the environment, and ensuring social well-being. In all contemporary cities, transport systems are expected to simultaneously support increasing levels of accessibility and efficiency, while drastically reducing their environmental footprint. Increasing motorisation and distributed urban forms, as well as growing travel demands, have intensified congestion, energy consumption and air pollution, positioning the mobility sector among the most critical contributors to climate change and the decline in urban air quality. These pressures are most acute in rapidly changing urban areas, where infrastructure expansion alone cannot solve systemic mobility problems.

Advances in technology have elevated the concept of the smart and sustainable city in discussions about urban development. This perspective emphasizes the interaction and integration of digitalization and sustainability through data-driven decision-making, smart infrastructures, and collaborative governance models, rather than considering them as distinct, or even contradictory, trajectories. As noted by (Bibri, 2020), smart sustainable cities can be understood as an evolutionary phase of urban development, where information and communication technologies are deliberately employed to improve resource efficiency, reduce environmental pressures, and strengthen urban resilience. In this context, urban mobility overcomes its traditional function as a technical service and becomes a crucial tool for achieving broader sustainability objectives, such as less energy use, decreased emissions, and improved urban quality of life.

Intelligent mobility has thus emerged as a fundamental pillar of sustainable urban planning, driven by technological advances. It consists of a wide spectrum of technological, organizational and political interventions, which are conceived to improve the functionality of transport systems using real-time data, automation and intelligent control systems. In contrast to conventional mobility planning methods, which often rely on static forecasts and long-term capital investments in infrastructure, intelligent mobility solutions are distinguished by flexibility, reactive capacity and continuous optimization of the system. Based on advanced analytics and real-time data flows, cities are increasingly gaining the ability to dynamically manage traffic movements, to coordinate different modes of transport in a unified network and to adapt its operation to the requirements of environmental sustainability.

The transition towards intelligent and sustainable transport systems based on technology is mediated by two main pillars: Intelligent Transport Systems (ITS) and the Internet of Things (IoT). ITS constitute the first pillar of this change. (Elassy, 2024) defines Intelligent Transport Systems (ITS) as the strategic integration of sensors, communication networks, and algorithms. These systems are designed to monitor and dynamically manage urban traffic flow in real time. The implementation of specialized platforms — such as dynamic signalling control systems, artificial intelligence-based algorithms for traffic congestion prediction, and automated incident detection mechanisms — reveals visible effects on operational performance: significant reduction in travel time, increased road network sustainability, and tangible reduction in vehicle emissions (Figure 1). A paradigm shift driven by ITS is the transition from a conventional traffic model, characteristically reactive, towards a proactive and preventive management structure. This capacity enables the relevant administration to anticipate potential infrastructure disruptions and strategically calibrate the functionality of the system to mitigate extreme traffic congestion and the associated negative environmental consequences.

While ITS constitutes the analytical substrate and the "decision-making" mechanism for mobility management, the Internet of Things (IoT) plays the role of the comprehensive digital "nervous system", which generates, transmits and aggregates the data flows necessary for the operationalization of such models. IoT architectures, which complement ITS frameworks, embed a dense network of interconnected sensors in vehicles, traffic infrastructure, and roads into the urban landscape (Figure 2). This network produces a continuous stream of detailed data on various parameters, such as traffic density, average speeds, and real-time energy consumption by public transport vehicles (Reis, 2025). It enables accurate fleet management, reduced aggregate fuel consumption, and operational decision-making that incorporates environmental criteria. Thus, IoT technology goes beyond simply improving efficiency; it provides the instrumentation and basic data infrastructure that are necessary for the systematic decarbonization of urban transport, actively steering it towards a more sustainable trajectory.

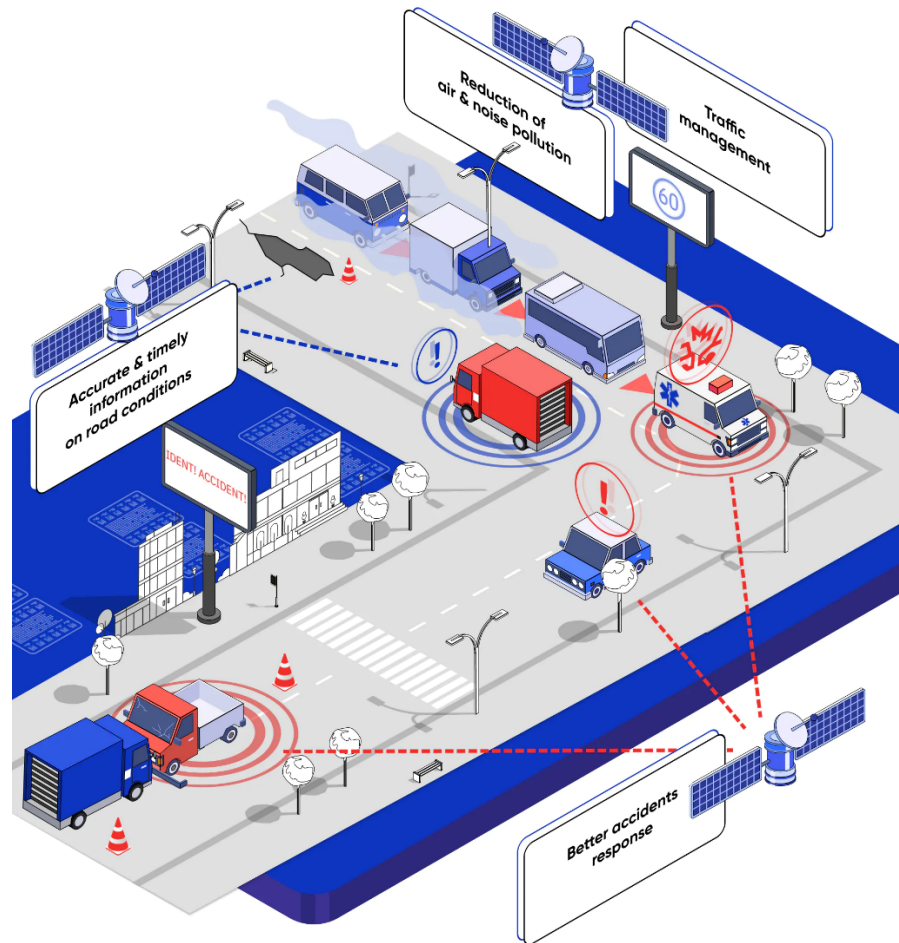


Figure 1. Key benefits of Intelligent Transportation Systems (ITS). Source: [senlinc](#).

Beyond their functional aspects, smart mobility technologies have a crucial strategic importance in reshaping user practices and institutional mechanisms of urban transport management. Integrative platforms based on data analysis create the necessary infrastructure to harmonise public transport, shared mobility offers, and non-motorised modes of travel in contemporary multimodal systems. This technological-institutional convergence is a prerequisite for fostering a paradigmatic transformation that overcomes the hegemony of the private vehicle—the primary etiological factor of the chronic saturation of road infrastructure and the systematic deterioration of air quality parameters in urban cores. According to (Bibri, 2020), the incorporation of mobility systems into comprehensive digital urban governance structures can trigger transformations not only in service efficiency but also in spatial structures and long-term habits of citizens, accelerating the development of denser, more usable, and environmentally friendly cities.

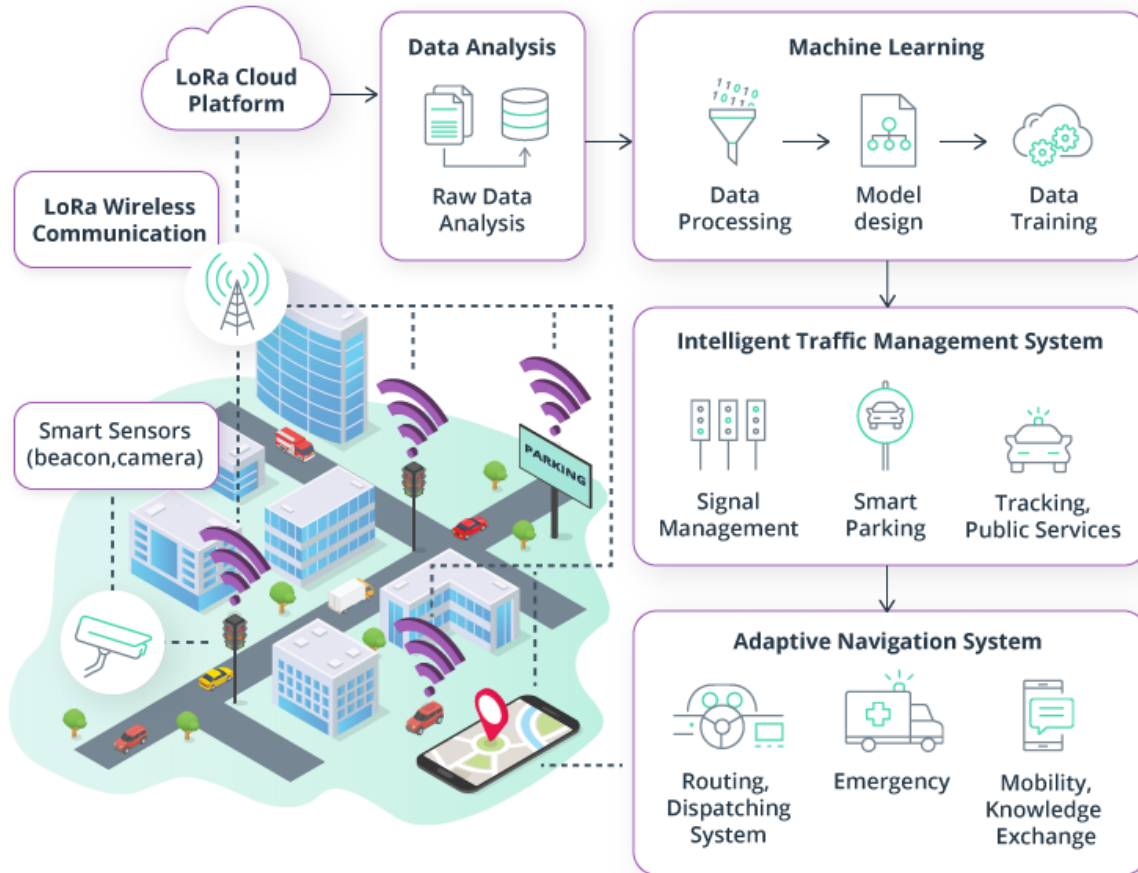


Figure 2. Integrated Architecture of a Traffic Management System Based on IoT and AI using LoRa and Machine Learning Mechanism. Source: IEEE — Smart Town Traffic Management System.

However, the scale of implementation and operational impact of these technologies do not show homogeneity; they vary significantly depending on specific local conditions and institutional enterprise capacities. A significant number of cities across the European Union have achieved significant advantages through sustained commitment to strengthening digital infrastructure, creating coordinated governance frameworks and formulating supporting policies, which together have enabled the large-scale implementation of ITS and IoT solutions. Urban centres such as Vienna, Ljubljana and Helsinki are cited as successful paradigms of smart mobility strategies, where technological innovation is combined with sustainability priorities and urban planning policy.

In comparison, the cities of the Western Balkans face a significantly more complex challenging structure. The pressure of accelerated urbanization, unregulated traffic behaviours, institutional fragmentation of competences and the lack of sustainable financial resources constitute essential obstacles to systematic mobility reforms. In most of these cities, the public transport system presents the capacity to adapt and be used in its structure, those using the private vehicle continue to be the dominant feature of people's daily habits. In this context, the adaption of intelligent mobility technologies remains fragmented and gradual, often limited to pilot projects with uneven geographical coverage. As (Elassy, 2024) emphasize under these conditions smart mobility technologies offer a cost-effective alternative. They can improve system performance without requiring large-scale physical infrastructure investments.

The importance of intelligent mobility in these developing urban contexts is not limited only to operational efficiency, but also extends to its potential to promote institutional reform and remodel governance mechanisms. Through the deployment of integrated data platforms, systems in the Internet of Things (IoT) and Intelligent Transport Systems (ITS) components, these systems create new information paradigms. This can be for advanced mobility analysis, system diagnostics and accurate environmental impact analysis. According to (Reis, 2025), access to high-resolution, real-time data can contribute to increasing objectivity, transparency, and accountability at every level of transportation system management. When used strategically, this data-driven information can serve as the foundation for more integrated and evidence-based policies in the field of mobility, building links between traditionally separate fields such as transport, urban planning and environmental management.

However, studies consistently show that technology alone is not enough to ensure sustainable mobility. (Bibri Elias, 2017) point out the danger of approaches that focus primarily on technology, neglecting institutional, social and political factors. Elements such as data management, system interoperability, organisational capabilities and collaboration between actors play a crucial role in the success of smart mobility technologies. Without clear governance structures and a long-term strategic vision, the benefits of intelligent systems and IoT-based transport solutions may remain partial or temporary.

In this context, the present study positions smart mobility technologies as technical instruments, but also as socio-institutional catalysts for sustainable urban transformation. This paper aims to clarify the performance of intelligent transport systems and Internet of Things (IoT) architectures by critically analysing European and Western Balkan cities, and to derive insights for cities undergoing rapid transformation. Also, it seeks to enhance the understanding of how data-driven mobility solutions can bolster urban transport systems that are environmentally sustainable, efficient, and resilient, grounded in the framework of the smart and sustainable city as articulated

by (Bibri Elias, 2017) and informed by the limited empirical knowledge concerning ITS and IoT-based mobility systems (Elassy, 2024); (Reis, 2025).

II. METHODS

This theoretical research applies a structured and multidimensional comparative framework to analyse and evaluate the implementation and effects of smart mobility technologies in a selected group of cities in Europe and the Western Balkans. Since it is based on the synthesis of existing evidence, the study methodology does not involve primary data collection or statistical tests. Instead, it defines a clear analytical procedure for the critical examination of documentary evidence, case study data and performance indicators taken from the relevant literature. The main goal is to build a coherent, critically informed argument. To this end, the framework relies on three interdependent analytical pillars, strategically designed to facilitate progression from a descriptive overview toward nuanced, critical comprehension.

1. Analytical pillar 1: Contextual profiling and diagnostics

The first phase of the analysis consists of developing a multidimensional and comparative profile for each of the cities under study. This structural profiling process aims to conduct a diagnostic by identifying and analysing the institutional, structural and socio-technical parameters that serve as prerequisites or barriers to the development of smart mobility ecosystems. Its central objective is to clarify the underlying conditions and contextual constraints that influence the shaping of advanced urban mobility systems. In assessing the readiness of cities for an integrated and smart future, three fundamental dimensions are distinguished.

The socio-spatial context and mobility dimension constitute the analytical basis for diagnosing existing challenges and trends. This parameter assesses critical indicators such as demographic density, urban development structures, modal balance (ratio of use between private vehicles, public transport and active modes of movement) and the structural degree of saturation of the road network. The multidimensional profile for each city includes the assessment of the socio-spatial context, encompassing the urban structure, transport modalities, and human interaction in public spaces (Figure 3) and that of Western Balkan cities (Figure 4) illustrates the contrasting socio-spatial realities that inform this study's diagnostic profiling.



Figure 3. Urban views from European cities, Vienna, Ljubljana and Helsinki. Source: by author.



Figure 4. Socio-spatial context in Western Balkan cities Podgorica, Tirana, Pristina. Source: by author.

Directly related to this is the State of Digital and Physical Infrastructure, which measures the maturity of the underlying infrastructures that enable innovation; this includes the coverage and quality of high-speed networks (such as 5G and fibre optics), the density of IoT sensor deployment, and the availability of supporting infrastructure, such as charging networks for electric vehicles.

The final and decisive point of this transformation lies in the Institutional and Governance Dimension. This essential aspect analyses the structure and performance of the steering mechanisms for smart mobility. The assessment focuses on the presence and coherence of key strategic policies (such as Sustainable Urban Mobility Plans - SUMPs, or specific strategies for digital transformation), on the effectiveness of cross-sectoral coordination between key areas (transport, urban planning, environment), as well as on the development of legal frameworks for data management and dissemination, including open data policy and interoperability protocols.

This comprehensive profiling creates the essential reference base for the subsequent assessment of technological implementations. It ensures that the comparative analysis between cities in the European Union and those in the Western Balkans is based on a deep understanding of the fundamental structural and institutional differences that characterise these regions.

2. Analytical pillar 2: Benchmarking with a technology focus

Three smart mobility technologies form the core of the comparative analysis. The first covers integrated applications for multimodal travel. The second includes IoT platforms for public fleet management. The third focuses on intelligent transport systems (ITS) driven by artificial intelligence.

Their effectiveness will be assessed using several Key Performance Indicators. These KPIs include metrics such as reduced traffic delays and improved public transport efficiency.

The final results will be displayed in a conceptual matrix. This matrix will compare cities along two dimensions. One dimension is the maturity of technology implementation. The other is the quantitative results achieved. This format has been chosen to highlight the most successful models and to clarify the performance gaps between them.

3. Analytical pillar III: Synthesis of enabling and constraining factors

In the final phase, the analytical framework shifts attention from describing the observed differences to explaining the underlying causes that generate them, as identified in Pillar Two. In this context, it combines the contextual and institutional analysis developed in Pillar One with the assessment of the implementation and functioning of the technological solutions addressed in Pillar Two, with the aim of identifying and interpreting the key conditions that determine the achievement of successful outcomes. Its purpose is to disaggregate and critically examine the fundamental preconditions essential for achieving success. The theoretical analysis posits that outcomes are not determined by investment volume alone. Instead, their efficacy is principally moderated by two interrelated constellations of conditions:

Strategic and Institutional Enablers. This category includes the existence of a long-term and comprehensive strategic vision, which coherently orients digital mobility initiatives towards the achievement of broader urban sustainability objectives. It is also supported by a consolidated institutional coordination, capable of overcoming interdepartmental fragmentation and traditional sectoral barriers. At the same time, a stable, transparent and flexible data governance framework is required, which fosters technological innovation while guaranteeing the protection of individual rights to privacy and security.

Infrastructural and Financial Enablers. Critical within this domain are a durable commitment – both political and fiscal – to the deployment and ongoing maintenance of core digital and physical infrastructure, alongside the formulation of practical, sustainable investment models designed to secure both initial technological deployment and its long-term viability.

By systematically applying this three-pillar analytical framework, the study seeks to undertake a comprehensive and theoretically informed comparison. It aims to demonstrate that, while smart

mobility technologies represent a cost-effective alternative to sustainability – especially for cities facing structural constraints like those in the Western Balkans – their real impact depends on parallel developments in governance, institutional capacity, and strategic planning. This methodological approach guarantees that the study’s reasoning is coherent, grounded in evidence, and structured to offer clear insights for both scholars and policymakers.

III. RESULTS

The comparative analysis shows a persistent gap in the level of development and effectiveness of intelligent mobility technologies among selected cities in Europe and the Western Balkans. The European case studies, Vienna, Ljubljana and Helsinki, are characterized by high levels of technological integration, supported by consolidated digital infrastructures, well-coordinated institutional mechanisms and long-term planning strategies for urban mobility. In these contexts, the application of artificial intelligence-based intelligent transport systems, together with Internet-of-Business fleet management platforms, is directly linked to measurable improvements in traffic flow, public transport reliability and environmental performance, including reported reductions in delays at signalized intersections in the range of 15-30%.

The numbers from European cities back up these performance claims. In Vienna, the AI traffic system has cut delays at signalized intersections by 22%. This beats the 15-20% range that most ITS studies point to (Elassy, 2024). The same city now reports 95% punctuality for public transport, thanks to IoT tracking across its fleet. That matters because it shows how backend efficiency reaches actual passengers. Helsinki offers another angle. Its Whim app now counts over 70,000 active users, and between 2015 and 2023, the city saw a 15% drop in private car trips (Maxime Audouin, 2018). Both cases suggest that when cities commit to full-scale implementation, the promised sustainability gains do materialize.

In contrast, the Western Balkan cities analysed, Tirana, Prishtina, and Podgorica, present more partial and progressive implementation trajectories. Although certain smart mobility measures, such as IoT-enabled vehicle monitoring or basic adaptive traffic control, have shown clear advantages at a local level, their influence across the wider urban system remains modest. Structural constraints, including continued dependence on private cars, uneven access to digital infrastructure, and weak coordination among institutions, continue to hinder the scalability and lasting impact of these technological solutions.

This study demonstrates that technology alone is not sufficient for mobility improvement. Institutional and governance factors consistently moderate outcomes. What really influences success are factors related to the way of organization and governance: such as the right support structure, the ability to foresee the long term and the coordinated work between institutions.

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Without these conditions, it is difficult to successfully integrate new mobility technologies into the broader goals of more sustainable cities.

IV. CONCLUSION

The research highlights that smart mobility technologies offer good opportunities for more affordable and environmentally friendly urban transport systems, especially for cities with few resources. However, these technologies do not have a transformative power in themselves; what determines the final outcome is the terrain in which they are introduced: the institutional context, the state of the infrastructure and the ability to lead them with vision.

A comparison of European cities with those of the Western Balkans shows that to succeed with intelligent transport systems, new technology is not enough. This is a clear vision for the future. Technology offers Western Balkan cities a foundation for progress, but it is not enough. Moving forward requires institutional reform, updated urban plans, and an integrated vision of mobility.

In the future, decisions and policies that are taken should aim not only at the acquisition of the use of new applications. It is equally important to build the appropriate administrative and legal mechanisms that will support the technologies integrated into the systems all the time. Only by closely linking technical innovation with the program plan and with improvements in their function as they work, our cities make sustainable in the state of functioning of mobility and adapt as a force for positive and sustainable change.

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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>Opening Session: Dr. Anis Sulejmani (PUT)</p>	<p>Questions and Discussion</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

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

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 - Doklejda 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	