



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.



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February 2026
POLIS University, Tirana, Albania

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MAPPING DISTANCE AND TIME: LEVERAGING ISOCHRONE INTELLIGENCE IN EMERGING CITIES

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Abstract

Urban areas often face significant transportation challenges due to mixed land-use development and inadequate travel services, which exacerbate accessibility issues in metropolitan areas. This study focuses on Tirana, the capital of Albania, where residents everyday encounter difficulties in reaching their destinations. These challenges stem from the city's growth patterns and a lack of planning regulations, leading to traffic congestion and irregular land-use configurations. In these terms, the research aims to quantify accessibility to the city center and other POI (Points of Interest) by using different modes of transportation at different times of the day. It also seeks to analyze the effectiveness of isochrones and tailored indicators in capturing the time-efficient performance of monocentric road networks.

Contemporary platforms that provide advanced time- and distance-based accessibility tools can inform and calculate in real time, multi-modal journey times. Using demographic and housing data from Albania's 2023 Census together with street-network and various transport layers we have generated multi-modal isochrones (walking, cycling, driving, transit) across multiple thresholds (10 - 30 minutes). This approach enables us to quantify population and amenity catchments, accessibility indices and examine the relationships between accessibility and local property values, while controlling for urban morphology indicators such as block typology, building height, and land-use mix. As a result, we conduct a comparative analysis of outputs across different isochrone generations, evaluate their robustness and discuss the ethical and planning implications for equitable urban development and investment strategies.

Keywords: transportation, isochrones, accessibility, traffic congestion, urban development

I. INTRODUCTION

In many scientific disciplines, including geography, urban planning, and transportation planning, the concept of accessibility is crucial to the formulation of public policy. However, the concept of accessibility is frequently misinterpreted, poorly defined, and poorly quantified. It is, in fact, very challenging and hard to find an operational and theoretically sound definition of accessibility. Because of this, land-use and infrastructure policy plans are frequently assessed using accessibility metrics that have significant methodological drawbacks but are simple for academics and policymakers to understand, such as traffic volume or travel speed on the road network.

With regard to passenger transportation, we define accessibility as the degree to which land-use and transportation systems allow (groups of) people to use a (combination of) modes of transportation to get to activities or destinations. Accessibility measurements are thought to be indications of how land-use and transportation changes and policy plans affect society as a whole (Geurs, 2004). The availability of social and economic opportunities for individuals or the degree of access to necessities for human existence like jobs, food, health care, and social services, as well as the possibility of social interaction with family and friends can be demonstrated by accessibility measures, which can then be used as a social indicator.

In order to plan and manage urban transportation, it is essential to measure and evaluate the time-effective performance of complicated road networks (Price, Langford, & Higgs, 2022). Both time and distance can be interpreted from the same tool called an isochrone⁵. The benefits of isochrones are many, but what we want to highlight is the possibility of converting a routing problem into a spatial join⁶ problem, as shown in figure 1. One can determine with a good accuracy how far each POI lies from the start point for a particular mode of travel by intersecting the isochrone (polygon/area of equal distance or travel time) with a POI layer represented by points or building polygons (spatial join). This eliminates the time-consuming process of calculating routes between a source and a variety of destinations (POIs – Points of Interest).

As a means of achieving the objectives of this study, the TravelTime API is used, which is a platform that relies on time-based accessibility analysis, multimodal transport data, and sophisticated routing algorithms for data analysis. In contrast to conventional distance-based methods, the TravelTime API integrates historical and current traffic conditions, public transportation schedules, and the existing road network's layout in order to determine what distance users (people, bicycles, vehicles) may travel within a certain time limit. Hence, it is possible to depict urban mobility and accessibility more accurately.

⁵ An isochrone is a contour on a map, connecting points that have the same travel time from a starting location, creating a "catchment area", unlike a simple radius which ignores real barriers like roads, traffic and geography.

⁶ A spatial join in GIS merges attributes from two different spatial datasets (layers) based on their geographic relationship, like being inside, intersecting, or near another, instead of a common text ID.

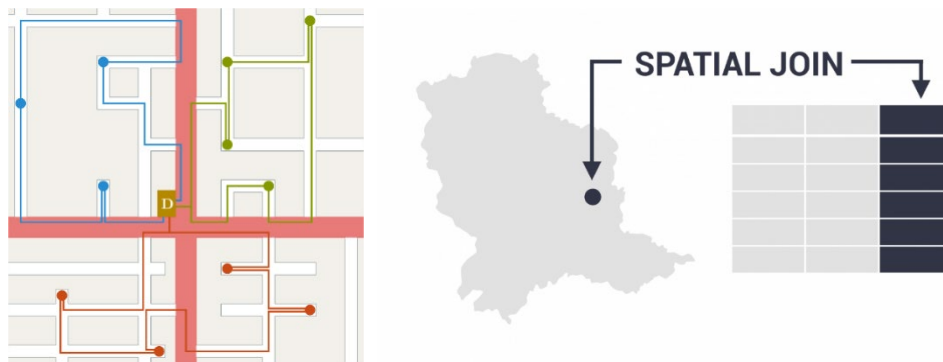


Figure 3. An illustration of a routing problem in a road network (left) and illustration of the spatial join in GIS connecting geographic points with datasets. (source: creativecommons.org and gisgeography.com)

II. METHODS

1. Study area

Tirana, Albania's capital and major urban hub, has seen one of the most rapid demographic shifts in the Western Balkans. About 912,000 people live in the municipality of Tirana, making up roughly one-third of the nation's total population, according to the 2023 Albanian Census. (Institute of Statistics of Albania, 2023). The metropolitan region has around 1 million inhabitants due to regular commutes from nearby regions as Durrës and Elbasan, not including the seasonal migration of students and tourists.

Since the early 2000s, Tirana's urban footprint has dramatically expanded as a result of the city's economic concentration, informal suburban growth, and internal migration. This expansion has resulted in the formation of a polycentric urban layout, with secondary hubs such as Fresku, Astir, Sauk, and Kombinat forming without a strategic mode of transport connectivity. These regions are being developed in an organic manner without a well-defined vision of territorial strategy, which has led to the accumulation of traffic congestion and the irregular distribution of land use patterns. (Aliaj, 2003)

Significant mobility issues have been directly caused by this fast urban expansion. During the decade from 2010 to 2023, the number of private automobiles registered in Tirana grew from over 180'000 to over 300'000 (Institute of Statistics of Albania, 2022). Yet, the road infrastructure was unable to keep up with the surge. To make things worse, reliance on private vehicles has also increased due to the lack of fast public transport (such as trams or metro), bus-only public transportation, and poor bike infrastructure. Additionally, the daily demand for travelling to locations like Skanderbeg Square, the Boulevard axis, and the "Ring Road" corridors has increased due to the spatial imbalance between residential growth in the periphery and employment concentration in the core sections.

The city of Tirana's traffic congestion is caused by a number of factors, including limited road structure, fragmented urban design, restricted transportation options, and strong demographic pressure. It is common for peak-hour traffic to concentrate in areas like Unaza e Madhe, Komuna e Parisit, Zogu i Zi, and Rruga e Elbasanit, where urban growth has exceeded the capacity of the transportation system.

Everyday commute patterns display a strong radial flow in the direction of the city center. In fact, during peak hours, the average commute time for residents of peripheral districts such as Astir, Sauk, Fresku, and Kombinat is often between twenty and thirty-five minutes. Such trip durations indicate a growing accessibility imbalance that is occurring in these locations and the situation becomes more dramatic in critical occasions such as reaching the medical services, or in case of extinguishing fire. (Balsa-Barreiro, Batista, Hannoun, & Menendez, 2025). In light of these considerations, Tirana is an excellent example of a case study that may be used to test out isochrones, accessibility modeling, and TravelTime API tools. Consequently, this makes it easier for researchers to evaluate the differences in commute times across the metropolitan region and to quantify the accessibility discrepancies between central and peripheral urban areas. (Ma, Xu, Qin, & Zeng, 2025)

1.1. Application

Based on the importance of travel accessibility, this study employs a GIS-based isochrone model to quantify accessibility, as well as a TravelTime analysis to evaluate how suggested solutions affect movement patterns, transportation efficiency, and spatial equity in an urban setting.

QGIS is used as the main GIS platform for the collection, processing and spatial analysis of urban accessibility data in Tirana (Lepetiuk, Tretyak, & Maksymova, 2023). The study is improved by two important modules: QuickOSM/Overpass Query, which uses customized queries to extract detailed data from OpenStreetMap, and the TravelTime platform, which allows for the generation of isochrones based on specific journey times. Both of these modules are referred to as "plugins." The combination of these two tools results in the establishment of an integrated technique for calculating accurate distances and evaluating the real accessibility to a variety of urban facilities.

1.1.1. Data collection with Overpass Query⁷ (QuickOSM)

Three separate sets of queries were created to download data on:

- educational institutions

⁷ An Overpass Query is a specialized command written in the Overpass QL (Query Language) used to filter and extract specific raw geographic data (nodes, ways, and relations) from the OpenStreetMap (OSM) database.

- healthcare institutions
- emergency facilities

- Educational Institutions

The first set of queries included all OSM objects with the amenity key associated with educational functions, such as: childcare, kindergarten, school, college, university, language school, driving school, music school, dancing school and preparatory school. This query aims to capture the entire spectrum of educational facilities from early childhood education to specialized institutions and higher education.

- Healthcare Institutions

The second query was designed to collect an expanded list of healthcare facilities, using combinations of the key amenities of healthcare, including: hospital, clinic, doctor, dentist, dental laboratory, pharmacy, maternity, physiotherapist, alternative medicine facilities. This grouping includes both major hospital structures, as well as providers of primary care, dental, pharmaceutical and laboratory services.

- Emergency Facilities

The third query included critical emergency locations, including ambulance stations (amenity = ambulance_station), emergency entrances to hospitals and emergency access points. This dataset was utilized to assess the city's emergency coverage and evaluate potential response time in critical situations.

The data generated from the queries are stored as separate layers in QGIS

The separate layers for each critical building category are:

- Education Facilities Layer
- Health Facilities Layer
- Emergency Services Layer

In preparation for display and analysis, each layer was cleaned, checked for duplicates, and classed according to functional categories according to their respective functions.

1.1.2. Generating Isochrones Using the TravelTime API Plugin

INSTAT (Household Transport Survey), Tirana Municipality SUMP⁸, and the World Bank have all carried out mobility studies, despite the fact that there is a lack of data in a developing country like Tirana (Municipality of Tirana., 2019). Researchers are able to establish isochrone categories for this study with the use of these reports regarding urban transport evaluation, which provide insights into average trip durations and modal patterns. Depending on the location, the average

⁸ SUMP – Sustainable Urban Mobility Plan. The first SUMP was finalized in July 2020, as part of a larger initiative called SUMSEEC II (Energy-efficient Urban Mobility in South-eastern European Countries), funded by the German Ministry for Economic Cooperation and implemented by GIZ.

commute time might range anywhere from less than ten minutes in the city center to twenty-five to forty minutes in peripheral neighborhoods, according to the data.

After conducting data analysis, we concluded that assessing the city's accessibility within 10-, 20-, and 30-minute travel intervals during peak hours, both directions - from the city center to specific metropolitan zones and vice versa - was the most effective approach. (Munkhbayar, et al., 2025) This method was employed to evaluate the ease with which residents could access medical and educational services under real traffic conditions at 8:00 on Monday mornings. This specific time was selected as it is the most usual peak hour of the week that affects all the corridors consequently.

1.1.3. Selection of 4 urban areas for detailed analysis

Five urban districts were selected for an in-depth accessibility analysis:

- Fresku
- Kamza
- Sauk
- Kombinati

These areas are peripheral, with high residential density and often with limited access to the center of Tirana and public services. Residents in these districts may face challenges such as longer commute times and limited access to essential services like healthcare and education, and this is exactly what we want to find out through the proposed methodology.

Additionally, the lack of various public transportation options can make it difficult for people to reach employment opportunities and recreational activities. This can lead to social isolation and economic disadvantages for those living in these peripheral areas.

1.1.4. Calculating access to facilities

- For each of the four zones 10/20/30 min isochrones were generated by public transport, at 08:00 AM that is evaluated as peak hour during work days.
- The number of educations, health and emergency facilities within each isochrone was counted.
- The same procedure was repeated using different driving mode, in order to give a comparison about the difference between private and public transport.

This process allows evaluation of real accessibility to services based on current traffic patterns and the availability of public transport in Tirana.

III. RESULTS

The proposed methodology offers a thorough understanding of how people move through and engage with urban areas by utilizing the advantages of both OpenStreetMap (OSM) data and TravelTime isochrones. In addition to highlighting locations with excellent accessibility, the generated detailed map (figure 2) also points out areas that might be underserved by the infrastructure in place. In order to improve connectivity and guarantee fair accessibility to critical services throughout Tirana, policymakers and urban planners need this information.

Additionally, by integrating these datasets, dynamic analysis is made possible, allowing stakeholders to simulate different scenarios like modifications in public transportation routes or the effects of new developments on accessibility. Making decisions that support sustainable urban growth is facilitated with this predictive capability.

In terms of service delivery, this tool can help to optimize the positioning of vital services, such as schools, emergency response units, and medical facilities, by making sure they are within the population's reach. Another advantage is the identification of traffic bottlenecks and suggesting alternate routes or modes of transportation, which also aids in efforts to lessen congestion and enhance traffic flow.

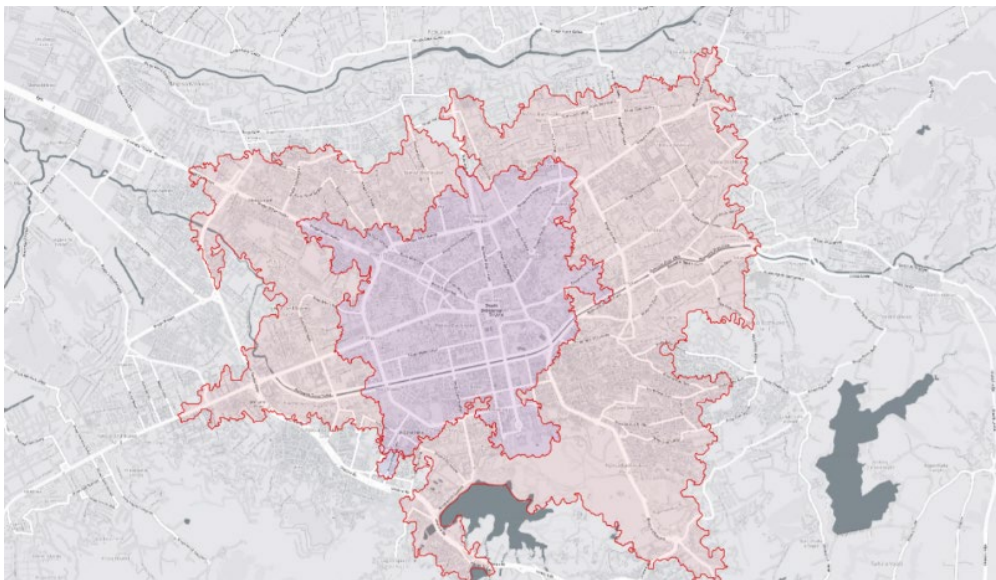


Figure 4. Accessibility isochrones from city center in 10-20 minutes time intervals

The following maps (figure 3 to 6) illustrate the accessibility isochrones of the selected urban districts via public transportation and private vehicles under peak hour traffic conditions. In every photo three different isochrones are evidenced, respectively the 10-, 20-, and 30-minutes time intervals. As part of the analysis process, the three categories of facilities – technically, in terms of this research they will be called POIs – were overlaid on the generated isochrones for each district, using different symbols for:

- educational institutions (black points)
- health institutions (yellow points)

- emergency facilities (brown points).

According to the analysis of Fresku district (figure 3), few POIs are reachable by public transportation within maximum of 30 minutes of travel time, whereas the reachability increases significantly if private transportation is used.

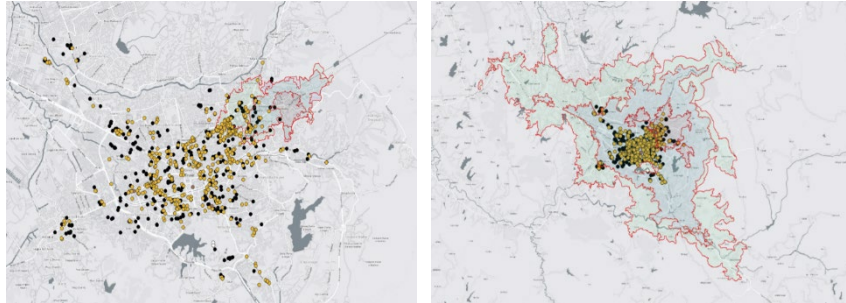


Figure 5. Accessibility map from Fresku using public transport (left) and private transport (right)

In the case of Kamez district (figure 4), the situation is more critical, as it is very apparent that almost no POI can be reached via public transport within 30 minutes, whereas with private transportation very few POIs are reached within 10 or 20 minutes, as they become reachable at the 30-minutes isochrone.



Figure 6. Accessibility map from Kamez using public transport (left) and private transport (right)

Another tableau appears in the case of Sauk district (figure 5), as comparing both photos left and right, it is obvious how inaccessible the POIs are via public transport, whereas via private transport almost all the POIs can be reached within the 20-minute isochrone. This case is quite similar with the Kamza district, with the only difference that Sauk location is a bit closer to Tirana's city center.

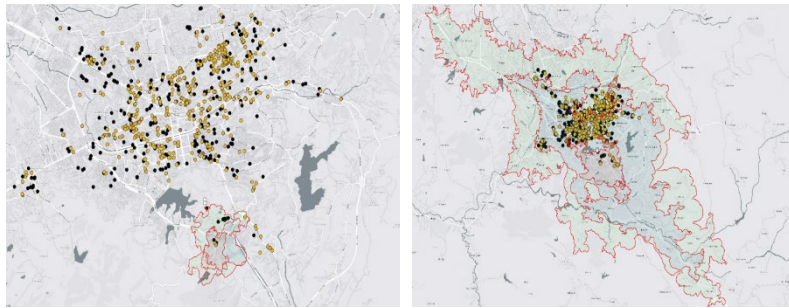


Figure 7. Accessibility map from Sauk using public transport (left) and private transport (right)

In the last district, Kombinat (figure 6), the characteristic shape of isochrones is quite linear, and it depends heavily on the urban morphology of how Kombinat was formed, since it has only one main road axis and all other road networks depend on and communicate with this main one. This is also one of the reasons why this district is selected as case study. From the maps, it can be seen that public transportation's reachability is quite petite in comparison to private transportation's reachability.

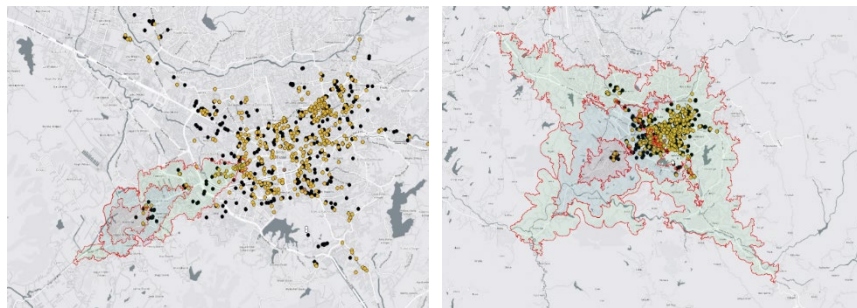


Figure 8. Accessibility map from Kombinat using public transport (left) and private transport (right)

IV. CONCLUSIONS

A major conclusion of this study is that public transportation is much inferior to private transportation, when compared. The public network infrastructure depends on buses as the only means of transport, in a city that is passing over 1 million inhabitants, which is the capital of a state and also the biggest metropolis in the region.

Consequently, residents must endure long waiting times and overcrowded buses, which makes commuting stressful and ineffective. Many are forced to rely on private vehicles due to a lack of dependable public transportation options, which exacerbates traffic congestion and pollution. As a result, residents' quality of life is severely impacted by the city's inadequate public transportation system.

Increased use of private vehicles results in increased emissions of air pollutants and greenhouse gases, which exacerbate climate change and deteriorate air quality. In addition, increased fuel

consumption and energy waste are caused by traffic congestion. In addition to harming the city's ecosystem, this environmental stress poses health risks to its residents.

To address these challenges, it is essential to invest in a comprehensive public transportation system. Expanding the network to include light rail or trams could significantly alleviate pressure on buses and reduce traffic congestion. Moreover, implementing dedicated bus lanes and increasing the frequency of service would make public transport more efficient and attractive to residents. As Tirana is already overcrowded with traffic primarily caused by private transportation use, it is now the time to take more sustainable measures, such as investing in a public transport strategy and implementing it as soon as possible.

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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	