

LAW No. 38/2025

**ON THE PROCESSING OF TRAVEL INFORMATION IN THE REPUBLIC OF
ALBANIA¹**

Pursuant to Articles 78 and 83, point 1, of the Constitution, upon the proposal of the Council of
Ministers,

PARLIAMENT
OF THE REPUBLIC OF ALBANIA

DECIDED:

CHAPTER I
GENERAL PROVISIONS

Article 1

Subject matter

This law sets out the rules for the transmission, processing, and use of travel data for all carriers of passengers and goods of an international nature in the Republic of Albania. Travel data will be transmitted, processed, and used only by an authority designated by this law as the sole point for the receipt, collection, analysis, processing, exchange, and use of travel information for the purposes defined in this law.

Article 2

Purpose

The purpose of this law is to increase national security, aiming to enhance the security of citizens through the processing of travel data and intelligence information by a unified structure.

Article 3

Definitions

In this law, the following terms have the following meanings:

1. “National supervisory authority for the protection of personal data” is the independent institution in the Republic of Albania, named the Commissioner for the Right to Information and Protection of Personal Data.
2. “Competent authorities” are institutions of the state administration, which have law enforcement agencies within their structures, for the purpose of national security and the security of citizens, and which contribute to the proper functioning of the Travel Intelligence Sector (hereinafter TIS).
3. “Operational authorities” are institutions and/or autonomous law enforcement agencies or those subordinate to the competent authorities, which, according to special legislation, have as their

¹ This law is partially aligned with:

- Council Directive 2004/82/EC of 29 April 2004 on the obligation of carriers to communicate passenger data. CELEX number 32004L0082, Official Journal of the European Union, L series, no. 261, dated 6.8.2004, pages 24–27;
- Directive (EU) 2016/681 of the European Parliament and of the Council of 27 April 2016 on the use of Passenger Name Record (PNR) data for the prevention, detection, investigation, and prosecution of terrorist offences and serious crime. CELEX number 32016L0681, Official Journal of the European Union, L series, no. 119, dated 4.5.2016, pages 132–149.

subject matter the prevention, detection, investigation, and prosecution of offences with terrorist purposes or of crimes specified in point 1 of Article 8 of this law.

4. “Travel database” means all databases containing all travel data and information and which are administered by TIS.

5. “Crew” are those persons who travel with international means of transport and who are not considered passengers.

6. “Passenger Name Record information (PNR data)” is the set of data necessary to enable booking and to carry out checks for each flight booked by/or on behalf of a person, which are stored in the reservation system of international carriers, departure control systems or equivalent systems that provide the same functions and are used to control/administer/manage passengers.

7. “Advance Passenger Information (API data)” is part of the passenger's reservation data and includes the type, number, place of issuance and expiry date of each travel document, nationality, surname, first name/other names, gender, date of birth, carrier's route, flight number, date of departure, date of arrival, airport, port or place of departure, airport, port or place of arrival, time of departure and time of arrival, the total number of passengers transported, as well as any other element specified in this law.

8. “Common code” is the transportation of passengers and cargo by one or more carriers on behalf of other carriers.

9. “Manifest” is a document that contains the data produced by carriers, as transportation documentation listing passengers or cargo upon entry, exit, or transit in the Republic of Albania. It includes all data on the passengers and cargo, specifying for the latter the type, weight, measurement, nature, origin, destination, travel records, and any essential element to carry out the journey, according to the legislation in force in the Republic of Albania.

10. “Secure transmission method”, “push method” is the process of transmitting travel data, which enables the precise determination of the initial registration period of the data, as well as the appropriate protection of the data during transmission.

11. “Cargo” means all goods shipments related to international transport upon entry, exit, or transit in the land, water, or maritime territory of the Republic of Albania.

12. “The officer assigned for data protection” is the TIS specialist, who is also the contact point with the national supervisory authority for the supervision of the processing of personal data in the TIS.

13. “Economic operator” is a certified service provider, private or public, that enables the transmission and reading of travel data in the systems used by the TIS.

14. “Passenger” is considered any traveler, who generates or for whom data are generated in the ticket reservation systems, which are used by the passenger carriers in the Republic of Albania upon entry, transit, or exit thereof.

15. “TIS Data Processing Regulation” is the bylaw that contains all the details of the rules and procedures to be followed by the TIS and the operational authorities that are part of it, and which are determined by decision of the Council of Ministers.

16. “Risk” is information related to a traveler or a shipment, which constitutes a potential threat to national security and public safety.

17. “Travel Intelligence Sector (TIS)” is the sole authority in the Republic of Albania for processing, receiving, collecting, analyzing, and using travel data.

18. “Reservation system” means the internal system of carriers, within the meaning of this law, which, during their activity, collect data on travel reservations.

19. “Automated targeting systems” are the systems used by the TIS for processing travel data, including systems with artificial intelligence.

20. “Data subject” is any identified or identifiable natural person. A person is identifiable if he or she can be identified, directly or indirectly, by reference to one or more particular identifying factors, such as: name, identification number, location data, an online identifier, or to one or more specific factors relating to his or her physical, physiological, genetic, mental, economic, cultural, or social identity.

21. “Personal data”, “record”, “processing of personal data” and “use of personal data” have the same meaning as defined in Article 3, “Definitions”, of Law No. 124/2024, “On personal data protection”.

22. “Pseudonymised data” means personal data that has been processed in such a way that it cannot be attributed to a specific data subject without the use of additional information, as long as such additional information is kept separately and is subject to technical and organisational measures taken to ensure that the personal data cannot be attributed to an identified or identifiable individual, except where such attribution is specifically authorised.

23. “Travel data” means all information related to passengers and cargo in entry, exit or transit through the land, sea, and airspace of the Republic of Albania.

24. “Transfer” is the process of sending or receiving information from one system, device, or medium to another.

25. “Transformation” is the process of changing the formats and protocols of travel data in order to make them readable in the TIS's information processing systems.

26. “Transmission” is the process of sending data travel from carriers to TIS.

27. “General maritime transport” refers to carriers with all types of maritime vessels, who operate travels with all types of vessels.

28. “General air transport” refers to air carriers of all types, who operate travels with all types of aircraft.

29. “Carrier” means any licensed entity, land, air or sea, for the transportation of passengers and goods within and outside the Republic of Albania, which records international travel information.

30. “Land carrier” refers to carriers with land transport vehicles for passengers and cargo.

Article 4

The Travel Intelligence Sector and the databases

1. The Travel Intelligence Sector is an inter-institutional structure, which is designated within the General Directorate of the State Police, and is tasked with processing travel data.

2. The Travel Intelligence Sector (TIS) administers the travel databases and records, either automatically or manually, at least the data processing actions related to:

- a) collection;
- b) processing;
- c) transmission;
- (c) exchange for national and international use;
- d) retention; (dh) erasure/destruction; (e) pseudonymisation;
- (e) protection and safeguarding of the data.

3. The records of control and transmission of data must document the reason for carrying out these actions, the date and the identity of the person who accessed or distributed the travel data, as well as the identity of the recipients of the data.

4. The data records referred to in point 3 of this Article are made available to the officer responsible for data protection and to the national supervisory authority for the protection of travel data, in order to enable the advising and monitoring of all information processing activities by the TIS, in accordance with the applicable legislation on the protection of personal data.

5. The TIS is an operational structure, operating 24/7 and monitoring every travel data for all carriers entering, exiting or transiting the Republic of Albania.

6. The functioning, organisation, and rules for the use of and access to travel data databases, as well as all other databases used for the fulfilment of the TIS's duties, are defined in the travel data processing regulation, which will be approved by decision of the Council of Ministers.

Article 5

Transmission of travel data

1. Every carrier operating in the Republic of Albania, on land, water, or air, upon entry, exit or transit and who registers travel data, must transmit to the TIS, via a secure transmission method (*push*) or in any other secure way, certified according to international standards, the travel information data collected during their activity.

2. The formats and protocols for sending travel information data will be defined in the relevant instruction manuals, which the TIS will send to passenger carriers.

3. Passenger reservation registration data contain at least the information of the passenger name registration and advance passenger data, as follows:

- a) the passenger reservation confirmation code;
- b) the date of reservation and ticket issuance;
- c) the first name(s) and surname(s) of the passenger;
- c) the scheduled date(s) of travel;
- d) the address and contact details, including the telephone number and email address; dh) ticket information, including the number, date of issue, method of payment, as well as the address used for its billing;
- e) all information regarding the baggage;
- e) advance passenger information (API) collected, including the type, number, place of issuance and expiration date of each travel document, nationality, first name and surname, other name(s), gender, date of birth, transport line, transport number, date of departure, date of arrival, place of departure, place of arrival, time of departure and time of arrival, as well as the total number of passengers being transported;
- f) the complete travel itinerary;
- g) information on frequent travelers;
- g) the travel agency and agent;
- h) the passenger's travel status, including confirmation, the status of *check in*, no-show for *check in*, open ticket;
- i) information on different or separate booking confirmation codes;
- j) information regarding unaccompanied minors under 18 years of age, such as the minor's name and gender, age, language(s) spoken, name and contact details of the guardian at departure and his/her relation/connection to the minor, name and contact details of the guardian at arrival and his/her relation/connection to the minor;
- k) the seat number and other information related to the seat;
- l) information on the common booking code automatically generated by the system;
- ll) the total number of passengers, as well as the identifying data of other travelers, as shown in the passenger name record database;
- m) all historic changes in passenger data, listed from letter "a" to "ll".

4. The passenger name record data, as specified in point 3 of this article, shall be transmitted for all planned journeys by maritime means, if such data are held by the carriers, including cases of general maritime and air transport or the travel by charter, for non-military purposes, that:

- a) depart from the Republic of Albania with destination to other countries;
- b) depart from other countries with destination the Republic of Albania or transit throughout the territory (air, water, and land) via the Republic of Albania.

5. When transport is carried out under a code-share arrangement between one or more carriers, the carrier operating the journey is obliged to transmit to TIS the data specified in point 3 of this article for all passengers on the journey.

6. The cargo data in all cases of transport shall include all elements of the mandatory travel documentation, as well as those to be determined in detail in the TIS instruction manuals.

7. When the carrier does not collect the API and PNR data, but possesses this data in another format, then it shall send the passenger data in the format determined by TIS in the relevant instruction

manual until the carrier aligns its systems with those of the international standards for a time period specified by TIS.

8. Carriers must inform passengers of the purpose of collecting and processing passenger booking data, in accordance with the legislation on the protection of personal data.

9. The transmission of the Passenger Name Record (PNR) booking data by carriers is carried out by electronic means according to the procedures and formats specified in the travel data processing regulation and in the TIS instruction manual. In the event of a technical problem, the data will be transmitted according to the method specified by the joint guideline of the minister responsible for public order and safety and the Commissioner for the Right to Information and Protection of Personal Data, which ensures an appropriate level of data protection.

10. The transmission and transformation of travel data is carried out to the TIS either directly or through an economic operator to enable the reading of travel data formats/protocols, travel data/, as well as to transmit them to the data processing systems of the TIS.

11. The selection of the economic operator, which will enable the transmission and transformation of data from the transmitter to the TIS, constitutes an exception according to the provisions of Article 5 of Law no. 36/2020, "On procurments in the field of defence and security", as amended, and the relevant procedure is carried out in accordance with the provisions of that article and the bylaw issued for its implementation.

12. Carriers must not collect, process, or transmit sensitive data, according to the legislation on the protection of personal data. In the event that carriers transmit data other than those specified in point 3 of this article, the TIS shall immediately and irreversibly delete them.

13. The form and manner of transmission and transfer of advance passenger information (API data), as well as those of the passenger name record booking registration (PNR data), are determined in the regulation on the processing of travel data.

Article 6

Travel information transmission fee

1. The carrier or its economic operator, who submits the data into the TIS data processing systems, pays a fee for this purpose.

2. The rules, measures, exemptions from sanctions, and the procedure for the collection and administration of the fee are determined by decision of the Council of Ministers.

Article 7

Time of transmission of travel data by carriers to the TIS

1. Air carriers transmit to the TIS the travel data in accordance with point 3 of Article 5 of this law as follows:

1.1. Passenger name record booking data (PNR data):

a) 48 to 24 hours before the scheduled flight departure time;

b) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the aircraft is being prepared for departure, thus updating the transmitted data, according to letter "a" of this point.

1.2. Advance passenger information data (API data):

a) 180 minutes before the scheduled departure of the aircraft;

b) 60 minutes before the departure of the aircraft;

c) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the aircraft is being prepared for departure, thus updating the transmitted data according to letter "a" of this point.

1.3. Cargo data:

a) 48 to 24 hours before the scheduled flight departure time;

b) immediately after the boarding procedures have been completed and it is impossible to change the manifest and travel documents.

2. Water carriers, subject to border and customs control, shall transmit to the TIS the travel data according to point 3 of Article 5 of this law, and/or the passenger data as follows:

2.1. Passenger name record data (PNR data):

a) 48 to 24 hours before the scheduled departure time of the watercraft;

b) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the maritime vessel is being prepared for departure, thus updating the transmitted data, according to letter “a” of this point.

2.2. Advance passenger information data (API data):

a) 60 minutes before the departure of the watercraft;

b) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the aircraft is being prepared for departure, thus updating the transmitted data according to letter “a” of this point.

2.3. Cargo data, immediately after the boarding procedures have been completed and it is impossible for the manifest and travel documents to be changed.

3. Land carriers, subject to border and customs control, transmit to the TIS the passenger data, according to point 3 of Article 5 of this law, and/or the travel data:

3.1. Passenger Name Record data (PNR data):

a) 48 to 24 hours before the scheduled departure time of the vehicle;

b) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the vehicle is being prepared for departure, thus updating the transmitted data according to letter “a” of this point.

3.2. Advance passenger information data (API data):

a) 60 minutes before the departure of the vehicle;

b) immediately after the boarding procedures have been completed and it is impossible for passengers to enter or leave, as well as the aircraft is being prepared for departure, thus updating the transmitted data according to letter “a” of this point.

3.3. Cargo data immediately after the boarding procedures have been completed and it is impossible to change the manifest and travel documents.

4. Carriers that collect travel data in the formats specified in points 1, 2, and 3 of this article shall follow the rules set out in the regulation on the processing of travel data.

Article 8

Processing of travel data

1. The travel information data, according to point 3 of article 5 of this law, are collected and processed by the TIS, and are also distributed or exchanged with the operational authorities, solely for the purpose of preventing, detecting, investigating, and prosecuting the offences provided for in articles 76, 77, 78, 78/a, 79, 79/a, 79/b, 79/c, 81, 82, 83, 86, 87, 88, 88/a, 89/a, 101, 102, 102/a, 103, 104, 109, 109/a, 109/b, 109/c, 110/2, 110/a, 110/b, 110/c, 111, 114, 117/2 and 3, 128/b/2 and 3, 138/a, 139, 140, 141, 141/a, 143, 143/a, 143/a/1, 143/a/2, 143/a/3, 143/a/4, 143/b, 144, 145, 146, 149/a, 164, 164/a, 164/b, 186, 186/a, 187, 188, 189, 190, 192/b, 201, 202, 206/a, 206/b, 230, 230/a, 230/b, 230/c, 230/ç, 231, 232, 232/a, 232/b, 233, 234, 234/a, 234/b, 244, 244/a, 245, 245/1, 257, 258, 259, 259/a, 260, 278/a, 282/a, 282/c, 283, 283/a, 284, 284/a, 284/c, 284/ç, 287, 288/a/2, 293/a, 293/b, 293/c, 295/a/2, 298, 312, 319, 319/a, 319/b, 319/c, 319/ç, 319/d, 319/e, 328, 328/b, 333, 333/a, of criminal offences with terrorist purposes, as provided for in Chapter VII of the Criminal Code, criminal offences provided in articles 25, 26, 27, 28, 29, 30, 31, 32, 77, 78, 79, 80, 81, 83, 84 of the Military Criminal Code, as well as crimes falling under the jurisdiction of the International Criminal Court.

2. Operational authorities, based on the principle of protection against discrimination and the protection of personal data, must not make any decision that has adverse effects on the data subject, solely on the basis of automated processing of travel data, unless there is intelligence information regarding this subject or a specific request from the competent and/or judicial authorities.

3. TIS has the right to directly request carriers or border and customs authorities to prohibit boarding or to refuse permission for entry, exit, or transit of the passenger or cargo, based on the processing of travel data when these constitute a risk to national security or public security.

4. TIS has the right to access all databases in use by the State Police and the operational authorities, in accordance with the nature of its work, in order to conduct cross-checks of data for the benefit of enhancing national security and the security of its citizens.

5. The processing and dissemination of the results of travel data processing is carried out according to the standard operating procedures approved by the TIS authority.

6. The rules and procedures for the processing and dissemination of the results of passenger data processing by the operational authorities are determined by a joint guideline of the General Director of the State Police and the heads of the operational authorities.

Article 9

Competent authorities

1. The competent authorities are state institutions that contribute to the proper functioning of the TIS, and they are:

- a) Ministry of Interior;
- b) Ministry of Defence;
- c) Ministry of Finance;
- c) Ministry of Infrastructure and Energy;
- d) Commissioner for the Right to Information and Protection of Personal Data;
- dh) State Intelligence Service.

2. The competent authorities designate the contact points that will be part of the TIS and that contribute to its proper functioning.

3. The most detailed rules regarding the manner of interaction between the TIS and the competent authorities and their contact points within the TIS are determined by a decision of the Council of Ministers.

Article 10

Operational authorities

1. The operational authorities, which have the right to request, consult, obtain travel data or the results of their processing, for the purpose of preventing, detecting, investigating, or prosecuting criminal offences, according to Article 8 of this law, are:

- a) General Directorate of State Police;
- b) State Intelligence Service;
- c) Defence Intelligence and Security Agency;
- c) National Civil Protection Agency;
- d) General Directorate of Customs;
- d) Financial Intelligence Agency;
- e) National Bureau of Investigation;
- e) Military Police.

2. The operational authorities, according to point 1 of this article, designate their representatives at the TIS to process travel data, but in no case may they access TIS systems outside its premises.

3. The operational authorities may process travel data themselves or through the TIS, with the purpose of improving border and customs control, preventing illegal migration, as well as preventing,

detecting, investigating, and prosecuting crimes, as provided in point 1 of Article 8 of this law, and according to the rules set out in the regulation on the processing of travel data.

4. More detailed rules on the manner of interaction between the TIS and the operational authorities shall be determined by decision of the Council of Ministers.

Article 11

Cooperation of the Travel Intelligence Sector (TIS) with courts and prosecution offices

1. The Travel Intelligence Sector cooperates with courts and prosecutors for the identification, prevention, and investigation of criminal offences related to the movement of persons across state borders, in accordance with the applicable legislation.

2. The TIS provides information, analyses, and processed data to the judicial authorities, when the latter request them for investigative or judicial needs, respecting the principles of confidentiality and the protection of personal data.

3. The TIS, in cooperation with courts and prosecution offices, assists in the investigation of cases of terrorism, organized crime, and other criminal offences with cross-border links, by exchanging information in accordance with the applicable legal framework.

4. The procedures and modalities of cooperation between the TIS and justice authorities shall be defined in specific agreements or cooperation protocols, guaranteeing effective coordination and respect for the competencies of each party.

Article 12

International exchange of data

1. The TIS, in accordance with the applicable national and international legislation on the protection of personal data, carries out international data exchange with EU Member States, with Interpol and Europol, within the framework of the operational cooperation agreement and with non-EU Member States, in implementation of bilateral agreements and the level of security of personal data, in cases where:

a) international law enforcement authorities have submitted a reasoned request proving that the exchange/receipt of passenger name record data is necessary to prevent the commission of criminal offences, as defined in point 1 of Article 8 of this law;

b) the data are necessary for the prevention, detection, investigation or prosecution of offences, as defined in point 1 of Article 8 of this law.

2. For every case of international exchange of passenger data or the results of their processing, the TIS notifies the data protection officer appointed in the TIS.

3. For the international exchange of personal data, the provisions and rules stipulated in the applicable legislation on the protection of personal data shall apply.

Article 13

The national supervisory authority for the protection of personal data

The national supervisory authority in the Republic of Albania is the Commissioner for the Right to Information and Protection of Personal Data, who advises, supervises, and monitors, in accordance with the law on the protection of personal data, the activity of collection, processing, transmission, transfer, pseudonymisation, and erasure of travel data by the TIS, as well as:

a) collaborates with the TIS on issues related to data protection, in accordance with permitted standards;

b) handles, in accordance with applicable legislation, complaints submitted by any data subject;

c) verifies the lawfulness of data processing, conducts administrative investigations and inspections according to the legislation on the protection of personal data, on its own initiative or based on complaints;

c) at the request of any data subject, provides recommendations, in order to guarantee the right to

the protection of personal data;

d) maintains continuous contact with the TIS through the officer responsible for the protection of personal data.

Article 14

The officer for the protection of personal data

1. Within the TIS, an officer for the protection of personal data is appointed, responsible for monitoring the processing of Passenger Name Record data and the implementation of legislation on the protection of personal data.

2. The officer for the protection of personal data informs the national supervisory authority of any case where a violation of the right to the protection of personal data is identified.

3. The officer for the protection of personal data enjoys full independence in the exercise of his/her duties, according to this law.

Article 15

Storage of data

1. Travel data, transmitted to the TIS by carriers, are stored in the TIS's database in the TIS's automated systems for a period of five years from their transmission.

2. Upon the expiry of this period, the TIS deletes/destroys the travel data, as well as the results obtained from their processing, in accordance with the principles of the legislation in force on the protection of personal data.

3. Air, water, and land carriers delete the data pursuant to letter "ë" of point 3 of Article 5 of this law within 24 hours from the moment the means of transport arrives at its destination.

4. The manner and procedure followed for the deletion/destruction of passenger data or the results of their processing is carried out in accordance with the legislation in force on the protection of personal data in the Republic of Albania.

5. In all cases, the data processing procedure, from collection to their deletion, shall be carried out based on the legislation in force on the protection of personal data, as also in bilateral or multilateral agreements, which specifically foresees for this process.

6. The manner and procedure followed for the deletion/destruction of travel data or the results of their processing are determined in the regulation on the processing of travel data.

7. In all cases, the TIS shall retain, pseudonymise, and delete the data based on the legislation in force on data protection in the Republic of Albania.

Article 16

Maintaining the confidentiality of data

1. Travel data, in cases of processing for criminal prosecution purposes, after a period of six months from their transmission, shall be pseudonymised by making the following data elements invisible to a user, as they may serve to directly identify the data subject as follows:

a) other first name(s), surname, including the data of other passengers traveling jointly and result in the passenger name record;

b) address and contact details;

c) all information regarding the method of payment, including the billing address, to the extent that it may serve to directly identify the passenger to whom the data refers and/or anyone who made the payment;

c) information on frequent travellers;

d) general information, to the extent that it may serve to identify the passenger, to whom the passenger name record data refer;

dh) advance passenger information, pursuant to letter "ë" of point 3 of Article 5 of this law.

2. After the expiration of the six-month period specified in point 1 of this Article, pseudonymisation of data and the disclosure of the complete data in the passenger name record shall be permitted only in cases where such is requested from the TIS by the prosecuting authority, specifying the reasons for the request and the criminal proceeding number.

3. For the disclosure of the complete data of the travel data, after their pseudonymisation, the employee responsible for data protection shall also be notified, according to the case, who shall verify the conditions for the complete disclosure of the data. The opinion of the data protection officer shall be included in the response that the TIS sends to the requesting prosecuting authority.

4. Detailed rules for the preservation of the confidentiality of data shall be provided in the regulation on the processing of passenger data.

Article 17

The rights of the data subject

1. Data subjects may contact the Commissioner for the Right to Information and Protection of Personal Data, as well as the data protection officer at the TIS, regarding matters related to the processing of their personal data and the exercise of their rights.

2. The subject of the travel data enjoys all the rights of the data subject, as provided for in the applicable legislation on the protection of personal data.

3. More detailed procedures for contacting the data protection officer at the TIS shall be specified in the regulation on the processing of travel data.

Article 18

Collection, processing and use of personal data

1. The TIS may directly collect travel data that are subject to border, territorial, and customs control and:

- a) manually and/or automatically registers data in automated targeting systems;
- b) manually and/or automatically enters data into computer systems for the processing of the records data manually and/or automatically in the available systems;
- c) identifies and registers data for the purpose and duration of border and customs checks and automated territorial systems, in the case of the use of equipment for automated verification;
- c) uses them for searches for the purposes of travel information security and criminal justice;
- d) in cases of suspicion of a criminal offence, makes available to another security authority, for law enforcement purposes, within the legal competence of that authority;
- dh) processes advance data and passenger registration data (API and PNR data), and also those of the cargo.

2. Decisions on entries and exits in the territory of Albania are deposited in the TIS data processing computer systems.

3. More detailed rules for the collection, processing, and use of personal travel data are set out in the travel data processing regulation.

4. The formats and protocols for the transfer of travel data shall be elaborated in the travel data processing regulation.

Article 19

Procedures for authorising the transfer of travel data

1. Carriers are subject to procedures for verifying the fulfilment of criteria related to the transfer of travel data.

2. The TIS communicates to the relevant authorities of the ministry responsible for infrastructure the procedures and contacts through which carriers identified by the relevant authorities of this ministry will send applications to initiate the procedure for obtaining authorisation.

3. More detailed rules for the authorisation procedures, pursuant to this article, shall be established by decision of the Council of Ministers.

Article 20

National emergency unit

1. In the Travel Intelligence Sector, a special unit is established for cases of national emergencies.

2. The emergency unit convenes by order of the Minister of Interior at the TIS whenever an alert is raised for a national emergency.

3. The special national emergency unit is composed of contact points of the competent authorities, pursuant to Article 9 of this law, and is headed by the head of the TIS.

4. The contact points in the national emergency unit are designated by the competent authorities for a period of one year.

5. More detailed rules regarding the functioning and standard operating procedures of the special emergency unit within the TIS are established by decision of the Council of Ministers.

Article 21

Sanctions

1. The processing of data, in contravention of the provisions of this law, if it does not constitute a criminal offence, is considered an administrative offence and is punishable by a fine as follows:

a) any person who accesses, communicates, or uses travel data in contravention of the law, if it does not constitute a criminal offence, shall be considered an administrative offence and shall be punishable by a fine in accordance with the provisions of the law on the protection of personal data;

b) non-transmission of travel data or transmission of incomplete or false data constitutes an administrative offence and is punishable by a fine from 500,000 ALL up to 1,000,000 ALL per passenger;

c) in cases of repeated violations or serious breaches of the obligations arising from Article 5 of this law, at the request of the TIS, the carrier may be subject to temporary suspension or revocation of the right to carry out its activity by the relevant authorities of the Republic of Albania, upon the proposal of the TIS.

2. The authority for determining the violation and imposing the fine for the violations provided for in letters “b” and “c” of point 1 of this Article is the TIS.

3. The detailed rules for the procedures followed by the TIS in cases of violations by carriers, as well as the application of sanctions, shall be provided for in the regulation on the processing of travel data.

Article 22

Appeal

An appeal against the administrative fine may be lodged with one of the competent administrative courts within the time limits and according to the procedures governing administrative adjudication in the Republic of Albania.

CHAPTER II FINAL PROVISIONS

Article 23

Adoption of bylaws and transitional provision

1. The Council of Ministers is charged, within 6 months from the entry into force of this law, to issue decisions for the implementation of point 6 of Article 4; point 2 of Article 6; point 3 of Article 9; point 4 of Article 10; point 3 of Article 19; and point 5 of Article 20 of this law.

2. The minister responsible for public order and security and the Commissioner for the Right to Information and Protection of Personal Data are charged, within 6 months from the entry into force of this law, to issue a joint guideline for the implementation of point 9 of Article 5 of this law.

3. The General Director of the State Police and the heads of operational authorities are charged, within 6 months from the entry into force of this law, to issue joint guidelines for the implementation of point 6 of Article 8 of this law.

Article 24

Repeals

The bylaws, approved in implementation of Law no. 71/2016, “On border control”, as amended, shall remain in force until the approval of new bylaws, insofar as they do not conflict with the provisions of this law.

Article 25

Entry into force

This law shall enter into force 15 days after its publication in the Official Gazette.

Approved on 26.6.2025.

**Promulgated by decree no. 220, dated 8.7.2025, of the President of the Republic of Albania,
Bajram Begaj**