



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

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THE DISAPPEARING SQUARES: SOCIAL AND ENVIRONMENTAL IMPACTS OF URBAN MOBILITY PLANNING IN DURRËS

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Abstract

The politics of urban mobility affects not only the movement in the cities, but also the social behaviour of the citizens, the environmental quality, and the usage of public spaces. In Mediterranean cities, urban squares have traditionally functioned as social and environmental infrastructure, while supporting the flow of pedestrians, access to urban transportation, social interactions, and urban well-being. In the city of Durres, Albania, over the last decade, interventions in the planning of mobility have privileged the flow of private mobility, leading to the reduction, fragmentation, or disappearance of some of the historical squares.

This study analyses the social and environmental impacts of the loss of urban squares in Durres, while focusing on the relationship between urban mobility, user behavior, and the quality of the built environment. The shift in priorities from public spaces to automobilistic infrastructure has negatively affected the acceptance of new sustainable forms of mobility, such as walking and public transport, while strengthening behavior models dependent on private automobiles. Consequently, the city faces increases in air pollution and noise, deterioration of thermal comfort, and reduced accessibility for different social groups, especially pedestrians and public transport users.

The research methodology focuses on comparative analysis of historical and contemporary maps, the use of GIS tools, and field observations of mobility flows, social use of urban spaces, and environmental conditions. Through this approach, this study identifies disappeared squares and evaluates the influence of their transformations on pedestrian behaviour, the use of squares and their environmental urban performance.

Finally, this study argues that public squares may be treated as key elements of sustainable mobility systems and smart cities. Their integration in urban mobility strategies could encourage positive changes in the users' behaviour, improve environmental quality, and strengthen social cohesion in cities rich in historical heritage.

Keywords: urban mobility, public space and social impact, behavioural change in mobility, environmental quality in cities, pedestrian accessibility

I. INTRODUCTION

Urban mobility has been and is one of the key mechanisms through which cities are structured, function, and are experienced by their inhabitants. Beyond its primary role as a transport system, mobility directly affects the manner in which people use the public space, influencing their quality of urban life. According to Banister (2008), mobility, while playing an important role in the way in which cities build their social relations or how the urban possibilities are delivered, is not seen as a technical problem, but as a political, social, and environmental issue, linked with the long-term sustainability of cities.

The choices made in urban mobility planning reflect certain social priorities. In this way, based on the solutions provided, different forms of movement are privileged while excluding or not including users of each category who use these spaces. Simultaneously, from the city's urbanistic point of view, while proposing these plans of mobility, other public urban spaces are sacrificed in the name of circulation efficiency. From this perspective, mobility is not neutral, but unilateral in decisions. In different times, when interventions are made to help mobility, the structure of the city is also changed, while forming a new image that has led to direct consequences in the use of public space, in the behavior of the people, and in the environmental quality of the city. According to Newman and Kenworthy, in their study "Sustainability and Cities: Overcoming Automobile Dependence," they highlight the fact that the cities that are planned for private mobility transportation tend to create dependence on cars, high pollution, urban fragmentation, and weakness of public life.

In Mediterranean cities, the relationship between mobility and public spaces has always been built upon another way of thinking. The weather, culture, and the manner of life have favored the use of open public spaces, where walking, staying, and social interaction are an integral part of urban life. In this context, urban squares have played a crucial role as social, economic, and cultural nodes. They have served as meeting points, trading, public activities, and collective manifestations, while linking walking systems with urban institutions and public transport.

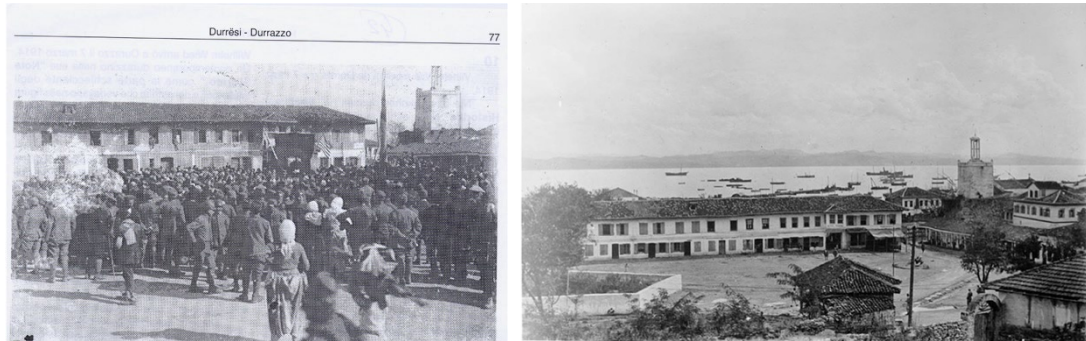


Figure 1. Sheshi Liria images (on the left unknown year, on the right 1942), (Source AQTN)

As Gehl (2010) states, the public spaces and squares planned for people offer conditions for active urban life, while encouraging longer stays, spontaneous activities, and social interoperabilities. Also, this affirmation is supported by Whyte (1980), who argues that the excellence of public life does not depend on the dimensions of the space, but rather on the manner in which they support human behavior. In this context, the squares are not to be seen only as transportation nodes or morphological elements but as a social infrastructure that shapes the manner in which the city is used by and is felt by.

The squares play a crucial role in the environment, a part of its social dimension. Since they appear as void spaces between dense habitation blocks, they do improve microclimates, offering natural ventilation while contributing to the reduction of the urban heat island effect. Predominantly, in cities with a Mediterranean climate, like the one in Durrës, the presence of greenery and shadow itself makes it possible to reduce local temperatures and improve thermal comfort directly. Latest studies on urban health show clearly that air pollution, noise, and thermal stress are closely related to the manner in which the urban space is being used, and also how mobility is planned (Arriazu-Ramos et al., 2025).

However, during the 20th century, especially after the Second World War, because of the increase in the use of vehicles (mainly private vehicles), many cities faced a radical transformation that has led to many changes in the functioning and form of the city. This process has resulted in the widening of the roads, an increase in the paved surfaces, and the reorganization of public spaces, not anymore in the function of social comfort, but instead in the functioning of the traffic and mobility network. In many cases, transformations of the city squares into roundabouts, traffic nodes, or parking areas, losing in this way all their public and social character. Newman and Kenworthy (1999) highlight that this approach has produced cities less inhabited, with high levels of pollution and weakened social life.

In the city of Durres, these problems have become more evident during the last decade. As one of the oldest cities in the Adriatic and as an important port, tourist, and economic node, Durres has a historically layered urban structure, where squares have played an important role in the organization of social life. Although the last interventions in the city have privileged more and more the circulation of private vehicles, mostly without preparing a profound analysis of the social and environmental consequences. As a result, some of the historical squares have been reduced in shape, some of them no longer exist, some are fragmented, and this has changed the way the public space is used and perceived by citizens.

This study aims to analyze the social and environmental impacts of the disappearance of urban squares in Durres, while focusing on the relation between urban mobility planning, user behavior, and the quality of the built environment. While supported by the sustainable mobility paradigm (Banister 2008) and in the approach of the integration of transport and land use (Bertolini, 2012), this study argues that urban squares must be treated as essential elements in the system of mobility and smart cities, and not as available spaces for automobilistic infrastructure extensions.

II. METHODOLOGY

The methodology followed in this study is built on the relationship between urban mobility planning and public space transformation analysis, while the main focus remains on the urban squares and their social and environmental impact. This study adopts a combined methodological approach, while emphasizing the fact that the disappearance of the urban squares in Durres is not an isolated case and the changes did not happen immediately, but as a result of long-term planning processes.

The methodological approach is based upon the principle that urban mobility and public space work as systems, where the changes made in one component produce direct consequences in the other. For this reason, the methodology tends not to identify the physical transformations of urban squares, but also to interpret their influence on the users' behavior, in the manner in which they move and in the environmental quality of urban space.

1. Historical-Cartographic analysis

The first phase of the research is based on a historical-cartographic analysis of the urban development of the city of Durres, focused on the city center square, firstly named "Fusha e Liriës", and later "Sheshi Liria" (Figure 1)(Figure 2). Historical urban plans, topographic plans, and archive documents from different periods are reviewed. These documents date from the start of the 20th century, the socialist period, and also the transition after the '90. The purpose of this analysis has

been to identify urban squares that historically did exist, their functions, and the way in which they have been transformed or disappeared as a result of mobility infrastructure interventions.

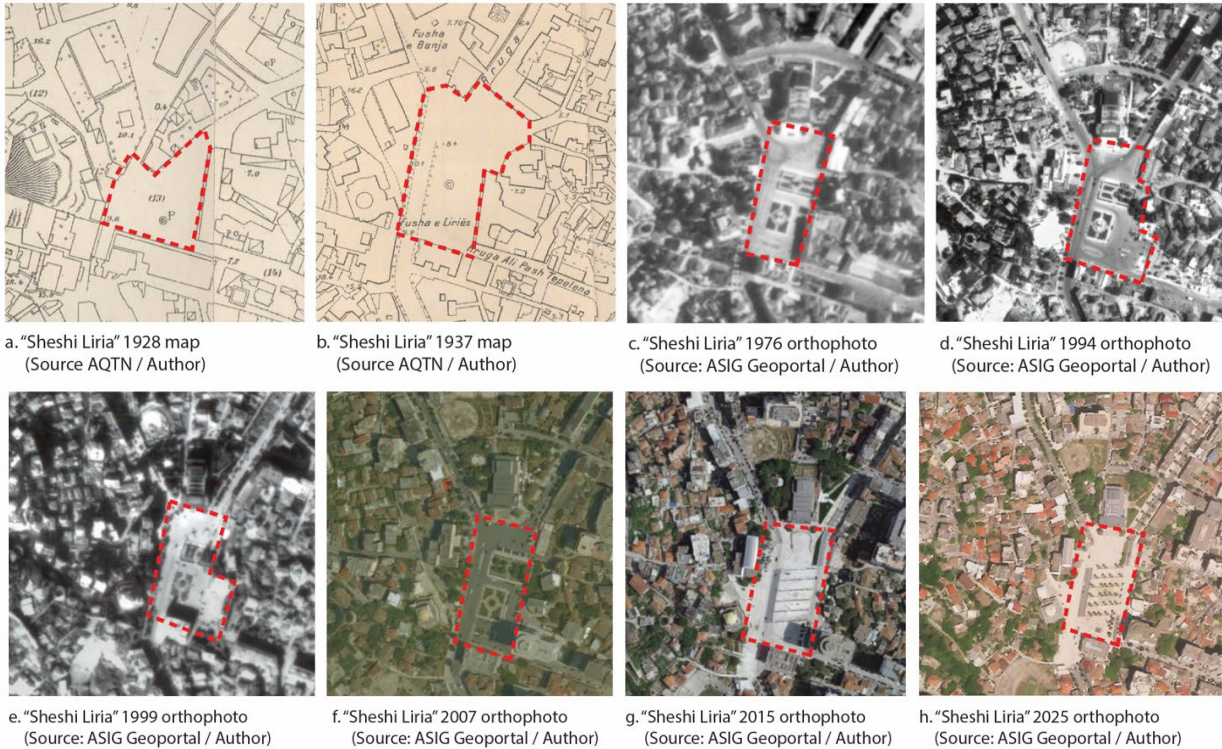


Figure 2. Sheshi Liria transformations from the left to the right: a. 1928; b. 1937; c. 1976; d. 1994; e. 1999; f. 2007; g. 2015; h. 2025. (Source AQTN / ASIG Geoportal / Author)

The comparison of these historical maps with those of more recent years has made it possible to conduct a reconnaissance of the changes in urban structure and to identify the key moments where these squares have lost their identity. This approach serves to identify what has changed, but also in what planning context these transformations happened. The historical-cartographic analysis serves as a basis for interpreting the disappearance of the squares not as spontaneous processes, but as the result of an oriented decision to improve automobilistic circulation.

2. Space analysis and GIS tools

In the second phase of this study, GIS tools are used to create a visual evaluation of the interpretation of the changes in the urban structure and the mobility web. This approach does not tend toward a genuine technical or quantitative GIS analysis, but is used as a supporting instrument

to better understand the relationship between spatial configuration, urban mobility, and the transformation of public spaces.

This spatial analysis focuses on the visual identification of areas where historical squares have disappeared (Figure 3) or are fragmented by road infrastructure. In this way, the intersections in the pedestrian network, the dominance of dedicated spaces for automobiles, and the influence of these transformations on everyday urban motion are evaluated.

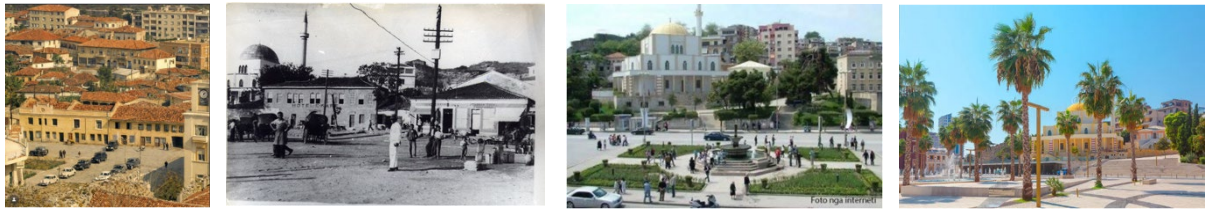


Figure 3. Sheshi Liria transformations from the left to the right: a. 1931; b. 1936; c. 2010; d. 2025 (Source AQTN)

The use of GIS tools has also helped interpret the relationship between the disappeared squares and the main mobility nodes, such as roads and public transport corridors, without conducting numerical analysis or advanced modeling. This interpretative approach helps to better understand how the prioritization of private automobiles has influenced the urban structure and has weakened the role of squares as social nodes in the city.

3. Empirical observation in the field

An essential component of the methodology is the field observation. It tends to analyze the real use of urban space and the behavior of the users. The observations are made in different areas where the historical squares have disappeared or have been transformed significantly, as well as areas where the squares still exist (for comparison).

The observation is focused on these main aspects:

- pedestrians and automobile flows
- the ways of staying and using the public space
- social interactions and spontaneous activities
- safety and comfort felt by users

This empirical approach takes into consideration the link between the transformations of physical space and the real experience of the inhabitants.

4. Online questionnaires about the users' behavior

For a comprehensive overview, this study also includes an online exploratory questionnaire administered through a digital platform. The questionnaire is also made for Durres inhabitants, as well as visitors, including people who work, study, or frequent the city regularly.

The questionnaire (Figure 4) included structured and semi-open-ended questions, focusing on everyday movement, perceptions of safety, and comfort in public spaces, as well as the influence of traffic and the disappearance of public urban spaces. While this questionnaire is administered through an online platform and does not collect population statistics, it is considered an exploratory instrument (pilot survey) that provides directional indicators of tendencies in inhabitants' behavior.

The results are used to support and interpret the findings from the cartographic analysis, GIS, and in-field observations.

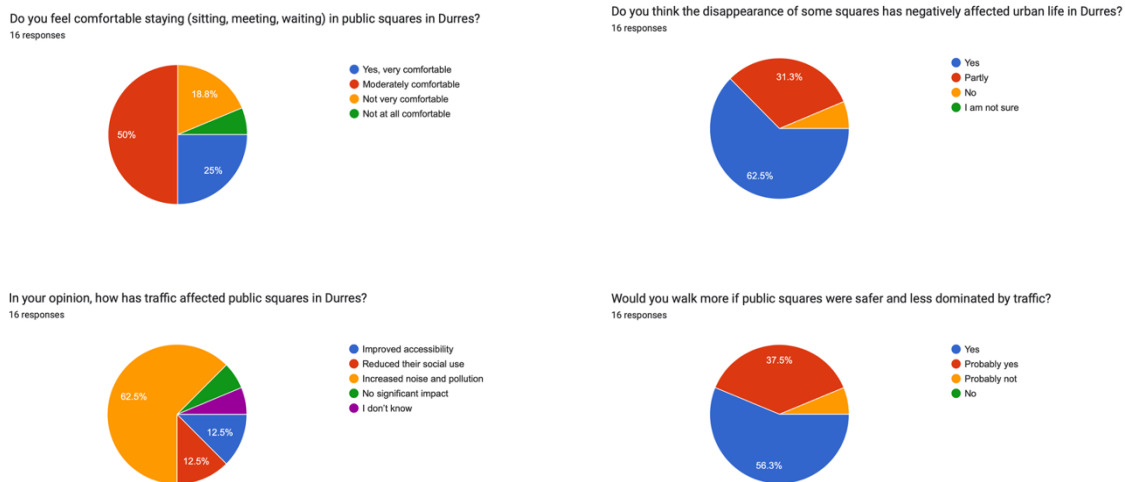


Figure 4. The online questionnaire.

III. RESULTS

The results of this study indicate that the disappearance of public spaces in Durres is not a random process, but a phenomenon strongly associated with urban mobility politics oriented toward prioritizing the private vehicle. Historical-cartographic and spatial quantitative analysis highlight that urban squares' transformations have happened gradually, through consecutive interventions that changed the function, form, and social meaning of these spaces. These findings are in

accordance with the literature on the dependence on the private vehicle and its impact on the urban structure (Newman & Kenworthy, 1999; Banister, 2008).

The comparison of historical maps shows how some of the squares, once serving as open public spaces, are now reduced in size or are fragmented from urban road networks. In many cases, these squares are transformed into traffic nodes, parking areas, and lose in this way all their social interaction character. The spatial qualitative analysis, supported by GIS tools, represents the transformations that directly affected urban flow, and while changing in form, they also lost their function as linking nodes for local roads and public spaces. As a result, pedestrians' net has been fragmented, while walkability is less intuitive and less safe. This process is better represented by Cervero and Kockelman (1997), who describe this situation as a loss of "urban design" in favor of automotive efficiency.

From the mobility perspective, the results show that the disappearance of urban squares has negatively affected the walkability and the use of public transport. These findings are supported by an online explorative questionnaire. Of the 20 surveyed, most report that private vehicles are the main dominant modality of transport in the city, while walking is used less or in combination with other tools. At the same time, 12 of 20 highlight that walking in the city center is less comfortable, mainly due to the traffic, noise, and the absence of spaces dedicated to pedestrians.

One of the most important findings of this study is related to the impact of the squares' disappearance on the users' behavior. The observations show that the lack of high-quality public spaces discourages attitudes and social interaction, while reducing the use of public space to a more utilitarian function. The results of the questionnaire strengthen this interpretation, mentioning that some of the surveyed perceive these squares nowadays more as a passage space, than places to stay, interact, and have social activities. Some of the qualitative comments highlight the insecurity, the noise, and the lack of comfort, which directly affects the fact of not staying in these places but only passing through them. When public space does not support walking and staying, this change in behavior affects the acceptance of sustainable mobility forms, pushing inhabitants to choose private vehicles also for short distances. This mechanism creates a self-reinforcement cycle, explained in the literature (Banister, 2008), where the growth of using the automobile justifies new interventions in the urban structure of the city.

Results show that the loss of urban squares has important social consequences, especially in their all-inclusive involvement, affecting social groups that historically have coexisted and cooperated (Gehl, 2010 ; Whyte, 1980). Field observations show that vulnerable groups, such as the elderly, children, or people with disabilities, are less present in the areas where the squares have

disappeared or are fragmented. This suggests that the transformation of public urban space has created social and spatial barriers, contributing to the social fragmentation of the city and to the weakening of community cohesion (Figure 5). As we can notice, the main square in Durres, “Sheshi Liria”, starting from 1928 has changed its form and shape, representing not only the politics and ideologies of the time, but also the concept of human being at the center of the city.

Apart from social and spatial analysis, the methodology includes environmental parameters evaluation that are linked with square transformations. Several factors, such as noise levels, air pollution, and thermal comfort, are taken into consideration. This evaluation aims to explore the squares’ disappearance, affecting not only social urban life but also environmental excellence and urban health, while improving the link between the planning of mobility and its social and environmental impact.

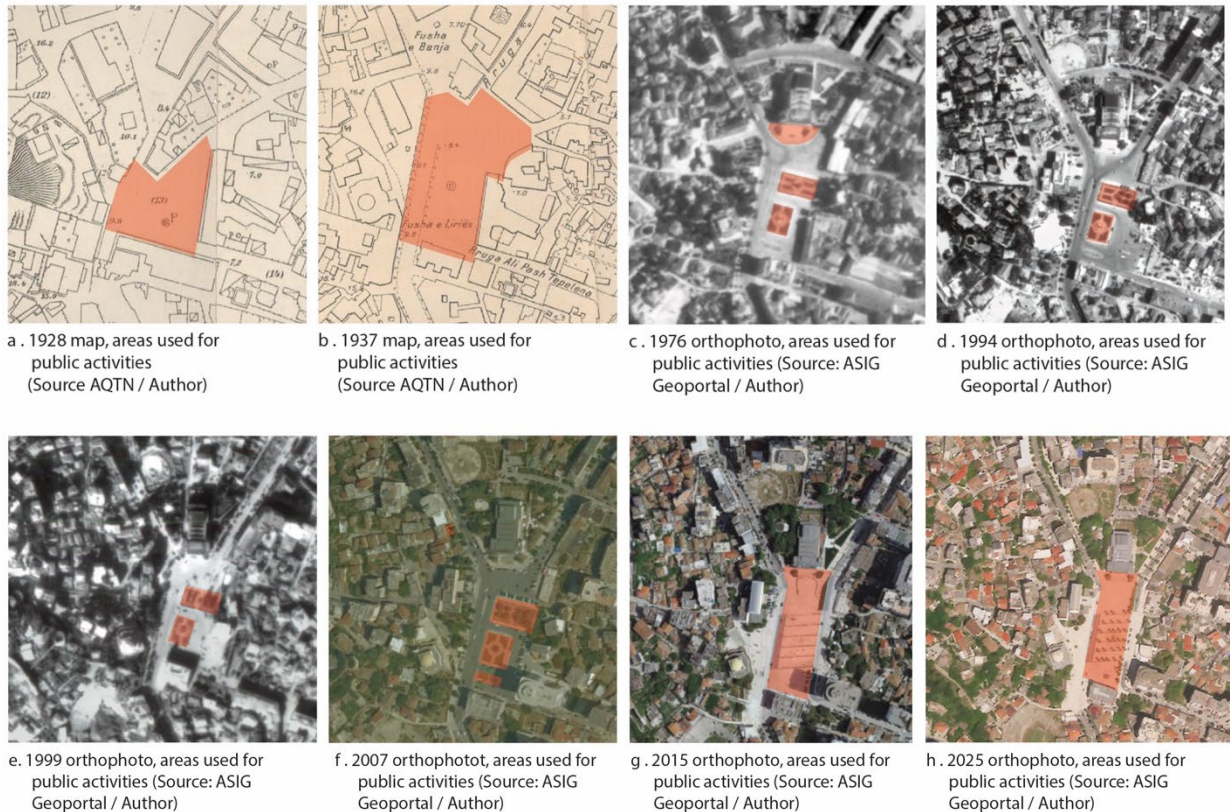


Figure 5. The “Sheshi Liria” square, changing its form and function, while adapting to the inhabitants’ needs. (Source AQTN / ASIG Geoportal / Author)

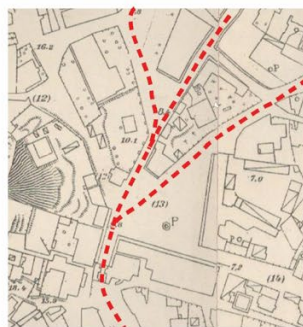
Field observation and the questionnaire results show that the disappearance of some squares in Durres has produced public spaces that are less attractive for social use. These findings are in accordance with other studies for environmental impacts of urban mobility and the loss of public spaces (Arriazu-Ramos et al., 2025).

The integration of cartographic analysis, in field observations, and the users' perceptions through the online questionnaire, highlights the argument that urban squares must be considered as key elements of sustainable mobility systems and the urban well-being, not as excess spaces that could be sacrificed in the name of circulation efficiency.

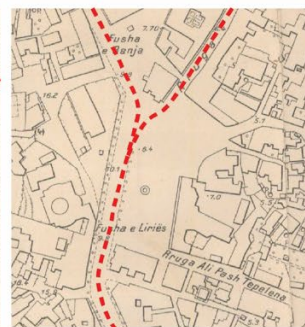
IV. CONCLUSIONS

This study shows that the disappearance of urban squares in Durres represents multiple losses, which go beyond physical and morphological aspects. The loss of these spaces has directly affected social behavior and environment while negatively influencing the quality of urban life.

In accordance with the sustainable mobility paradigm (Banister, 2008), this study argues that urban squares must be treated as integral parts of urban mobility (Figure 6) systems and not as spaces available for automotive infrastructure extensions. The integration of the squares in mobility strategies and smart cities, in line with the concepts of Mobility 4.0 (Rodrigues et al., 2021), could encourage positive changes in the users' behavior, improve environmental quality, and strengthen social cohesion.



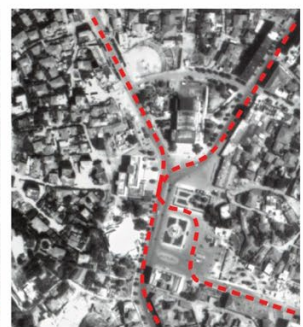
a. 1928 map, transport network
(Source AQTN / Author)



b. 1937 map, transport network
(Source AQTN / Author)



c. 1976 orthophoto, transport network
(Source: ASIG Geoportal / Author)



d. 1994 orthophoto, transport network
(Source: ASIG Geoportal / Author)



e. 1999 orthophoto, transport network
(Source: ASIG Geoportal / Author)

f. 2007 orthophoto, transport network
(Source: ASIG Geoportal / Author)

g. 2015 orthophoto, transport network
(Source: ASIG Geoportal / Author)

h. 2025 orthophoto, transport network
(Source: ASIG Geoportal / Author)

Figure 6. The "Sheshi Liria" mobility network. (Source AQTN / ASIG Geoportal / Author)

From this point of view, the reversion and regeneration of urban squares must be seen as an investment for the health, sustainability, and identity of the city of Durres, also as a model for other cities with historical heritage and similar challenges.

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

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 - 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	