



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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INTEC International Conference
February 2026
POLIS University, Tirana, Albania

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University of Split (US), Croatia
POLIS University (POLIS), Albania
Polytechnic University of Tirana (PUT), Albania
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**THE CITY THAT DEMANDS CONTINUOUS MOVEMENT: THE DISAPPEARANCE OF THE
RIGHT NOT TO MOVE WITHIN THE FRAMEWORK OF SUSTAINABLE MOBILITY**

DOI: 10.37199/c41001023

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Abstract

Sustainable mobility puts urban mobility at the center of attention, turning it into something positive for social life, health, efficiency in everyday life, environmental responsibility, etc. The use of bicycles, the use of public transport, free walking or the use of smart applications are promoted as models of desirable urban behavior. But sustainable mobility policies think of the city as constantly on the move, leaving aside, without making part of the solutions, people who choose not to move or who cannot move. This paper argues that the right not to move is gradually disappearing, since sustainable mobility is not offering these conditions in this regard, turning mobility from a choice into a social and moral obligation. Through urban analysis, where public space or the need for movement is understood and through the experience of citizens, we understand that sustainable mobility policies marginalize that part of citizens who choose to live a life with less movement. The study comes through a comparison made between two cities in this regard. The small city of Lezha and the large city of Tirana. This is to show how the right to move is seen differently at different urban scales. Through this analysis, the recognition of the right not to move is proposed through the conditions that the development of sustainable mobility must offer, thinking about the appropriate infrastructure for all human mobility needs.

Keywords: right to remain immobile, sustainable mobility, social exclusion, small towns and big cities

I. INTRODUCTION

1. Sustainable mobility as a dominant urban vision

In recent years, one of the main axes of urban planning has become sustainable mobility. Today, citizens are encouraged to avoid private transport and to be more involved in traditional modes of movement such as public transport, bicycles, etc., since every day they are faced with climate crises, urban pollution and the continuous increase in traffic. For this reason, urban policies promote the improvement of air quality, and the creation of more efficient transport systems.

In this way, the key components of a sustainable city are seen as alternative forms of movement such as bicycles, public transport, etc. This way affects both the way the transport system functions but also the way people experience the city. This system begins to be seen as a comprehensive solution related to the quality of urban life.

Through these approaches, citizens are encouraged to be active in their daily lives, to move all the time and to adapt their pace of life to the idea of a healthy and efficient city. In this way, a “Good” city is one that flows quickly, moves without interruption, minimizes stops and prolonged stays. Following this approach, urban spaces begin to be designed for continuous movement and circulation, making stops and spaces that offer stay become obstacles to the way the city should function.

2. The invisible problem: who doesn't move?

Sustainable mobility policies tend to always have in mind an ideal, capable, energetic, healthy body in front of their approaches. This person should be able to seize the time, run, walk with bicycles, and adapt to the fast pace that this city model offers. But the urban reality is different and very diverse. Every city is made up of people who have different abilities, different paces and needs. These people are the elderly, children, people with disabilities, physically tired people and often people with health problems. These people have their own pace of life and for this reason they need spatial and temporal stability and do not easily adapt to this model of continuous mobility. And consequently, fast movement becomes a burden for them, making them experience their city not as they deserve.

The problem is that these citizens are neither openly excluded from urban space nor are they prohibited from using it. In this way, they have to live within a city that does not adapt to their rhythms. The lack of public spaces for rest, stay or waiting, makes the city less welcoming for them.

3. Purpose and research question

Through this article, it is analyzed how the concept of sustainable mobility plays a role in the gradual disappearance of the right not to move. But this is not to overlook their environmental and functional benefits that they have because they are proposed for the urban good. However, the good urban purpose, unconsciously forgets the fact that it often marginalizes a part of the citizens who seek to live the city at their own pace without feeling pressure.

The main research question of this study is:

How is the exclusion of not moving reflected in urban spaces and how is this process seen in relation to a small and large city?

II. METHODS USED

1. Discursive analysis of mobility policies

According to sustainable mobility policies, the "ideal" city is presented as an active city, on the move, and adapted to fast urban rhythms. Meanwhile, the way of experiencing the city at a slower pace is treated in a limited way.

2. Urban space observation

Through observations of urban spaces, public transport stops, squares, public open spaces, road axes, etc. have been put in focus. The importance has been focused on the appropriate infrastructure for these points such as: benches, shade, greenery, weather protection, etc.

Special attention has also been paid to the initiative that was taken a few months ago in the city of Tirana, to demolish unauthorized business expansions. This was something promising for the opening of public spaces necessary for the surrounding areas and that had potential for public use.

However, with the passage of time, and the lack of attention that they deserved according to the potential they had, they began to function simply as transit corridors. The lack of infrastructure towards them affected the lack of use by that part of the citizenry that lives at a slower pace in the city.

3. Exploratory interviews with citizens

This study also brings the opinion of some citizens, who express their perspective on the initiative of opening public spaces in its beginnings and today as an initiative of demolishing unauthorized buildings that came as a result of the development of businesses on public spaces. This is not to obtain statistical data but more to see the way of perception of the rhythm of the city today. In the initial phase of the study, the elderly appeared enthusiastic, already thinking of the spaces as places

for socialization, rest and spending time with their peers. This was seen as a sign that the city had begun to think about the slow rhythms of urban life.

However, interviews conducted a few months later, show a change in their perception of these spaces. In the absence of basic infrastructure for these spaces, they continue to be public spaces in the formal sense but not in the practical sense of daily use.

4. Urban comparison between the city of Lezha and Tirana

The right to not move is experienced in different urban contexts. For this reason, a comparison is made between the two cities of Lezha and Tirana. One to see how the size of the cities affects and two to see how the concept of the metropolis affects the right to not move.

In the city of Lezha, due to the small size of the city, short distances, the slower pace of urban life, not moving is more present. It stands in great harmony with the rest of the city. It is emphasized that this situation is offered informally not as a goal towards a planning that supports the importance of public spaces, to give life to the slow pace of urban life. So not moving is present by the spontaneity that this city offers in its own way.

In Tirana, the experience of not moving is conditioned by urban design and planned interventions. Although the city has invested in public spaces and mobility infrastructure, these interventions often favor circulation, passage and transit. In this way, standing becomes difficult for groups of people who live at a slow pace.

The comparison between the city of Lezha and that of Tirana, results in the fact that although Lezha has it present, the experience of not moving is due to spontaneity and not to rules of design or urban planning. Meanwhile, in Tirana it is discouraged by urban design. In this way, both cities fail to recognize the right to not move.

III. FINDINGS

1. Spatial prioritization of movement over staying (Tirana)

In the city of Tirana, focused observations were conducted on the spaces vacated after the demolition of informal extensions of various businesses. In these observations, it was observed:

1. The vacated spaces function as passage or transit corridors.
2. Movement in these spaces is uninterrupted, therefore continuous.
3. No infrastructure has been established to enable prolonged standing.
4. There are no inviting elements for standing in these spaces such as seats, shades, etc.
5. Standing itself has to do with temporary and very quick waiting.

In this way, what was observed is that all the infrastructure present favors fast passing and not stopping.

2. Informal presence of immobility in (Lezha)

In the city of Lezha, observations showed another Urban situation. A situation created by the slow pace of life and the small size of the city, and not by the reason for concrete interventions regarding the inclusion of all rhythms of life in urban everyday life.

During this observation it was observed:

1. The distances between urban services and functions are short.
2. Time does not put pressure on the movement on foot that citizens make in their daily lives.
3. Staying in public spaces occurs spontaneously.
4. Social interaction develops naturally.

The use of public spaces, squares, is integrated into urban everyday life.

3. Perceptual shift in interviewees

Interviews conducted with senior citizens in the city of Tirana did not show the same thing in different periods.

In the first phase, immediately after the spaces were released:

1. Enthusiastic about using the spaces for socialization and rest.
2. A potential of the spaces for interaction was expressed.

A few months later:

1. Disappointment about the lack of proper infrastructure for staying, socializing and interacting.
2. The spaces were considered public in a formal and not functional sense.
3. A prolonged stay was considered difficult due to the lack of infrastructure.

IV. DISCUSSION

The results of this study show that the normalization of movement creates a silent division between those who adapt to the model of the active city and those who do not find themselves in these expectations. Individuals who do not act at a fast pace are not directly excluded from urban spaces but are forgotten and gradually become invisible. The exclusion is not done through concrete

regulations but through the lack of infrastructure, the transformation of public spaces into passage corridors and not at all inviting, the development of technology at a fast pace and difficult to follow by people belonging to this group. Even the design of the city begins to adapt to these phenomena by not creating equal conditions for all different urban rhythms.

One of the main consequences of this approach is the fact that the answers pass from planning and design policies to the individual, because the difficulties of citizens to adapt to the pace become personal problems and not general problems of urban design. In this way, slowness, fatigue, the need to stay, are not treated as conditions of urban law, but as a deviation from the desired norm.

All this is to show that the recognition of the right to stay requires a reconceptualization of sustainable mobility. Mobility must be perceived as a comprehensive service and not understood only as a promotion of active movement through the city.

This paper does not aim to call into question the value of sustainable mobility, but to contribute even more to its deepening. A truly sustainable mobility acts equally for all citizens in the service it offers, taking into account all the different rhythms of life that they lead. In this way, truly sustainable mobility improves civic life but risks producing new forms of exclusion.

V. CONCLUSION

Through this article, we understand that in contemporary cities, the disappearance of the right not to move is a silent process. The comparison made between two cities with different urban development characteristics shows that the urban scale changes the form of exclusion, but not its essence. The city must be sustainable without any kind of differentiation and sustainability does not always have to do with constant movement. Sustainability has to do with how efficiently it presents itself to citizens at all paces of life. A mobility that requires constant movement is not always called inclusive.

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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

	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 - Doklejšda 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	