Slow road to Butrinti / Time-based reflections for an emerging touristic territory

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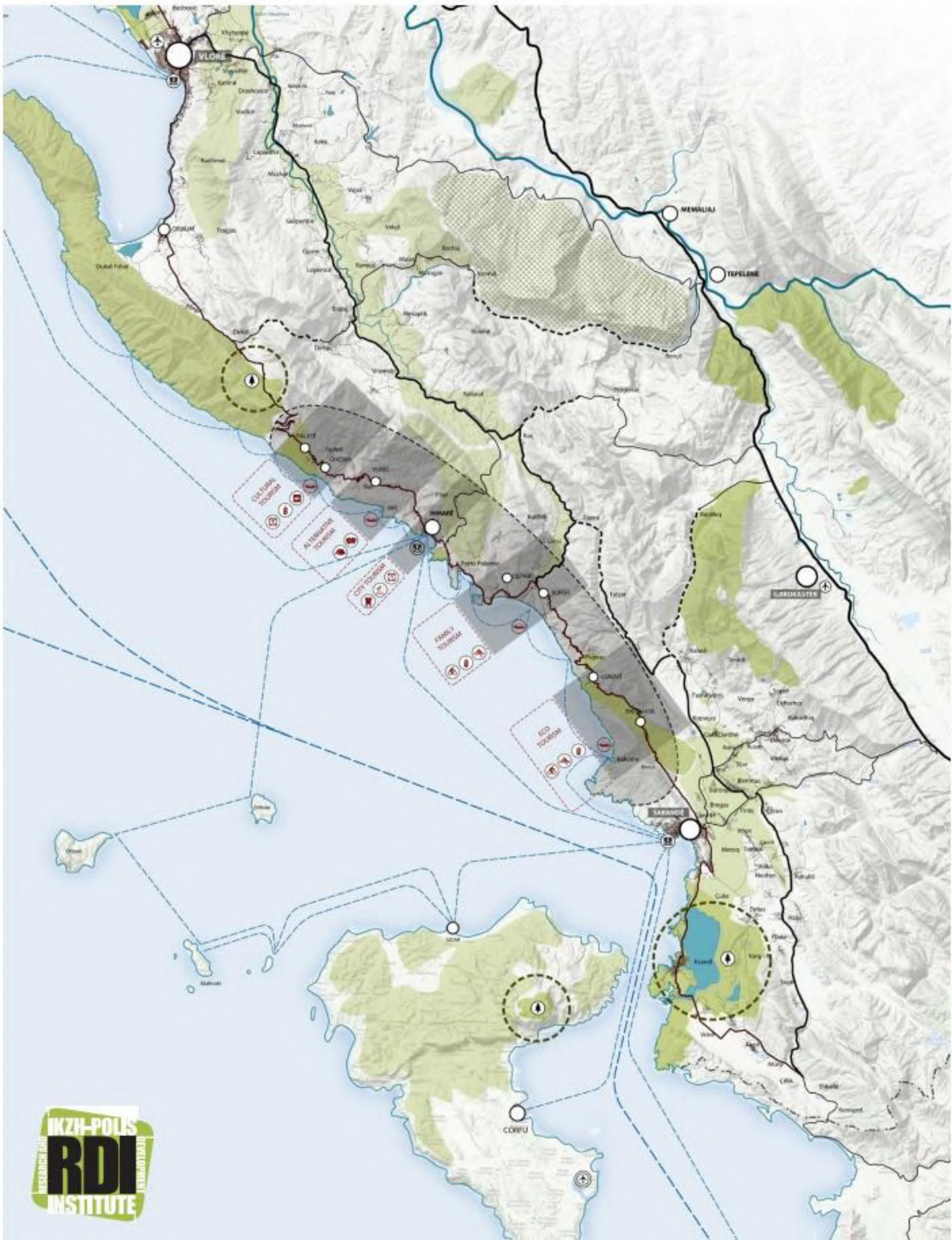
Observatory of Mediterranean Basin

Albanian Riviera

An alternative model of Progress and Development
for a Next Generation Albania

A Project of the Joint International PhD Program

POLIS University Albania / Ferrara University Italy



IKZH-POLIS RDI INSTITUTE

ALBANIAN RIVIERA

Tirana
2016

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An alternative model of Progress and Development for a Next Generation Albania.

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POLIS University, Albania / Ferrara University, Italy

IKZH / Research and Development Institute
OMB / Observatory of Mediterranean Basin

ISBN / 978-9928-147-34-9

Printed by / MALI PLESHTI PRINTING HOUSE 2016, Tirana

Editors / Prof PhD Besnik Aliaj, PhD Loris Rossi

Besnik Aliaj and Loris Rossi are the scientific responsibles for this publication, developed as result of the international PhD workshop in between POLIS University of Tirana and the Department of Architecture of Ferrara University, Italy. The publication collects practical and theoretical experiences elaborated within the context of the Applied Research Department, the Unit Observatory of Mediterranean Basin (OMB) and Metropolis l.t.d. In this publication Besnik Aliaj and Loris Rossi have also contributed in terms of contents in the introduction, interventions in some chapters, conclusions and in the elaboration of the index structure.

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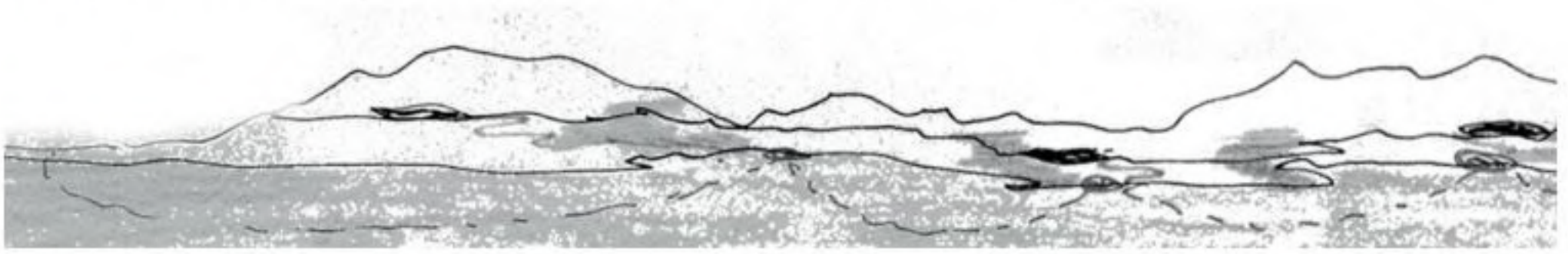
The scientific commitee was involved in the double-blind peer review process for the of the PhD researches contribuitions in chapter 3.*

Layout & Design / Enrico Porfido
English Editing / Kleitia Vaso

**All the contributions of this book have adopted the Harvard Quote System.*



contents

Slow road to Butrinti / Time-based reflections for an emerging touristic territory

keywords / tourism, light infrastructures, mobility network, time-based approach

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Abstract

In order to enhance tourism, while preserving the landscape qualities of the Albanian Riviera, its mobility system needs to be improved according to environmental assessments, economic feasibility considerations and an incremental strategy. This contribution aims at highlighting the opportunities that rise from a multimodal approach to the infrastructure development in emerging touristic contexts such as Albania. Showing how different transport and accessibility systems could be planned and integrated to build a sustainable network enabling diverse time-based experiences of the coast.

Experiencing the slow trip

South of Vlora, the bus turns around the bay offering a view of the peninsula separating the Adriatic from the Ionian sea. A long climb starts passing through the crowns of pine trees with views back to the bay. Once it reaches the Llogara pass, a spectacular panorama unfolds: the bus continues the trip, slowing down at every sharp bend along the road. It takes the whole day to get from Tirana to Saranda stopping at some stunning beaches, high cliffs and quiet villages. A sequence of diverse and peculiar landscapes leads south towards Butrinti, passing through the National Park wetlands until the archaeological site located on a hill overlooking the Vivari Channel.

"Albania's rugged coastline, with traditional villages nestled in isolated bays and golden beaches lapped by turquoise waters, was a revelation when travellers first started discovering the country a decade ago. Since then Europe's last untouched beaches have changed almost beyond recognition, but there's still plenty of reason to come here and explore this magnificent coastline where the Adriatic and Ionian seas meet ..."

"...And yet, despite the Riviera's transformation, there are still idyllic and breath-taking spots along this craggy coast. Here are some of the very best.[1]"

The popular Lonely Planet guide goes on listing Palasë, Dhërmi, Himara and Borsh among the best beaches of the so called Albanian Riviera. The author describes them with adjectives such as 'rugged', 'traditional', 'untouched', 'idyllic'. So far the isolation of the area (due to, among others, its geographical location and history[2]) has somehow protected these features. He implicitly points out the potentials of tourism development in the Albanian Riviera as well as the threats from which the coast might suffer, losing the very qualities that make it so attractive.

The intrinsic paradox coming from these considerations is the same that the sociologist John Urry (1990; 2006) describes as 'romantic gaze': in this process, the will to discover an authentic and unspoiled 'elsewhere' ends up compromising these places, acting as a pioneer of other far less romantic forms of tourism. The Southern Albanian coast, facing the transition from being a local touristic destination to an international

Fig1 / the Albanian coast descending the Llogara pass
source / internet

one, has to deal with such paradox.
Trying to conceive this territory's potential and the way its development can be sustainably managed[3], the present contribution analyzes some recurring issues concerning emerging touristic areas, stressing the relevance of the temporal dimension in such a process. As 'time' and its perception deeply affect the traveling experience, 'speed' seems to be a key factor in addressing strategies' effectiveness and touristic models in the early stages of their development.

For such contexts, infrastructural planning represents one of the most challenging issues due to its impact on the landscape and the long period required for planning and implementation. In the specific framework of the Albanian Riviera, the following text reflects and focuses on the topics of accessibility and mobility. The idea of a 'light infrastructure', based on a multimodal network across the coastline, aims at developing an effective system within a short period of time, allowing different time-based experiences of the coast. According to this vision two possible ways of travel are suggested and explored as they effect the landscape and the touristic offer itself: 'slow-motion' and 'time-lapse'.

Emerging touristic areas: recurring issues

Since 1990, when Albania shifted from a centralized economy to a liberal one, tourism has significantly increased. According to the Albanian Institute of Statistics (INSTAT), arrivals of foreign citizens have almost doubled in recent years (from 1.855.634 in 2009 to 3.672.591 in 2015) overtaking national tourism in terms of hotel overnights (260.000 versus 199.000). The pressure for touristic construction has constantly grown, boosted by public policies based on economic forecasts of their potentials in creating direct and indirect employment (Albania Ministry of Public Works, Transport and Telecommunication, 2007). Especially along the coast, the result has been the growth in private investments regarding hospitality and facilities, through both formal and informal development processes. Particularly, during the last few years public authorities are pursuing the establishment of a proper policy with the aim of preventing construction violations and preserve the historical, cultural and landscape heritage of the coastline (AKTP, 2014).
As Minca (1996) underlines, the attitude to of opening up investments while simultaneously fencing in, trying to

1 / MASTERS, T. (2015) The best beaches of the Albanian Riviera. Lonely Planet. [Online] 15th May. Available from: http://www.lonelyplanet.com/albania/southern-albania/travel-tips-and-articles/the-best-beaches-of-the-albanian-riviera [Accessed: 6th June 2015]
2 / Especially during Hoxha's monocracy until the 1990's, the Albanian southern coast was a sort of militarized border: a defensive line against foreign attacks and, above all, against Albanian citizens' attempts to escape from the country.
3 / Such reflections come from the International workshop 'Albanian Riviera. A new characterization of the southern landscape' that was held in Tirana at the Polis University from October the 24th to November the 9th, 2014. The authors, participating in the workshop, elaborated a proposal whose general premises are elaborated here. Where written sources and data fell short, they had to rely on the local experts' knowledge as expressed in the workshop.

Fig2 / Bunkers on the beach, Albanian Riviera
source / internet

preserve the local heritage, is symptomatic of emerging touristic destinations. In fact, entering in a worldwide competitive market where thousands of other regions have solid positions, these territories attempt to resemble their own stereotyped image although, at the same time, they have to change in order to construct all the basic structures which will contribute to a successful and effective hospitality model (accommodation system, commercial activities, infrastructural networks, etc.). In this way, such emerging touristic destinations drift away to a kind of "schizophrenic dualism" (Minca & Oakes, 2006) causing chaotic development. In this context, as a 'late entry' in the Mediterranean touristic market, present Albania has the chance to learn from other countries' mistakes and avoid them, governing tourism development rather than suffering from it.

A comparative analysis of the development processes that have characterized many Mediterranean coastal destinations during their transition towards a tourism-based economy points out some general recurring issues concerning, in particular, territorial governance and spatial planning. The study of existing literature on this topic underlines the importance of focusing on three main interconnected factors that should also be considered for the southern Albanian case, in order to give effective answers and choose appropriate strategies of intervention to manage the current transition phase.

The first factor deals with a lack of control in procedures related to developing hospitality and new touristic settlements. The growth of a touristic destination generally starts from specific cores through an informal or under-regulated process of space saturation; such process involves an urban growth tied to the construction of hotels, holiday houses and hospitality-related services. Indeed, concerning Albania, some studies (Hysa, 2012) indirectly prove the existence of a considerable number of privates individuals offering hospitality without being officially registered. This situation is the same with that of many Italian regions (such as Emilia-Romagna, Marche, Veneto and Liguria) which, starting from the 1970s, was regulated and transformed into an affordable hospitality model based on boarding houses and small hotels capable of satisfying a national and international mass-tourism demand.

Normally, in a following phase, as a destination's attractiveness increases, so-called 'environmental bubbles' are created to provide 'global tourists' with standard and average facilities: those protective, familiar and reassuring places they expect to find everywhere (Cohen, 1972). In other words, basic 'spatial and functional units' - featuring post-industrial touristic experiences (branded hotel chains, golf courses, amusement parks, beach resorts, etc.), rigidly organized according to the travel industry's encoded rules (Salazar, 2010) - make their first appearance and deeply reshape the original context, producing a new 'dystopic landscape' in a very short time.

The second factor of touristic transition in 'booming' territories deals with "domestic competition". Neighbouring towns

Fig3 / Riccione beach in the Italian Riviera Romagnola
source / internet

frequently end up competing, offering the same services because of a lack of marketing strategies, spatial coordination and supervision. Each single location tends to act on its own, relying on the similar amenities to boost its attractiveness. A visible effect of this phenomenon is a sort of runaway repetition of hosting typologies, formats and sometimes aesthetics references that, over time, end up evening out the touristic offer, thereby increasing competition between destinations oriented to the same target-groups and users.

Certain territories have converted this attitude into a successful model: the Italian Northern Adriatic Riviera is an example of how repetition, if taken to the extreme, can foster the development of a mass-tourism-oriented offer. This conurbation, strictly organized into a rigidly striped layout, spreads out with minimal variations almost seamlessly along the coast. Administrative boundary, city centres and, in general, any variation are barely perceivable by users whose touristic experience is limited to a restricted segment of the system where they can spend their entire holiday: just think about the sun-and-beach vacation with its repetitive rituals between the hotel and the beach.

Nevertheless, during the last decades, such mass tourism model has resulted hardly adaptable to market changes and the difficulties encountered in updating such a repetitive system demonstrates the necessity of planning more flexible and hierarchical contexts to satisfy the constantly changing touristic demand (Emanueli & Lobosco, 2010).

The Albanian Riviera, being at the first stage of its touristic development and also due to its morphology, is still characterized by a clear distinction between bigger and smaller urban centres. Various use modes coexist and succeed in diversifying the main spots on the coast according to different types of tourism (aimed at families, young people, 'backpackers' and other groups). On the other hand, some phenomena as the already mentioned proliferation of holiday homes and vacation proprieties, are now undermining such multiplicity with the risk of flattening the overall touristic offer.

A third factor concerns the ambiguous role of infrastructures in touristic development. As one of the essential components of tourism strategical planning, according to the scheme proposed by Laws (1991)[4], this role should be tackled and planned at the very beginning of the process in areas undergoing touristic transitions. Actually, the way infrastructure has been planned in touristic areas often disregards this principle, in particular overlooking the different aspects of the concept of 'time'. Most probably, the main consequence of this default affects the way in which the infrastructure is 'sized' and its efficiency evaluated.

Areas undergoing touristic transitions often start to actually face infrastructural issues when the networks are loaded beyond their capacity. At that point, existing (or new) infrastructure is upgraded (or built) in order to respond to an increasing demand of basic services by the growing number of visitors. As the

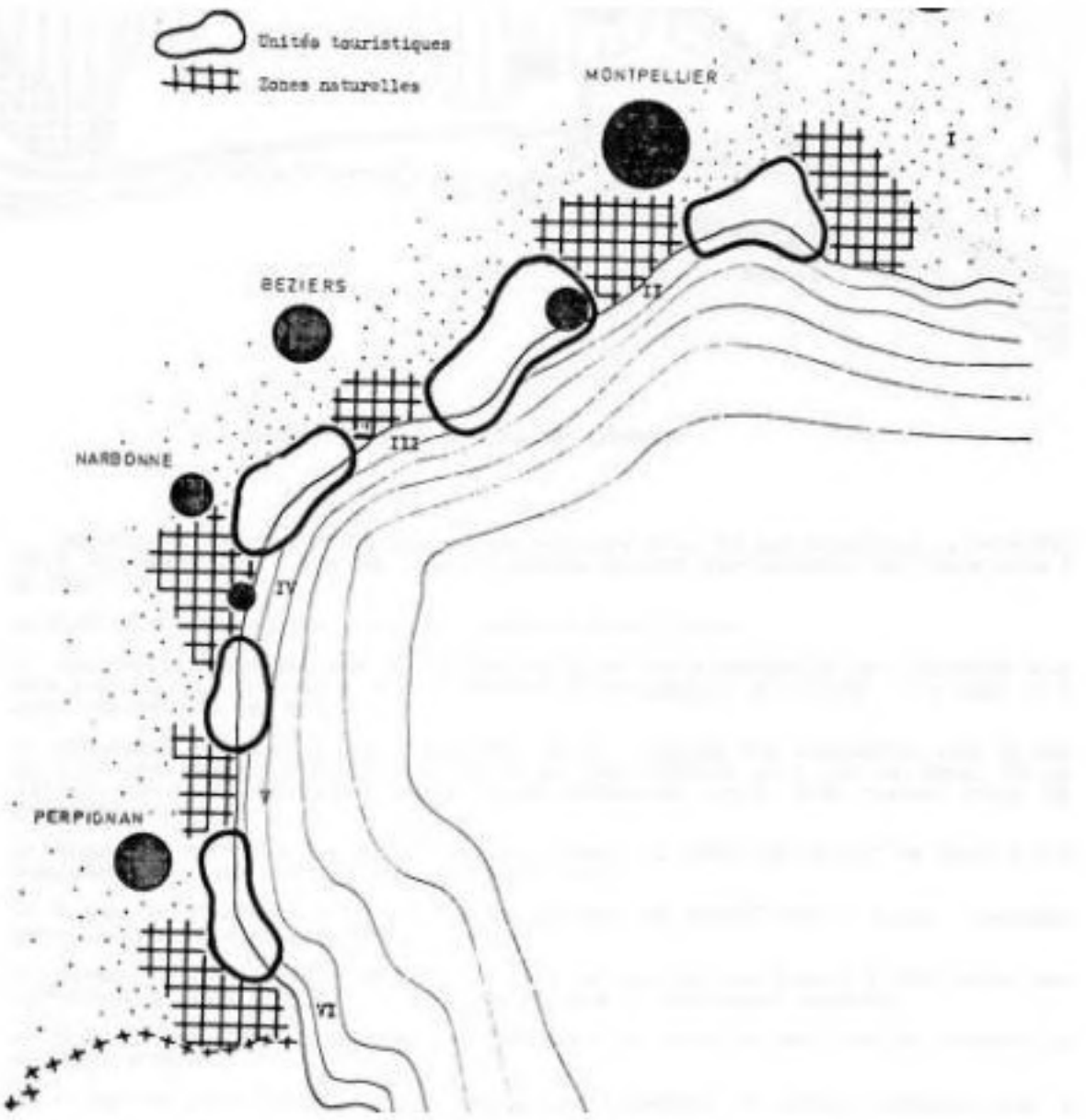

Fig4 / Map of the five 'Touristic Units' laid down by the Racine's Mission source / internet

mobility and energy demands rise, new works are built in a very rapid manner. Focused on catering for the increased demand, they are often planned with almost no attention to the relationship with the surrounding environment and landscapes.

Looking back at urban history, there are only a few circumstances in which touristic settlements have been developed with a longer-term temporal perspective; the 'Mission Racine' (the Racine's Mission), in these terms, is probably the most exemplary case.

Between 1963 and 1983 the 'Mission interministérielle d'aménagement touristique du littoral du Languedoc-Roussillon', promoted by the French Government and led by Pierre Racine (who provided the name for this initiative), brought to the completion of five 'unités touristiques' (touristic units) aimed at intercepting the touristic flows towards the Spanish littoral, simultaneously balancing Côte d'Azur's over-development. Such program pursued two other main goals: tackling the contemporary economical employment crisis in the regional wine industry and satisfying the increasing demand of affordable touristic destinations for the middle-class.

The Mission, probably the last European example of new town development[5], is extremely interesting in terms of the principles applied to the planning (Racine, 1980) in order to 'size' the five touristic destinations and fit them into the territory. In a virgin territorial context of 180 km of wetlands and inhospitable beaches, the strategic choices concerning the settlements' placement and dimensions were made on the basis of a clear vision regarding infrastructural needs, efficiency and potential in setting a brand new landscape. The towns were arranged so they could be reached by sailing within one day from one port to another: 9.000 moorings were distributed in 12 marinas integrated by 20 more landings along the coast. No settlement was allowed in between the towns; instead, reforestation was undertaken creating new natural areas. Urban areas were dimensioned proportionally to the seaside's carrying capacity: from 500 to 600 tourists per every hectare of beach. At the end of the process, the entire system was supposed to host about 263.000 tourists.

Nowadays the 5 touristic units include 8 destinations (Port-Camargue, La Grande-Motte, Carnon, le Cap d'Agde, Gruissan, Port-Leucate, Port-Barcarès et Saint-Cyprien) offering more than 500.000 beds. Although the social and cultural contest behind the 'Mission Racine' is far away from the present situation with even the way mass-tourism phenomena impacts society totally changed, some basic choices/concepts and the general approach to accessibility developed during that experience should be taken into account today for emerging touristic areas.

In fact, the key aspect of this French example is the strategic role that mobility and accessibility networks play in a large-scale area, addressing, at the same time, sustainability and environmental challenges.

The management possibilities of this kind

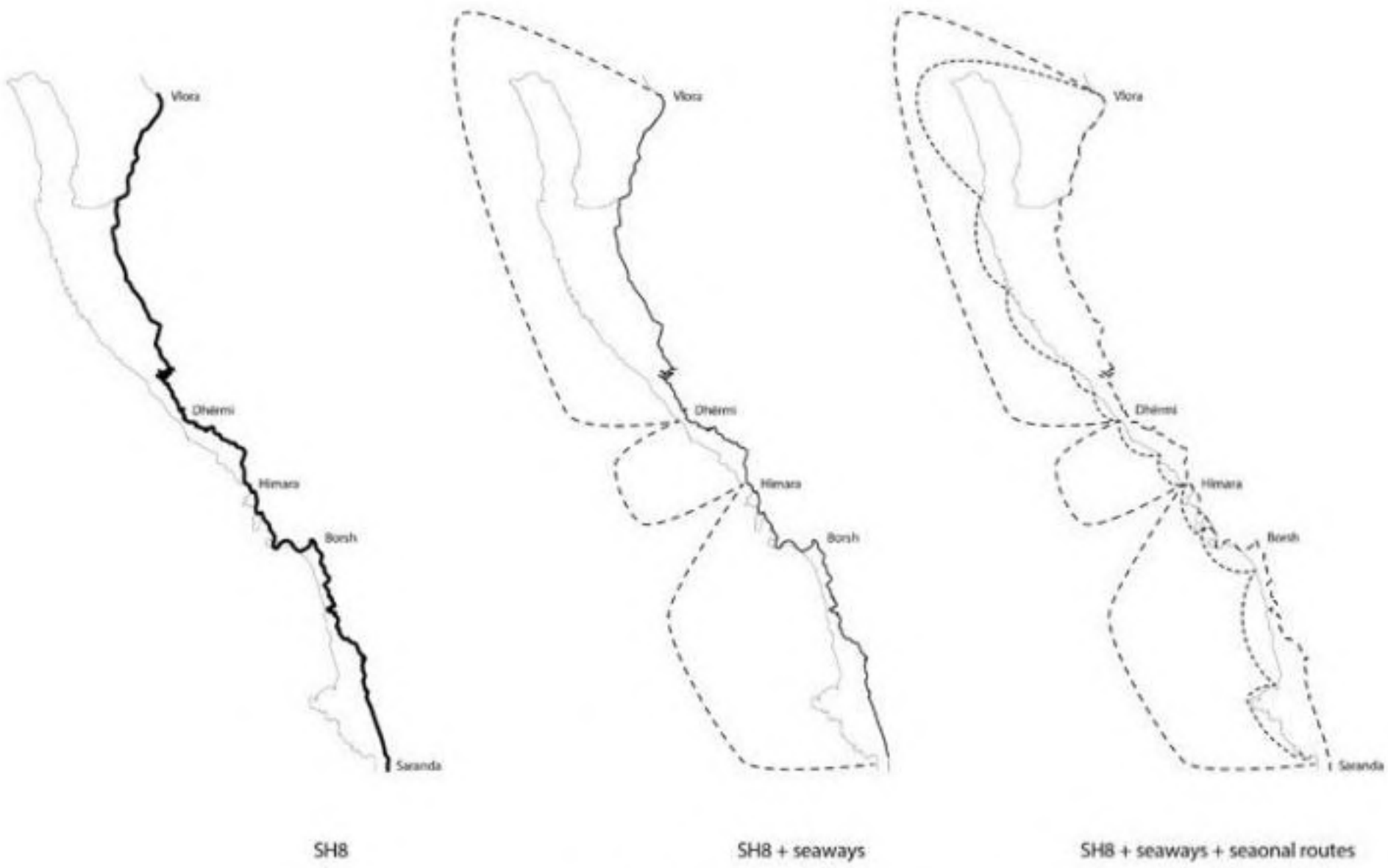

Fig5 / the 'light infrastructure' proposal for the Albanian Riviera
source / drawings by Lobosco and Lang

of process should consider the increasing unsteadiness of tourism itself, mostly due to its pertinence to a global market. As tourism impacts territories through uncontrolled leaps, exponential growth and brief visitors' peak periods or sudden crises can be generated by unexpected events (social, economic, natural, etc.)[6].
So the inadequacy of current planning tools, at least in terms of reactivity, in facing tourism-related economical and market factors, is more evident in many situations. Imbalances may often occur between the actual speed of change and the responses' timing: an adequate solution could be ineffective if it becomes operative after too long a lapse. From this perspective, a possible way out is to adopt strategies that deal with timing first: being quick, light, reversible (Erhard & Stünzi, 2011).
Only a "light and reactive" framework can face all these fast-changing needs: touristic transitions have to be managed in time, adapting to shifting needs. Specific conditions of the Southern Albanian Riviera, including its morphology, can help elaborate a new approach to the topic starting from a different strategy in space and time (Lupano, Emanueli & Navarra, 2010).
In fact, the situation along the Southern Albanian Riviera is reaching a critical point. Time to intervene is limited as certain uncontrolled settlement developments are irreversibly changing or threatening the landscape quality[7]. The potential of the Albanian Riviera mainly lies in its natural and historical heritage. What makes this territory special is the perception of uncontaminated landscapes next to authentic settlements. A clear, operational vision of the framework within which its development must take place is required; it should involve choices about tourism flows and models and environmental priorities.
The infrastructural system, especially its mobility components, has the potential to face these topics if designed to hierarchically structure the territory by regulating accessibility. It also could help addressing planning issues on vocational tourism-related services of the different Riviera destinations, avoiding repetition and the risk of internal competition between adjacent localities.
Since mobility infrastructure may play the role of steering tourism development and modes, its efficiency and immediate

4 / Tourism Components can be understood as the Demand in Tourism Industry. Urban Design has the role of supplier, creating and providing supplies for the demand of tourism industry. By understanding the demand, Urban Design Components can be categorized into 3 groups: 'Primary Component' (visitor attractions), 'Secondary Component' (accommodation, catering, etc.) and 'Transportation Component'. There is another component affecting the tourism industry: 'Local Community'. These four components are interrelated and important in creating a successful tourism city.
5 / The Racine's Mission aimed at creating six new touristic settlements: each including one or more former villages and a new urban development.
6 / Among others, one example can be mentioned. In 1989, the northern Italian Adriatic coast was 'under attack' by mucilage (plant slime) in bathing areas with considerable repercussions on tourism economy. The media impact generated a 'ripple effect' that took years to subside. In the meantime some destinations reinvented themselves shifting their tourist propensity from bathing to amusement (by boosting clubs, theme parks, sport events, etc).

Fig6a / the SH8 road running along the sea in Porto Palermo bay
source / Thorsten Lang

workability should become the central issue of the whole planning process.

Slow-motion road & Time-lapse seaways

"Slow-motion: the operation or speed of a film using slower projection or more rapid exposure so that actions etc. appear much slower than normal. (The Oxford Concise Dictionary 8th ed., 1990)[8]"

"Time-lapse (of photography) using frames taken at long intervals to photograph a slow process, and shown continuously as if at a normal speed. (The Oxford Concise Dictionary 8th ed., 1990)[9]"

The actual use of the scenic road from Vlora to Butrinti -the SH8-, especially during high season, from June to September, reflects a peculiar way to experience the coast by Albanian tourists. They usually rent a house or book a hotel-room[10] in one of the main villages (Dhërmi, Himara, Borsh, etc.) moving by car almost every day to reach a different site along the littoral. The frequency of such movements generates a permanent chaos along the road and next to the beaches.

The fact that these movements can take place only via the SH8, overcoming its operational capacity, involves a series of fallouts that should be tackled. The environmental and landscape value of such a panoramic road should be conceived as a resource. It constitutes a unique experience on its own and, if exploited in this sense, it would be able to diversify the Riviera's touristic offer (for bikers, camper users, trekkers, etc.).

In fact the SH8 should not be interpreted merely as a regional infrastructure but as an important component of attractiveness: it should be the primary field of 'an empirical relationship between a tourist, a sight and a marker (i.e. a piece of information about a sight)' according to the definition of tourist attractions provided by the sociologist Dean MacCannell (1976).

This relationship should underlie a new vision for the road, enabling a slower but therefore more intense touristic experience, so that the road can be seen as a sequence of landscape experiences similar to a slow-motion effect. Practically, this means the SH8 might be developed through specific interventions aimed at slowing down the travel experience rather than accelerating it.

The main objective should be to maintain the road's qualities while solving traffic-related problems, whether they are due to intense traffic during high season or transportation of supplies. This dual aim could be achieved through the development of alternative routes and by-passes (land-based as well as maritime).

As stated above, this scenario needs strategical choices regarding the whole regional mobility system but also a program to be implemented following best-practices carried out in other countries. There is a vast range of initiatives all over the world (such as the 'Scenic Byways' in the USA, the 'Romantische Straße' in Germany and the 'Les Routes des Vins' in France) that have been developed by governments and public administrations in order to meet the ambition of creating new national touristic attraction thanks to panoramic roads.

In particular, the "National Tourist Routes" project in Norway is the one that best

Fig6b / the SH8 road running along the sea in Porto Palermo bay / source Thorsten Lang
Fig7 / National Tourist Routes Index, Norway / drawings by Lobosco and Lang

demonstrates the value of a similar approach in terms of process and strategy. Such a project was commissioned by the Norwegian state, then carried out by the Norwegian Public Roads Administration; starting with a pilot project (implemented in the period 1994-1997). With the aim of making Norway a more attractive destination, the project was expanded promoting local business activities and strengthening rural life. Today, the National Tourist Routes attraction comprises 18 routes through Norwegian landscapes. The roads' layout is enhanced by architectural interventions and artistic works at designated viewpoints and stop areas (for picnic, refuelling, restaurants, etc.); the selected routes are diverse and travel through landscapes with unique sceneries, along costs and fjords, mountains and waterfalls. These routes are intended as alternatives to the main roads, and the drive itself is meant to be an enjoyable 'slow' experience.

Following such examples, the Albanian Riviera panoramic road could be the milestone of a national strategy capable of mixing infrastructural needs, landscape heritage, and tourism opportunities. From this perspective, an overall re-consideration of the infrastructures' role becomes necessary in order to build new travel experiences based on a different awareness of time and duration.

Such an approach should involve the implementation of alternative routes capable of catering for excessive visitors' flows while simultaneously providing a different travelling modality.

As stated before, the way the Riviera is experienced right now by tourists reveals an attitude to move along the coast daily exploring new spots, in search of different beaches, entertainments, more exciting locations. As this typical touristic experience is far from the linear journey idea, it can be described through the 'time-lapse' metaphor: an addiction of detached key-frames whose distance in time and space corresponds to the transfer from one place to another.

How is it possible to take advantage of this 'time-lapse touristic attitude'? Can it be applied in a new mobility model? What are the strategies that can cheaply, effectively and sustainably improve such a touristic experience along the coast?

Most probably the road alone it is not flexible enough to face all these issues. The analysis of how visitors move along the Southern Riviera shows that, informally, some transfers already take place through maritime transportation. In fact, some private boats offer by-call services, using existing docks or directly landing on the beach. Although not yet developed, this system suggests a different way to approach mobility from the sea.

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7 / Since 2013, the Albanian Government started a hard campaign against illegal developments, also on the coast, putting in place a strong politics of expropriations and demolitions.
8 / CONCISE OXFORD DICTIONARY OF CURRENT ENGLISH (1990) Slow motion. 8th ed. Oxford: Oxford University Press.
9 / CONCISE OXFORD DICTIONARY OF CURRENT ENGLISH (1990) Time-lapse (of photography). 8th ed. Oxford: Oxford University Press.
10 / Average night staying in hotels for 2010 was 2.5 (INSTAT).

Starting from these considerations, the development of an alternative sea-based mobility system has to be seen as a tool to enhance the 'time-lapse' experience. A similar system can be found again in Norway where the Hurtigruten ferries complement the road infrastructure. It can be described -persisting with the cinematographic metaphor- as the Riviera 'editing tool': maritime terminals and pleasure boat facilities should mark the key-frames by which several coastal fruition sequences can be 'edited/cut'.
The mobility network grounds on nodes whose design and strategic location determine the network's inner hierarchy. The location choice has to be carried out also following contextual criteria: first of all a preliminary analysis of specific sites conditions based on fetch dimensions, offshore winds and wave climate[11]; then, careful assessments of environmental impact minimization and initial investments, the preservation of landscape qualities and the touristic offer diversification.
The network should be developed starting from the improvement of existing quays and then integrated with new structures in strategic locations. These new interventions may be classified into two main categories: maritime terminals (mainly for tourist transportation) and mooring sites. Combined together, these will enable additional accesses and different fruition? sequences of the coast.
Considering technical needs of charter and pleasure boats, as well as passenger vessels, maritime terminals might be developed with a 'step-by-step' approach: following an incremental complexity of interventions related to accessibility parameters and the typology of services provided in every node. Some landings might work seasonally, being temporary and reversible, while others within the urban context, might be equipped with recreational services and integrated with beach facilities. The resulting scenario can be described as a pulsating network: a few lasting 'seaways' connecting main urban areas all year round, with larger vessels for collective transportation (such as cruises, ferryboats, hydrofoils, etc.); some seasonal routes allowing connections with crowded sea sides and recreational areas; a multitude of short 'sea trails' with small rental boats, allowing minor groups to reach outstanding sights and remote beaches inaccessible from the inland.
A last level of the water network can be implemented in order to better facilitate pleasure boats and private users. Potentially, the coast can be highly attractive for the development of the marina, but currently the few harbours host a limited number of moorings. Instead of creating high-impact civil infrastructures, a light and reversible system based on mooring fields could be implemented: a kind of a 'smart' harbour system, sustainable for its detachment from the coast, for being temporary and built low-budget in a short time span.
Mooring sites are composed of buoy fields and other reversible structures such as floating jetties and breakwaters that must be arranged in selected areas, avoiding extreme wave exposition to guarantee safety and comfort conditions. Partially

Fig8 / the Albanian coast from the sea
source / Alberto Pedrotti

depending on amenities and facilities in existing harbours, they have a very low environmental impact and allow the programming of nautical development in a more flexible manner and with lower investments. Operating these light infrastructures may also affect a wider scenario at macro-regional level, where some existing and very structured marinas could have spin-off satellites in other coastal areas (even across the Adriatic sea) using local suppliers for services such as water, food, fuel and waste.
Such 'detached ports' represent a more flexible model both from an economical and a management point of view. Different market formats can be planned: as mobile harbours, their location could change every five to six years; otherwise they could be clustered offering customers seasonal alternative locations. Thanks to their 'lightness' they represent an effective development tool for unknown and under-equipped touristic areas, boosting their competitiveness in a profitable business like that of yachting.
The overall seaway system aims, finally, at integrating the panoramic road in order to possibly build, across the Southern Albanian Riviera, a multimodal infrastructure which should be able to offer, in peak-periods, an alternative to inland-based mobility through more sustainable collective sea-based transportation. Such system would increase the permeability of coastal areas, allowing the discovery of normally unreachable landscapes (rural coastal zones, wild environments, protected natural areas, etc.). By identifying intermodal nodes through which users can be sorted to different paths and itineraries, it could also balance out over-crowded areas with under-frequented ones, activating an infrastructure at a territorial scale in a shorter time compared to inland-based ones which have higher impact, are more complicated and need longer execution times. The network development could furthermore act as a 'recycling' device for empty, dismissed or over-dimensioned existing structures such as piers, harbours and military zones.
In conclusion, such a model has the potential to set informal tourism practices into an organised framework on which to develop a singular offer opening up the Riviera to new touristic procedures: more sustainable, diverse and adaptable to a fluctuating international demand.

Time-based vision

The planning of main infrastructures requires to the facing of several issues concerning their immediate effect on emerging economic sectors especially in dynamic countries as like Albania. Tourism, due to its rapidly changing character as a socio-economic phenomenon, needs to be approached by flexible strategies, especially in a country at the very beginning

11 / The sites examined in this study have been: Dhërmi, Jala, Himara, Porto Palermo and Agavia in the Himare Municipality, Piqeras and Kakome (located north of Saranda, near Cape Qefalit), in the Lukove Municipality. The next step of this study should be a full wave hind-casting analysis in order to gain a reasonable assessment of route and quay downtimes, as well as safety and comfort conditions at the mooring sites.

Fig9 / Buoys field in New Bullards Bar Reservoir, Yuba County
source / downwardscausation.com

of its touristic development.
The infrastructure topic, as sustained in these paragraphs, is a fundamental component of this process and therefore it has to be arranged in time. The present contribution has explored just a portion of the matter, dealing with accessibility and mobility, but other issues need to be tackled as well -such as energy and water supply, waste management, hydro-geological risk (Eftimi, 2003), etc.- looking for adaptable and more sustainable devices.
In general, working on a 'light strategy' means facing these issues regardless of bigger and long-lasting decisions that will be effective later on. It also means operating on a more pragmatic and time-based vision through incremental steps, even making mistakes, then fixing errors and improving the system as long as bigger choices turn to be operational. That is even truer when one considers the infrastructure whose time of accomplishment is normally much extended.
In the Albanian Riviera context, the discussed proposal of a multimodal mobility system is represents an application of this concept. Its attitude at being progressively upgraded by low cost and quick interventions could really steer the development and further enhance the potential of the coast in a short time: creating a market, offering new perspectives in order to engage private assets and initiatives, influencing forthcoming political and economic choices.
The strategic goal is to provide the Riviera with a feasible instrument for tackling contemporary challenges in the framework of a highly competitive and global tourism market. From these perspectives such mobility, accessibility, and light infrastructure have to be seen as a proactive tools whose basic value relies on system's tight involvement with time:
. in terms of period: given its ability to accommodate different seasonal usages and incoming flow rates;
. in terms of duration: thanks to the ease with which the network can be 'scaled' (enlarged or reduced) according to tourism growth (or decline) scenarios;
. in terms of rhythm: as far as it can act as a catalyst of diverse travel experiences fulfilling a vast range of tourists' expectations;
. finally, in terms of timing: enabling fast decisions and accelerating the implementation process.
Thus, the general role of the infrastructure's development should be re-considered (Emanueli & Lobosco, 2015): conceiving such interventions no more as definitive answers to incoming (or increasing) needs, but as a kind of landscapes 'producers'; in other words, adaptable devices aimed at steering, in space and time, territorial alterations related to large-scale phenomena, such as tourism.

Attributions
The paragraphs entitled "Experiencing the slow trip" and "Time-based vision" have been mainly edited by T. Lang. The paragraphs entitled "Emerging touristic areas: recurring issues" and "Slow-motion road & Time-lapse seaways" have been mainly edited by G. Lobosco.

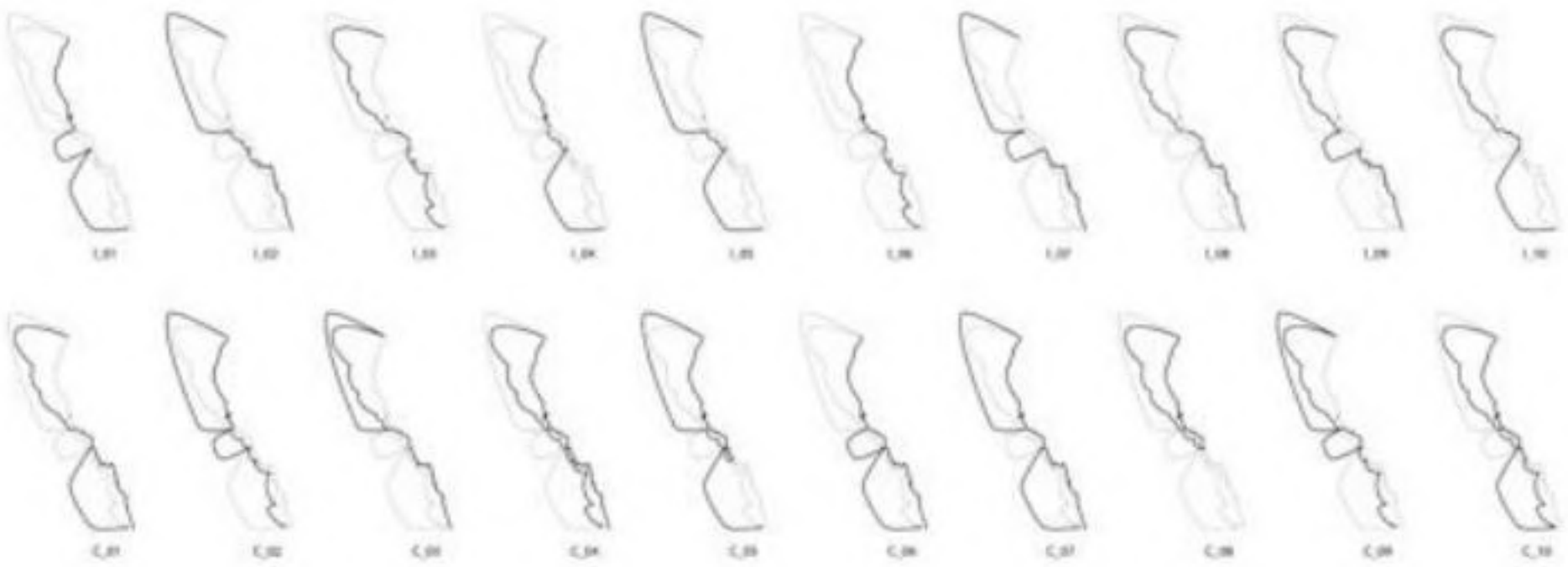

Fig10 / Different uses of the proposed mobility network in an index of potential routes source / drawings by Lobosco and Lang

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