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THE IMPORTANCE OF TRANSPORT FOR TOURISM DEVELOPMENT IN KOSOVO

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Abstract

Based on the conclusions and opinions heard in the study, this paper assesses the strategic importance of transport for the development of tourism in the Republic of Kosovo. Transport is a factor and an element of tourist movements, communication in space, mainly determined by the moments of transport, or in terms of how the movements or possibilities of means of transport will be realized. Assuming conclusions and attitudes on transport, this study describes the strategic importance of corridors 10 and 8 for the development of tourism in the Republic of Kosovo and provides some of the essential guidelines and measures for the proper tourism development of our country aiming at the connections in these corridors.

In the absence of direct access to the seas, Kosovo has developed only two of the three types of transport: land transport (automobile, rail) and air transport. The road network in Kosovo is divided into: international (Highways), highways (National), Regional roads, which are under the administration of the Ministry of Infrastructure (MI), local roads which include these roads, urban roads and rural roads, which are under the administration of Municipalities. The only functional airport in Kosovo, "Adem Jashari International Airport", is located at a distance of 15 kilometers from the Municipality of Pristina.

Key words: *corridor, economy, trade, development, organization.*

Entry

Transportation is a very important activity of humanity. It is an indispensable part of the economy and plays an important role in spatial relations between localities. Transportation creates valuable links between regions, economic activities, population and the world. Transport is a factor and consequence of economic development (tourism development).

Transportation is a factor and an element of tourist movementscommunication in space, is mainly determined by the moments of transport, or in terms of how the movementsor possibilities of means of transport will be realized. The development of different branchesof transport enables the movement of a larger number of people, having a positive impact onthe development of tourism.In addition to the organization of transport is one of the most important factorsdefining the overall development of tourism, so it is hardly possible to distinguish travel transport from tourist movements. In developed European and worldcountries, forecasts for the state of transport are made with modern tools and software without which traffic engineering can not be imagined. So, in addition to facilitating the work,traffic engineers receive results and benefits, in cases of introducing a new type of traffic control, without conducting experimental tests directly in the field, such a thing is also used in controlling or monitoring entrances and exits. of tourists from other countries to Kosovo.

Connecting Kosovo with the European road corridors E10, E8 and the Adriatic Highway is a challenge for us, and based on that we need to create a strategy for joining these corridors. In the corridor E10 we could be connected through the highway M25 (Prishtina – Besianë), or

through the highway Mërdare – Durrës. In the E8 corridor (Durrës – Varna), Kosovo could be connected through the Highway Prishtina – Hani i Elezit), for the development of tourism in the Republic of Kosovo, access to these important corridors, is the right way how they can include tourist movements international and gain more financial benefits to households and the state.

If we take into account the distance and the condition of the road infrastructure, then it is easy to understand that some of the countries in the region will use the road network of Kosovo to reach the countries / countries. From the presentation of the idea for the need to build a road to its construction, it is necessary to make numerous studies of traffic, economic and social importance, in order for the construction of the road to correspond to the type of destination. The development of modern road construction enables the great advancement of motorization and vice versa. Good road reduces the consumption (damage) of tires, fuel, vehicle equipment. In other words it reduces traffic costs. On modern roads the effect of traffic is more fruitful than on roads with weak elements and poor construction.

Transport in Kosovo

The types of transport in Kosovo are:

1. Land transport (Automotive, rail)
2. Air transport

The central position in the Balkans has theoretically created the possibility of being a country through which, if no more, but at least it must be passed through. If we refer to the map (Road Network – Core) and analyze the corridors and main roads of Southeast Europe, it can be seen that through the territory of Kosovo pass two important roads which connect Kosovo with other countries in the region. These two roads, in addition to connecting Kosovo with other countries, enable these countries but also Kosovo itself access to the coast, respectively port, reducing distance and time.

Road infrastructure in Kosovo

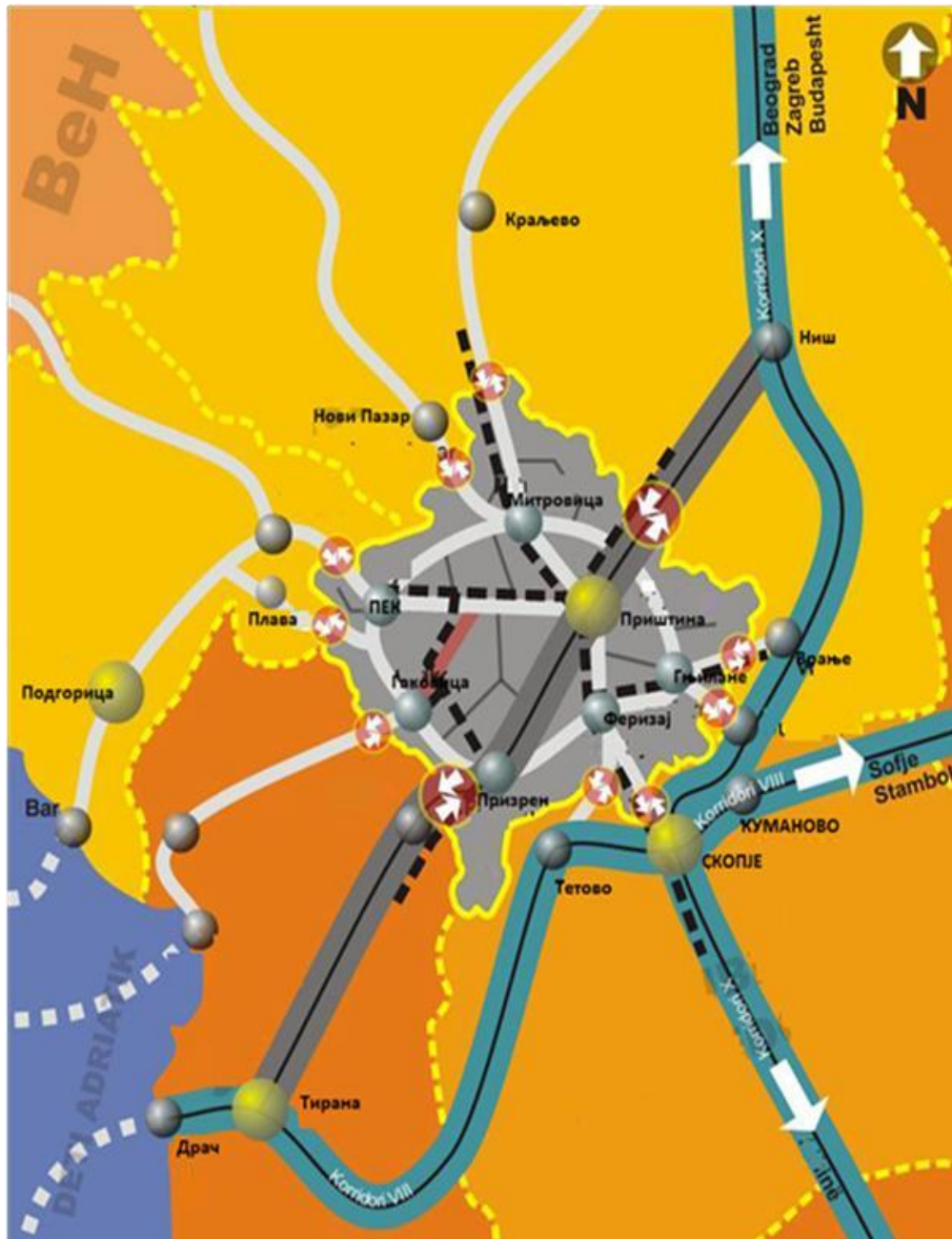
The road network in Kosovo is divided into:

1. International (Highways)
2. Highways (National)
3. Regional Roads, which are under the administration of the Ministry of Infrastructure (MI)
4. Local roads where these roads are included:
 - Urban roads and
 - Rural roads, which are under the administration of the Municipalities

Connecting Kosovo with the European road corridors E10, E8 and the Adriatic Highway is a challenge for us, and based on that we need to create a strategy for joining these corridors. In the corridor E10 we could be connected through the highway M25 (Prishtina – Besianë), or through the highway Mërdare – Durrës. In these directions (west – east), passes the highway road traffic M25.3 Ferizaj – Gjilan – Bujanovc and (north – east) highway M25.2 Prishtina – Gjilan – Bujanovc making the position favorable of this area. Kosovo is a member of the Southeast European Transport Observatory (SEETO). In order to stimulate the development of transport infrastructure in Southeast Europe, a Memorandum of Understanding for the development of the regional central transport network (CM) was signed, signed on 11 June

2004 by the Governments of Albania, Bosnia and Herzegovina, Croatia, Northern Macedonia, Serbia, Montenegro and the former United Nations Mission in Kosovo and the European Commission, the purpose of this cooperation is to develop the main and auxiliary infrastructure in the central regional transport network of Southeast Europe and to strengthen policies in this area, which facilitates such development. Geographical position, relief and geology have had, have and will have a great impact on the historical development of Kosovo, in general and its communication and communication inside and outside the space it includes in particular.

Looking at map 1 it can be seen that the central position of Kosovo in the Balkans, in Europe and beyond, highlights the economic and spiritual needs of the inhabitants of Kosovo and the surrounding area for greater tourist turnover and turnover in general.



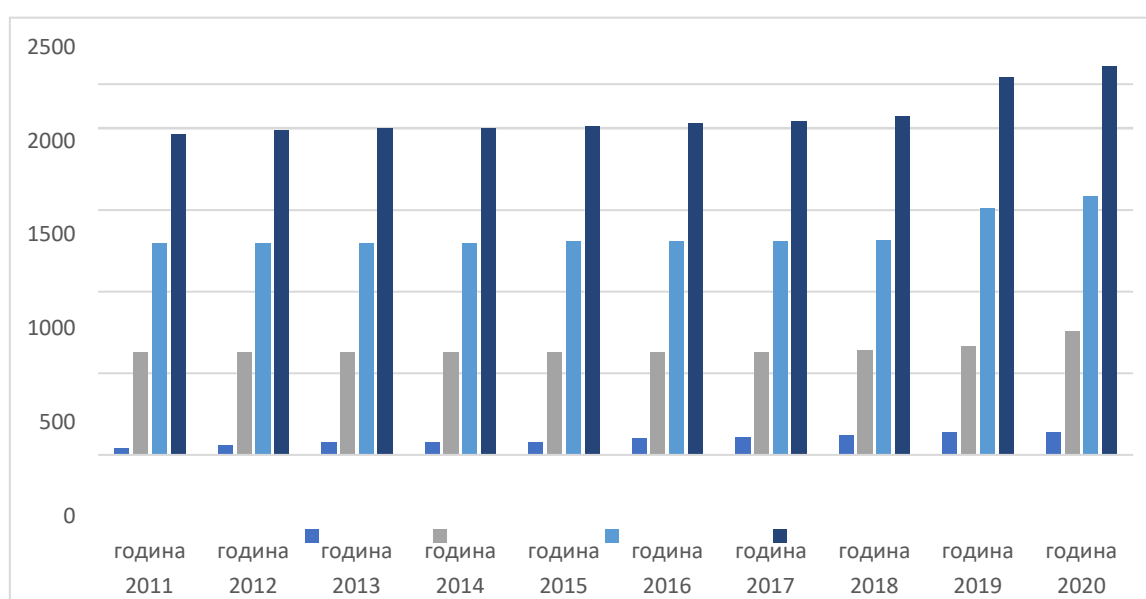
Maps 1. Kosovo's position within Corridors VIII and X in the Balkans
Source: Kosovo Spatial Plan 2010 – 2020 +

According to the presented data, it is noticed that in 2020 in the territory of Kosovo we have 2,378.7 km, where in the category of roads Auto roads are 5.8%, National 31.7% while 62.5% are Regional roads.¹

Roads / Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<i>Highway</i>	38.0	60.4	78.0	78.0	78.0	98.0	108.0	119.1	137.2	137.2
<i>national</i>	630.4	630.4	630.4	630.4	630.4	630.4	630.4	641.7	665.2	755.2
<i>regional</i>	1294.7	1294.7	1294.7	1294.7	1305.0	1305.0	1305.0	1313.9	1509.4	1586.3
TOTAL	1963.1	1985.5	2003.1	2003.1	2013.4	2033.4	2043.4	2074.7	2311.7	2378.7

Table 1. Length of Kosovo roads by categories in km 2011 – 2020

Data source: Ministry of Infrastructure



Graphic 1. Length of Kosovo roads by categories in km 2011 – 2020

Data source: Ministry of Infrastructure

KAS (Kosovo Agency of Statistics) from the Ministry of Infrastructure for the years 2009 and 2010 has received only the changes in the length of National and Regional roads and starting from 2011 onwards we have started to accept data for the category – Auto road. Thus, during 2011 we had a total of 38 km of new highways, in 2012 22.4 km were added to this, during 2013 also 17.6 km were added, in 2016 20 km were added, in 2017 10 km were added, in 2018 11 km were added, while in 2019 18.1 km were added and now the total length of Auto road is 137.2 km. In 2018 11.3 km of National Roads were added, in 2019 23.4 km were added, in 2020 90.00 km were added and now the length of National Roads is 755.2 km. In 2015, 10 were added. 3 km of Regional roads, in 2018 8.9 km were added, while in 2019 195.5 km were added. During 2019 and 2020 there have been several categorizations and re-categorizations of roads. Some local roads are categorized as regional roads but also from the

¹ Kosovo Agency of Statistics, Economic Statistics, Transport and Telecommunication Statistics.

regional road are re-categorized as national roads, and now the length of the Regional road is 1,486.3 km.²

According to the data we have at our disposal, the length of the network in Kosovo today has reached 2378.7 km, but which still does not meet the needs of the tourism industry in terms of normal tourist traffic, especially in terms of opening tourist movements to our country. The development of post-war road traffic (construction of the highway Prishtina – Prizren – Kukës, modernization of roads which connect the main cities of the country, modernization of local roads, etc.) resulted in the continuous emergence of new tourist destinations in the country.

Air transport (airport)

The only functional airport in Kosovo, „Adem Jashari International Airport“, is located at a distance of 15 kilometers from the Municipality of Prishtina. This is a great advantage of this municipality to encourage the arrival of foreign tourists. About 59% of foreign tourists visiting Prishtina travel by plane to this airport. While proximity is an advantage, the limited number of low-budget flights affects the influx of tourists.³ However, a major obstacle is the lack of public transport from the airport to the capital of Kosovo (Prishtina), which also appears negatively in the movement of tourists to their destinations. Transportation and guides are often covered by tour operators from Northern Macedonia.⁴ From Prishtina airport passengers travel to various destinations in Europe. This is made possible by various international and domestic airlines. The number of flights operated from Prishtina Airport in 2009 was 5,714, while the number of passengers (round trip) was 1,191,978 passengers.



Picture 3. Adem Jashari Airport Prishtina

None of the current urban traffic lines operate in the late hours of the night. As a result, nightlife visitors who need transportation are forced to use their own taxis or private cars. The first alternative is costly, while the second jeopardizes their safety. To facilitate movement,

² Kosovo Agency of Statistics, Economic Statistics, Transport and Telecommunication Statistics

³ Tourism development strategy. Municipality of Prishtina 2020.

⁴ Yes there.

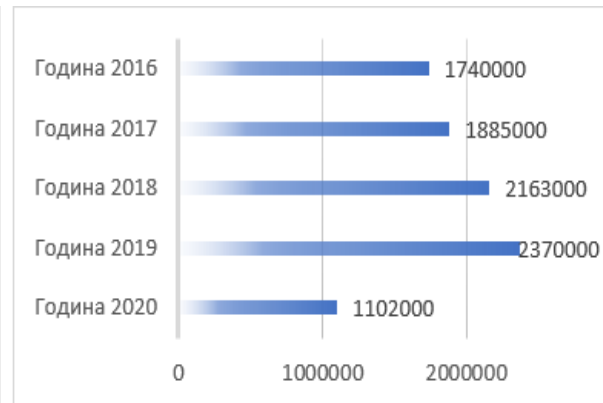
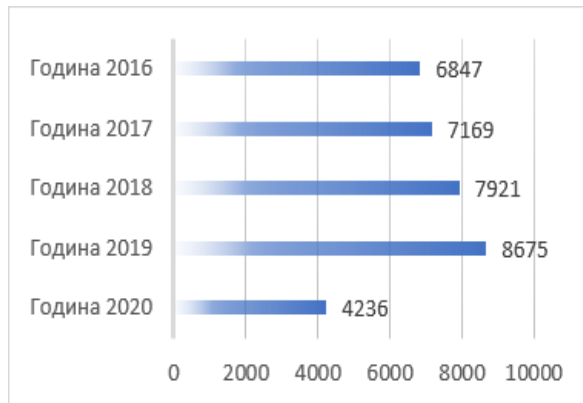
the main circulation lines will operate even in the late hours of the night. What should we do?

1. Providing a regular bus line from the airport to the city and vice versa.
2. Providing public transport in the late hours.

Year	Number of flights	Number of passengers
2016	6847	1 740 000
2017	7169	1 885 000
2018	7921	2 163 000
2019	8675	2 370 000
2020	4236	1 102 000

Table 2. Number of flights and number of passengers for the period 2016 – 2020

Source: Kosovo Airport



Graphic 2. Number of flights for the period 2016-2020.

Source: Kosovo Airport

Graphic 3. Number of passengers for the period 2016-2020

Source: Kosovo Airport

Kosovo border points

Transport has contributed a lot to the development of tourism in Kosovo, where the biggest impact is the expansion and modernization of the road network and the modernization of the airport „Adem Jashari” in Pristina, while the railway network in most cases is out of order in the development of tourism. It can be explained the great impact of road traffic on the development of butina tourism, the innovations that the car offers to participants in tourist movements and which above all are reflected in all the mobility of tourists. The impact of road traffic on the development of tourism in Kosovo was very pronounced and was reflected in the total transport turnover.

On the Kosovo – Macedonia border, Kosovo – Albania, Kosovo – Montenegro and on the border with Serbia there are the following points:

Albania:

1. Qafë Morinë – Gjakovë
2. Neck Prush – Gjakova
3. Morinë – Vërmicë
4. Orgjost – Orqushë
5. Borje – Gllloboçicë

6. Shishtavec – Krushë

Northern Macedonia:

1. Hani i Elezit – Bllacë
2. Gllloboçicë – Jazincë
3. Bellanoc – Stancic

Serbia:

1. Brnjak – Tabalije
2. Jarinje – Rudnica
3. Merdarë – Merdare
4. Mutivoda – Mutivoda

5. Dheu i Bardhë – Konçul

6. Muçibabë – Depce

Montenegro:

1. Towe



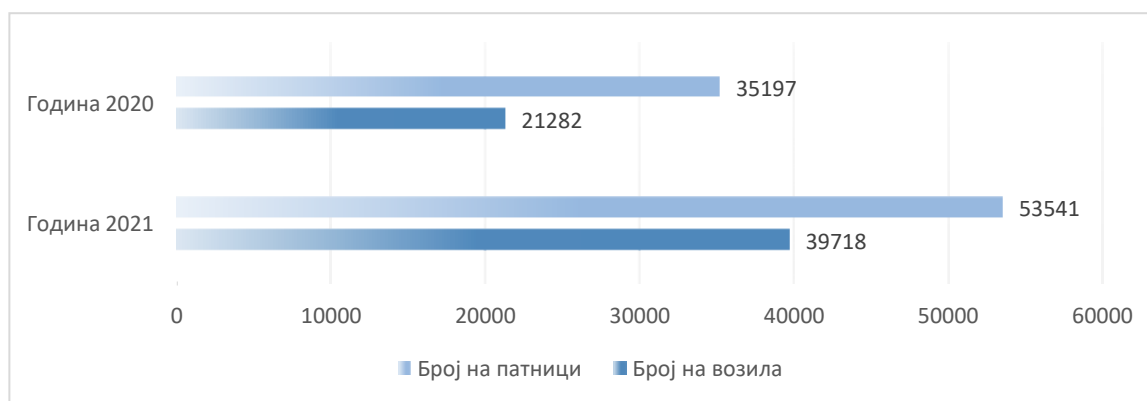
Picture 4. Hani i Elezit border crossing point (Kosovo – Northern Macedonia)

In addition, there is interest on the part of Kosovo to open new border crossings, such as in the village of Debelde – Viti, which on the one hand would enable shorter communication between villages located in the region of Gjilan and Kumanovo.

The borders of the Republic of Kosovo have been crossed: 20,079,046 persons, which compared to last year shows an increase of 76.93%; 7,104,175 motor vehicles, which shows an increase of 59.97% compared to the same period last year, while a decrease of 100% of trains.

Year	Number of vehicles	Number of passengers
2020	21 282	35 197
2021	39 718	53 541
I grew up in	18 436	18 344

Table 3. Entrances and exits of passengers at border crossings in Kosovo Source: Annual Report of the Kosovo Police, December 2021



Graphic 4. Entrances and exits of passengers at border crossings in Kosovo
Source: Annual Report of the Kosovo Police, December 2021

From what qAs can be seen from Table 3 and Graph 4, it is clear that from 2020 to 2021 we had an increase in the flow of passengers who used the border points of Kosovo with neighboring countries, and this increase in passengers is expressed by a percentage of about 52 % while the flow of vehicles an increase of about 82%.

We must also not forget that the last three years have had a negative impact on the Covid-19 pandemic, and this impact has not left the transport sector unaffected. Where for along time we were closed so even the transport did not operate at full capacity. Meanwhile, all other industries experienced revenue declines. Among the highest were in the construction industry with 47.08%, and trade, transport, accommodation and food service 24.4%.¹Tourism, transport, services and agriculture need to be given more support, especially micro businesses and SMEs, which have been hit hardest by the pandemic crisis.

Conclusion

The development of transit tourism in our country is closely related to the so-called urban tourism, which has to do with the degree of use of accommodation capacities in cities along which international highways pass, their number and quality along highways. The idea of modeling and designing tourist services in the economy of our country is inalienable due to the complete development of excursions, weekend trips, both from our country to neighboring countries and vice versa. In many tourism companies or enterprises, there are independent strategies for the development of tourism activities which, among other things, provide for a range of activities related to the development of tourism and tourism flows.

Connecting Kosovo with the European road corridors E10, E8 and the Adriatic Highway is a challenge for us, and based on that we need to create a strategy for joining these corridors. In the corridor E10 we could be connected through the highway M25 (Prishtina – Besianë), or through the highway Mërdare – Durrës. In the E8 corridor (Durrës – Varna), Kosovo could be connected through the Highway Prishtina – Hani i Elezit), for the development of tourism in the Republic of Kosovo, access to these important corridors, is the right way how they can include tourist movements international and gain more financial benefits to households and the state.

¹Impact of the Covid-19 pandemic on Kosovo's economy

The road network in Kosovo is divided into: international (Highways), highways (National), Regional roads, which are under the administration of the Ministry of Infrastructure (MI), local roads which include these roads, urban roads and rural roads, which are under the administration of Municipalities.

The only functional airport in Kosovo, Adem Jashari International Airport, is located at a distance of 15 kilometers from the Municipality of Pristina. This is a great advantage of this municipality to encourage the arrival of foreign tourists. About 59% of foreign tourists visiting Prishtina travel by plane to this airport.

Of particular importance is the construction of the modern highway Prishtina – Prizren, Prishtina – Hani i Elezit and the one which is under construction Prishtina – Gjilan which is one of the primary tasks of the Government of Kosovo provided by the Spatial Plan of Kosovo. And if the itinerary of these routes is not definitively defined. While the role of transport in the further promotion of tourism in Kosovo is indisputable. It is about different types in terms of tourism.

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