



Republika e Shqipërisë
Drejtoria Inspektimit Hekurudhor



The promotion of smart, safe and sustainable mobility through reforms promoted in the framework of the the Transport Community Treaty

Belgrade, 13-14/11/2019



The promotion of smart, safe and sustainable mobility through reforms promoted in the framework of the Transport Community Treaty

The TCT Chairmanship in 2019 for the Regional Rail Working Group

The TCT Action Plan - a roll over plan adopted by the Commission

The Joint Actions incl. CBCs under the Regional Rail Strategy Reform

Case of Albanian Railways, approved in principle Safety Culture Declaration

The EU Agenda provides synergies for Regional railway strategy and other EU strategies by further alignment of national and EU legislation covering all modes

EUSAIR, Danube strategy, Interconnect strategy, SEE Intermodal performance strategy in the Adriatic and Ionian regions



Its extension improves connections to the EU transport network

Aiming to develop and monitor the TEN-T and TEN-E and digital networks

The promotion of smart, safe and sustainable mobility through reforms promoted in the framework of Western Balkans Connectivity Implementation

- *Aligning with the EU acquis in all transport modes / areas*
- *The regional consultations between the joint safety programs*
- *Enforcing capacity of Transport as a whole and its links at*
- *The Energy community treaty and R & D & I stakeholders*



The promotion of smart, safe and sustainable mobility through reforms promoted in the framework of the Western Balkans Connectivity

- *Its indicative extensions of the TEN-T (s)*
- *The Agenda provides for further alignments*
- *EU for a single railway area for the mobility*
- *TEN-T & TEN-E & digital high security level*
- *Regional consultations via joint programs*
- *Enforcing capacity in transport projects*
- *R & D & I stakeholders networks at SERA*

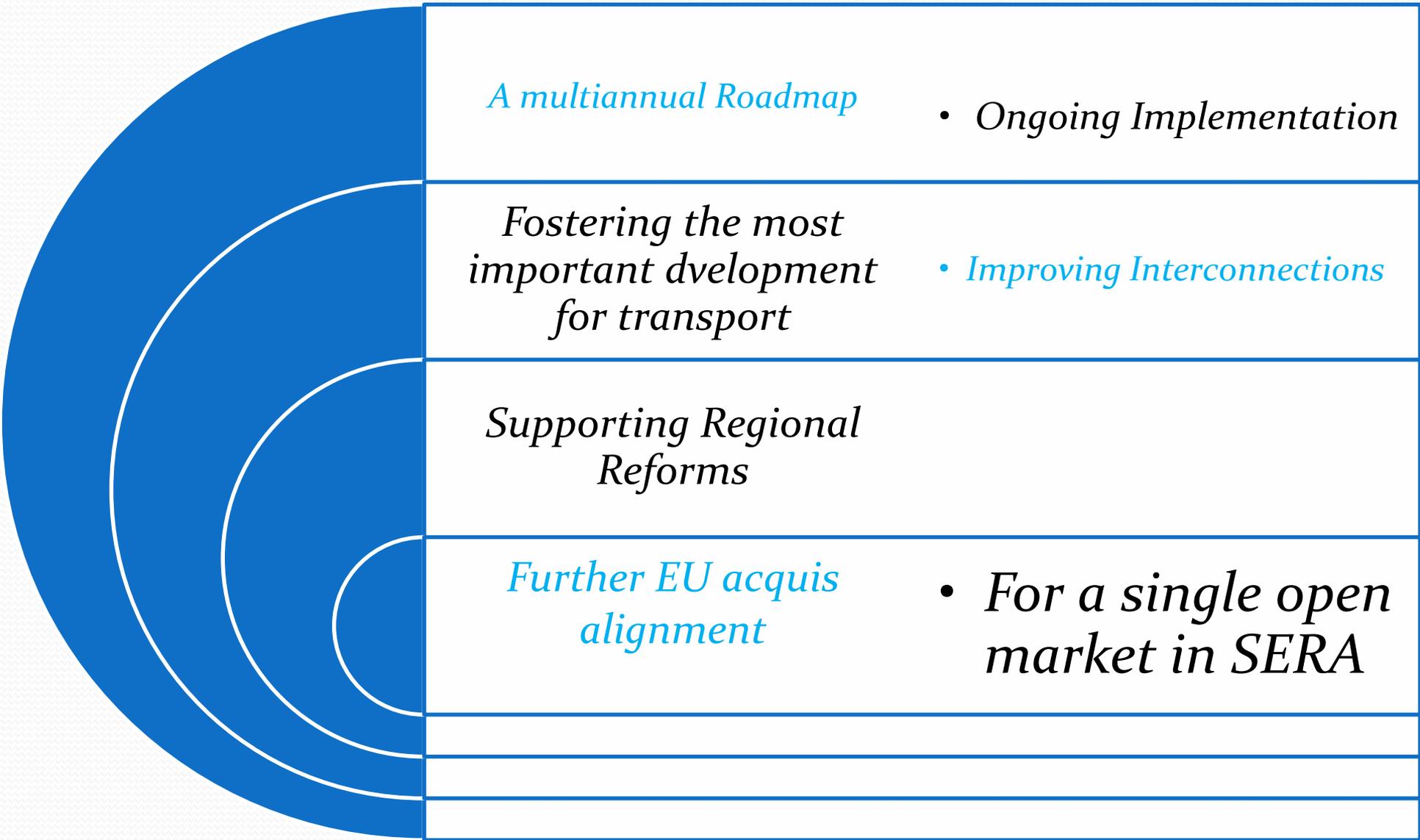


Best practice in Belgrade, the safety for light rail systems on 2-3/10/2019



Worst case in an existing LC outside port of Durres linking to the core road/rail network

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A multiannual Roadmap

- *Ongoing Implementation*

Fostering the most important development for transport

- *Improving Interconnections*

Supporting Regional Reforms

Further EU acquis alignment

- *For a single open market in SERA*



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The TCT Chairmanship in 2019 for Regional Rail Working Group

- *Albania participated actively in all meetings of the TCT*
- *Regional Steering Committees RSC held in 2018 and 2019*
- *It was agreed the 3rd RSC meeting held on 14/11/2018 in Belgrade, that Albania have RSC Presidency for one year*
- *The transposition of all EU acts into national legislation*
- *Transport Community Treaty included follow up work plans*
- *This action plan adopted by the EC will be carried out by*
- *Implementing acts such as regulations and guidelines*
- *All new bodies which shall establish in the rail transport*

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Objectives

- *Goal: Contributing to the transport connectivity*
- *SO1: Meeting the EU commitments of the WB6*

Results

- *R1: Implementing the EU acquis in transport sector*
- *R2: Identification/monitoring infrastructure projects*

KIPs

- *R3: Implementation of Connectivity Reform Measures*
- *Single project pipeline for transport sector are in place*

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- *On interconnectivity and social dimension there are organized the civil society forums in Albania with EU*
- *We, recognize the need to involve social partners at all appropriate levels by promoting the social dialogue on reporting the ESIA at implementation for Connectivity*



Regional meetings on the mobility

- *Implementation the EU Agenda*
- *Exchanging information on ICT*

Promoting the social issues

- *Due decisions are relevant to EU*
- *At request consult internally*



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The mobility is relevant to the TEN-T MED in AL

Promoting transport centers for the mobility

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Strategy

- Ensure the harmonization with the action plans in our WB6 region
- Synergies in the EU strategies within ADRIAN and MED regions

Finance

- Promote SERA recast, safety recast , interoperability recast and TDD certification and PSCs for the PSO for an efficient mobility

Market

- Establish an open legislation for a fair, non-discriminatory and transparent railway market and reporting monitoring to the EU

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The promotion of smart, safe and sustainable mobility through reforms promoted in the framework of Western Balkans Connectivity

Interoperability in terms of safety and security for the transport as a whole
Cleaning up of national rail technical safety rules under EU IPA program
Railway investigation & maritime administration reform in Alb joint body



DEPARTURES				13:55
Time	Train	Destination	Track	Remark
14:30	HR 643	Bitola (17:52) Veles (15:24) - Prilep (17:10)	3	
16:10	Int. Fast 892	Priština (19:10) Djorce Petrov (16:27) - Gen. Jankovic (17:35)	5	
16:34	Regional 2020	Tabanovci (17:29) Kumanovo (17:19)	1	
16:40	HR 651	Kočani (19:26) Veles (17:34) - Shtip (18:36)	4	
16:50	HR 660	Kičevo (18:54) Tetovo (17:52) - Gostivar (18:14)	5	

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- *According to the seventh measure for Railways of the Connectivity Reform Plan (CRM) on Adriatic-Ionian Initiative project in the core-comprehensive network*
- *Rehabilitation of the Podgorice- Tuz (MNE)-Hani Hotit-Vorë (Albania) rail line*
- *Harmonization TSI for interoperability including the electrification of the TEN-T*
- *Joint railway border station of TUZI MNE provided at of ZICG and HSH request*
- *First agreed winthin to the Joint Border Crossing Commission under Article 14*

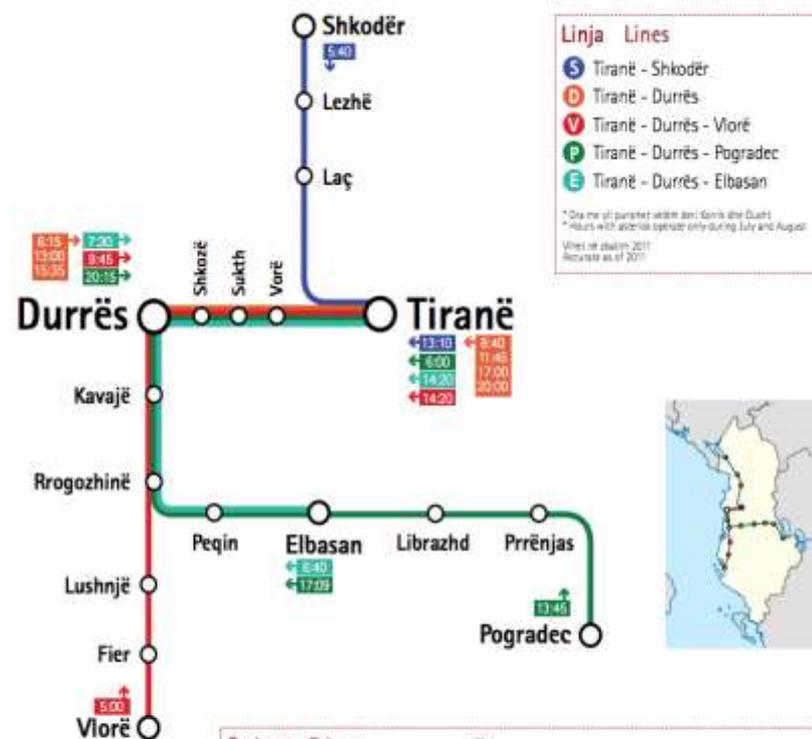


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Line code/Line Name/TransCAD

S-1	Kashar (Tirane) -Shkoder	1001
D-1	Kashar (Tirane)-Durrës	1002
V-1	Kashar/TR-Durrës-Vlorë	1003
P-1	Kashar/TR-Durrës-Pogradec	1004
E-1	Kashar/TR-Durrës-Elbasan	1005
S-2	Shkoder-Kashar (Tirane)	1006
D-2	Durrës-Kashar (Tirane)	1007
V-2	(Vlorë)-Durrës-Kashar/TR	1008
P-2	(Pogradec)-Durrës-Kashar	1009
E-2	Elbasan-Durrës-Kashar	1010

Harta e Sistemit System Map



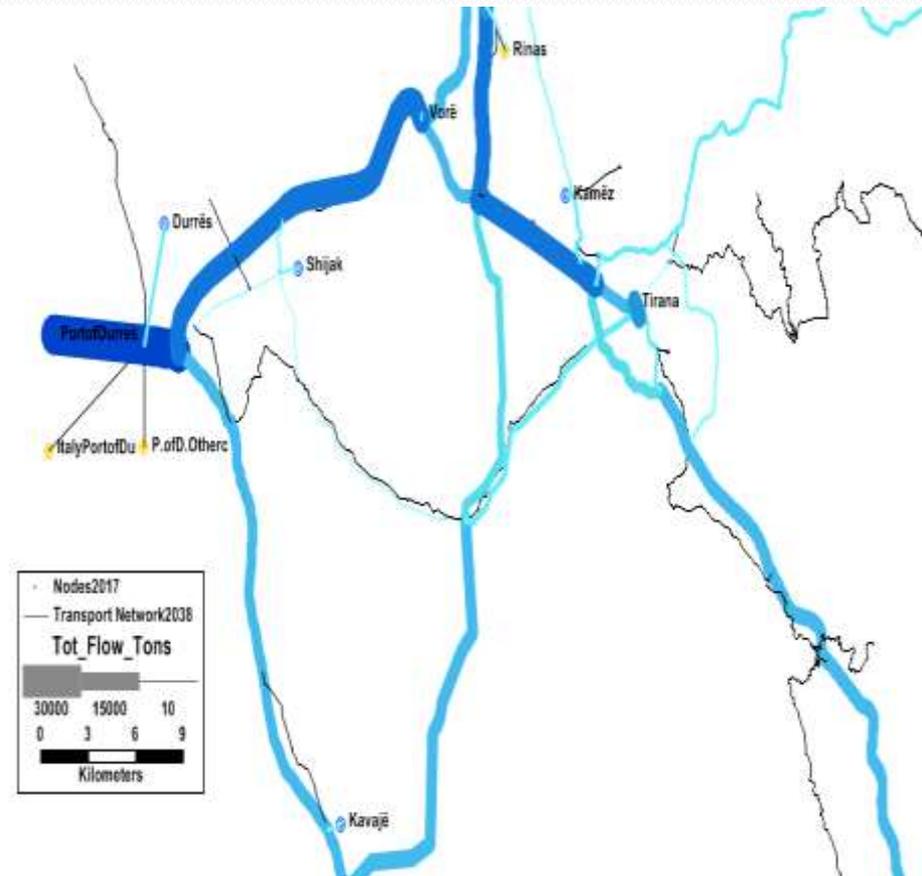
Çmimet Prices	Durrës	Lezhë	Shkodër	Kavajë	Rrogzhinë	Lushnjë	Fier	Vlorë	Peqin	Elbasan	Librazhd	Prërënjës	Pogradec
Tiranë	70	95	145	95	130	160	205	250	145	190	265	265	295
Durrës		120	160	55	85	120	160	205	95	145	190	230	250
Shkodër			85										
Vlorë										120			310
Fier													265
Elbasan											55		130

The key stakeholders who has got an MoU has also proposed a new commuter link to University for enhancing mobility for the students and professors of the university A. Moisiu Durres

Porto Romano, placed north to the Port of Durres, assigned to this zone, due to its economic potential development **& passengers mobility**

The forecasted freight flows for 2038 defines the Port of Durres as one of the centroid both as Origin and Destination (O-D)

Rail connection with the Port of Durres (container terminal)



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Promoting mobility in the WB6

Effective implementation of the new railway code in full alignment with respective EU Directives



Reform the rail sector and orientate to set up an open market for rail public and private investors



Implementation of relevant sub-legal acts, market regulation required by the new Railway strategy



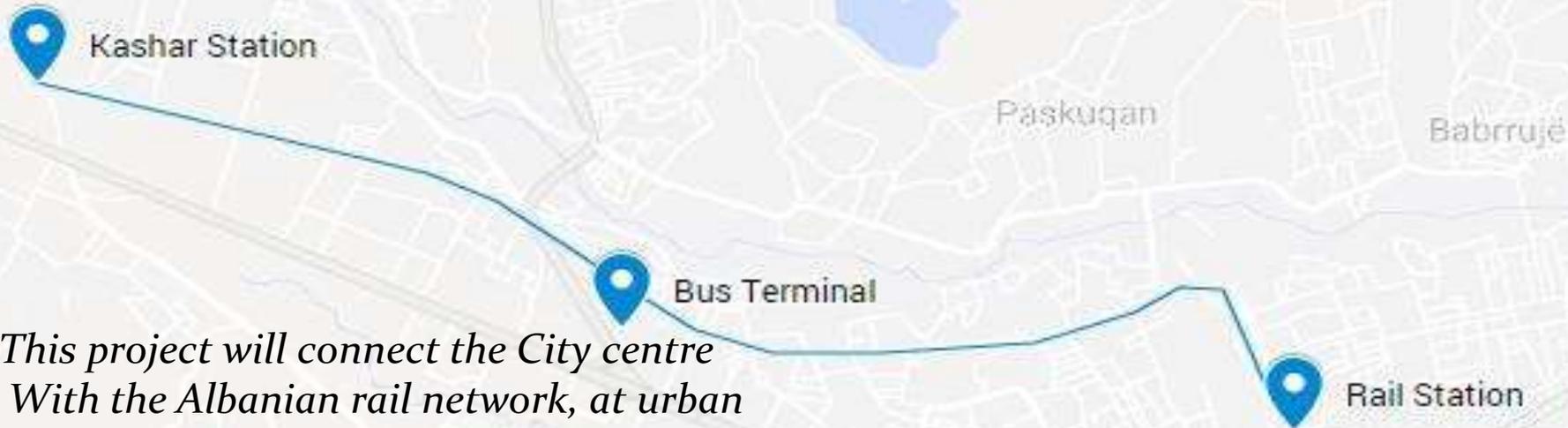
Strengthen and promote the railway and intermodal capacities of all levels and abilities /skills;

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Improving mobility in the metropolitan area

- *Tirana – Durres (single) line is at present the busiest section*
- *The project under consultation for hybrid trains, high tech, which allows DMU and EMU operations with the EU MSs*
- *This project is related to the concept of electric traction / power supply and is foreseen only in the maximum scenario same as with Durres –Elbasan – Pogradec / North Macedonia*
- *Future electrification of the railway line involves the construction of stable electric traction facilities and needs*
- *Electric traction substations; Sectioning points; Sectioning points with neutral section; Overhead contact line*

Tirana Light Rail Transit



- *This project will connect the City centre*
- *With the Albanian rail network, at urban*
- *Rehabilitation of the old rail alignment*
- *Connecting the actual endpoint of network*
- *Kashar station with the new bus terminal*
- *And the city centre Rail Station*
- *This is part of Durrës-Tirana railway*
- *Tirana approach a integral renovation*
- *Its public transport services facilitation*
- *Serving better to its inhabitants mobility*
- *Light Rail Transit as main public transport*
- *The mass service in the northwest corridor*
- *Two new hubs Bus Terminal & Rail Station*



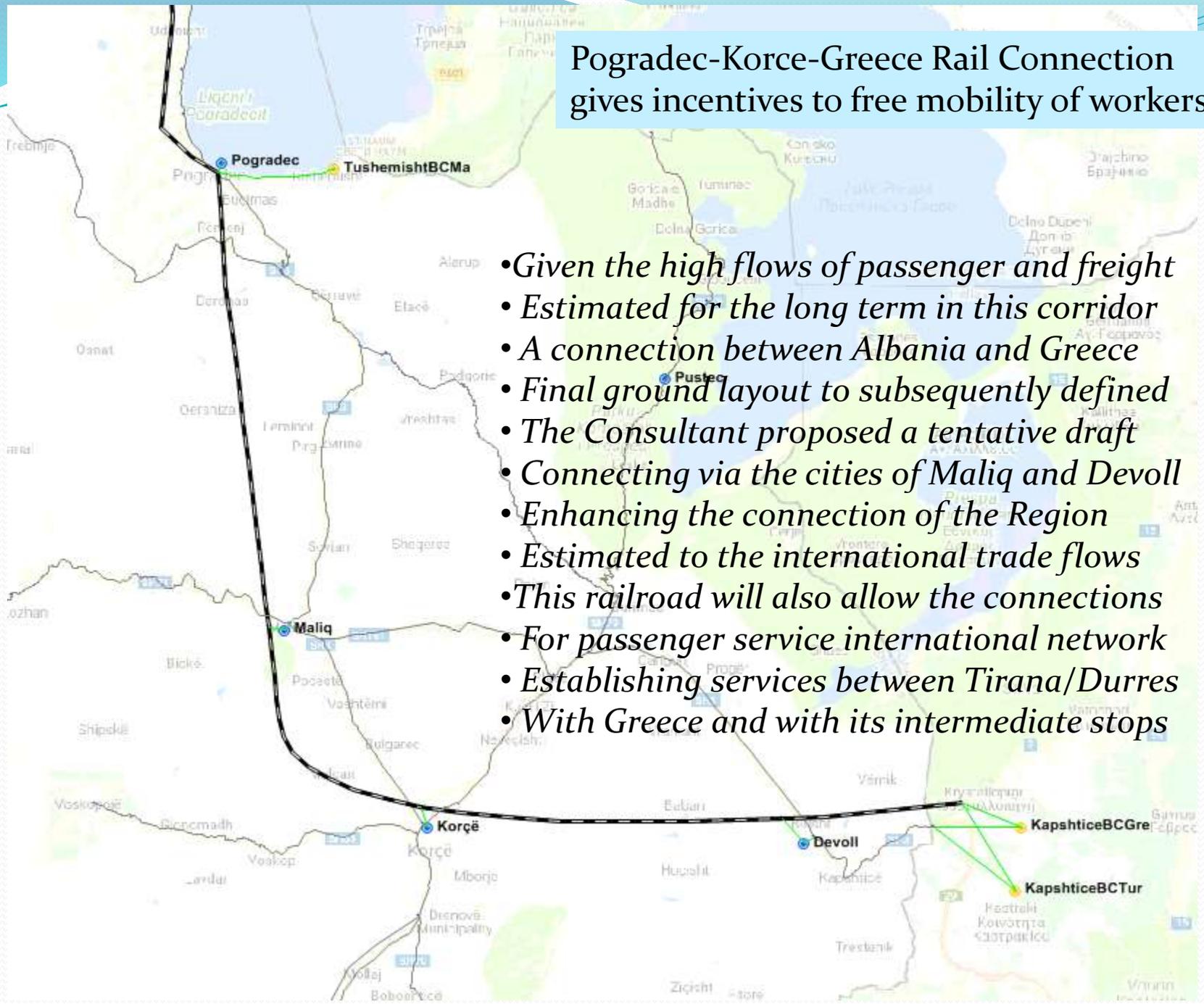
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Improving mobility in the CBC Montenegro to Albania

- *Revise NS statement of the IM HSH network and HSH-MEI consultant on revision*
- *For the infrastructure track access charges for the use of that railway infrastructure*
- *Project with EU technical assistance to Durres-Tirana-TIA airport on TAC review*
- *Official talks with Albanian Ministry MEI and MNE Ministry of Transport, IMs*
- *Intermodal Affairs consulted for the rail facility operators in the ports of our region*
- *IM HSH, ZICG, and EU TA the regional regulatory authorities for joint network NS*
- *Statement revised including border area freight terminals (rail service operators)*
- *Under Article 28 of the Railway Code of the Republic of Albania and SERA area*
- *Although the rights of European passengers are aligned within the Railway Code*
- *The present situation does not include that Passenger Transport is yet established*
- *Under the protocol between state-owned HSH -ZPCG Montenegro Railway*
Passenger transport special trains and requirements for them to negotiate jointly
- *ZPCG-HSH PBU, MEI-MTCD, Health Ministry passenger /baggage control protocol*

Pogradec-Korce-Greece Rail Connection gives incentives to free mobility of workers

- *Given the high flows of passenger and freight*
- *Estimated for the long term in this corridor*
- *A connection between Albania and Greece*
- *Final ground layout to subsequently defined*
- *The Consultant proposed a tentative draft*
- *Connecting via the cities of Maliq and Devoll*
- *Enhancing the connection of the Region*
- *Estimated to the international trade flows*
- *This railroad will also allow the connections*
- *For passenger service international network*
- *Establishing services between Tirana/Durres*
- *With Greece and with its intermediate stops*

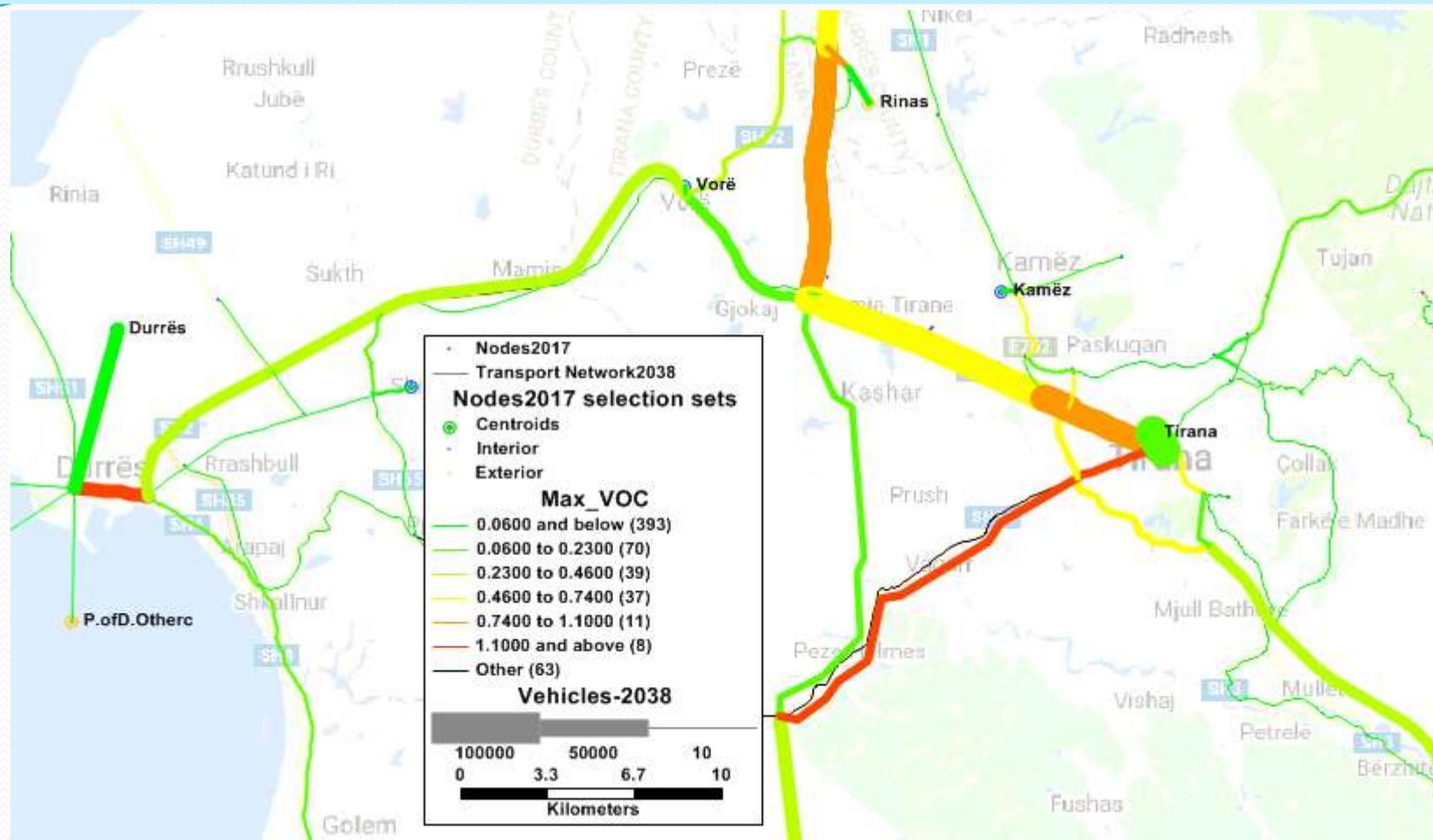


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Starting official negotiation for any special transport for passengers MNE ALB

- *Submitting official letter conceived by HSH to Min MIE, and MTCD and ZPCG*
- *On the opening of joint mid-term negotiations in the period ahead on official negotiations*
- *A special train/any train request so far for promoting the mobility from countries*
- *Hungarian-Serbia-Montenegro-Albania, and Turkey-Bulgaria-Serbia- Montenegro*
- *Albania for reaching our natural and historical destinations in Albania TEN-T MED*
- *The proposal to add in the TUZ to the lighting infrastructure to reinforce security*
- *It is not forecasted in the ZICG MTBP to install additional pillars for the Tuzi station*
- *International station TUZI joint railway border station the additional lighting necessary*
- *We mutually agree on the importance of this priority action in the safety / security*

Rehabilitation of the railway Durrës- Tirana and construction of the new railway Tirana-Rinas branch, including signaling and telecommunication systems (CORRIDOR VIII)



The project to connect the cities between a high-speed railway (100 km/h) has been proposed and it would promote the modal split redistribution especially for passengers. Combination with the LRT projected for Tirana would establish this Corridor as a fast, efficient, modern and safe service that shall serve as a guide for the rest of network in the rail reform and TCT

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Improving mobility in the interconnectivity MNE-ALB-GR (EU REG)

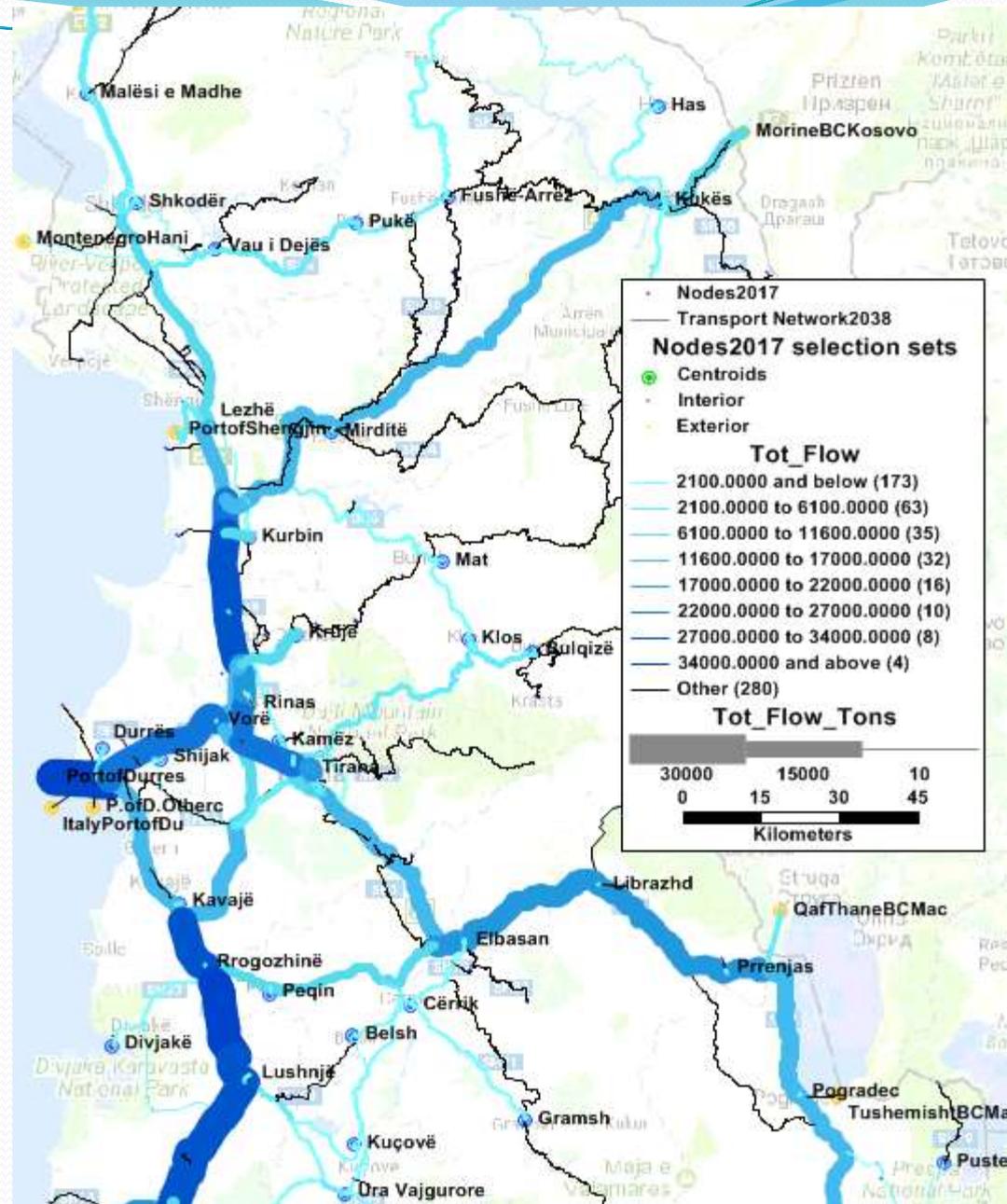
- *It is one of the priority strategic projects of the Albanian government that will give prosperity and development to the citizens' transport facilities among the largest cities of Albania*
- *The Tirana – Durrës railway project and the connection with Tirana International Airport complete and fully achieve the multimodality of the infrastructure network between the two metropolises*
- *By creating an efficient network between the road infrastructure, the international airport and the largest port in the country and one of most important in the region, Port of Durres*
- *In this way, this project will have a great economic and social impact on cluster building in the growing region Tirana/Durres*
- *Providing the region with a well-functioning railway line will be an advantage of site, beneficial for both companies already settled as well as for potential local and foreign investors*

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- *Challenge in competitive with private cars, set up tolling at highway for taxis*
- *Current DD plans are to build another railway line connecting Durres with the rest of central Europe CEFTA via TEN-T OEM from node of Belgrade*
- *Reaching the Podgorica to Durres/Tirana the priority project from Albania to Montenegro is part of interconnectivity in the TEN-T MED Mediterranean*
- *TEN-T MED Corridor through Montenegro – Albania- Greece*
- *Key obstacles and bottlenecks, inter alia, include:*
 - *a. Identification of obstacles to growth*
 - *b. Social impacts to competitiveness and inclusive growth*
 - *c. This considered measure that will enhance the competitiveness of the railroad, is achieving the maximum possible diversion from road to the train*
 - *d. It does impedes before accounting for transfer payments to other units*

Kosovo railway

This investment was proposed after analyzing the forecasted network for goods at the 2038 scenario. The actual trades analyzed the demands on the investment on a new railway connecting R2 with Kosovo, given the recent investment made in the Corridor for the road highway. Thus it is expected a large increase of traffic flows as in the map below, so further plans shall take this project into account when designing the future railway projects in Albania, with a long-term approach Mjede (Shkoder) to Kosovo by private investment PPP



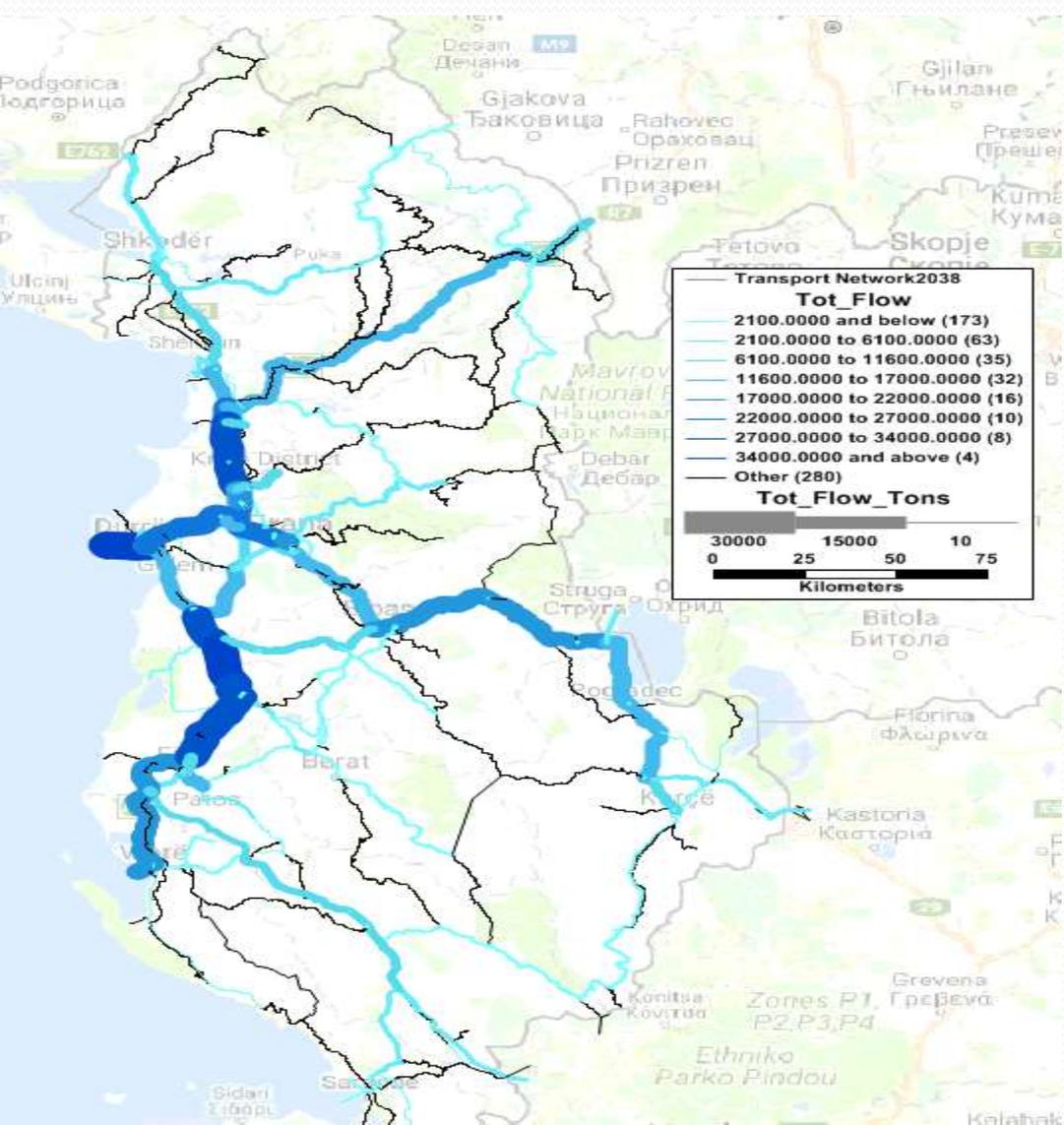
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- *On the P mobility, Prime insurance for passenger ticket as in public service contract RU with Passenger*
- *The unit cost of railroad accidents in Albania is estimated*
- *AARC = average (compound) annual rate of change of unit VOT on yearly basis*
- *MCA on Unit operating Cost/passenger train hour and for cost/F trains*

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- *The Project will support Albania's national economic development*
- *It contribute to Albania's regional integration by improving connectivity of its main cities to the Port of Durres and TIA*
- *The project is expected to affect the opening of many new jobs*
- *Both during construction of works and during their operation*
- *This railway estimated to create 1,375 new jobs in construction*
- *An estimated 2,200 new jobs during the operation of this line*
- *For the RU who has benefitted the PSC public service in 15 years*
- *The maximum duration of rail passengers public service contracts is 15 years, could extent to 50% in cases specified by the Rail Code*
- *The expected impact and employment outcome might, inter alia, include the Maintenance working staff by the IM infra manager/s*

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- The following map shows
- The forecast for 2038 freight
- Tons flows and assignment
- In the road network in 2038
- The main bottleneck identified
- The Elbasan–Pogradec Corridor
- A high quality rail service (PSO)
- Project serve as viable alternative
- A better choice solving problem

Rehabilitation of the railway Durrës-Pogradeci-Lini and construction of new railway link to the Northern Macedonian border (CVIII)

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The reform CRM

- *For the Railway transport*
- *The Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) NO.s 1191/69 and 1107/70 is partially approximated in the Law No 142/2016 of 22.12.2016 “The Railway Code of the Republic of Albania” and is currently implemented*
- *In case of any dispute the regulatory body shall settle*
- *Agreement cooperation between the Regulatory bodies*

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The CRM reform recommendations

- *On rail concerning the technical legislation*
- *Technical Specifications for Interoperability*
- *According to the concordance Directive 2016/797*

- *Article 135 of the Railway Code stipulates that the MIE is responsible for transport determines the scope, adaptation and change of technical specifications for interoperability (TSI) and approves them (after the proposal of the NSA) who also publishes*

- *The Ministers Order as foreseen in article 135 of the Railway Code, aims to determine the technical specifications for the Albanian railway network, which are accordance with Article 133 of the Albanian railway code (article 4 of Directive 2016/797)*

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The reform CRM

- *Following the implementation of the Albanian Railway Reform*
- *CRM aims the separation of the railway infra manager from the railway undertaking company and the establishment of new railway bodies, pursuant to Law no. 142/2016, dated 22.12.2016*
- *“Railway Code of the Republic of Albania”, should complement*
- *The work is underway to follow the procedures for the adoption of the 4 sub legal acts provided in the railway legal package*
- *It is worth to mention that three licensed private companies*
- *Beton Plus, Albrail, Albametal, which currently operates in the Albanian Railway Market and have actively participated and mostly contributed to the drafting of draft legal acts incl. NSA*

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The reform CRM

- *The final drafts were submitted in July 2019 by the Ministry of Infrastructure and Energy who has continued their preparation*
- *So far there has been progress with the completion of the Regulatory Impact Assessment Reports (RIAs) and the drafting of the Tables of Concordance (ToC) the package is improving*
- *The legal drafts have been published in the Electronic Register of Public Notices and Consultations for the public comments*
- *Suggestions from interested individuals or groups were expected within 20 working days (deadline 05.09.2019), in accordance with law no. 146/2014, dated 30.10.2014, “On Public Notification and Consultation”, by now comments of MFE and MEFA arrived*
- *After that, all the railway legal package will be submitted for approval to the Council of Ministers, as it is foreseen in the NPEI*

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The reform CRM incl. CBX

- *Tuzi experience is the best in the WB6 Region/EU*
- *With all the difficulties and problems we have faced*
- *We are in closed collaboration with Montenegrin partners and we have solved the problems we have had*
- *For Albania we are working also for the railway connection with Northern Macedonia and Greece (even though we are in the early stage pre-FS)*
- *These projects earmarked as regional are also linked with Opening and negotiating the CBPs, respectively*

Rehabilitation of the railway Durrës - Vora - Shkodra - Hani Hotit, border with Montenegro Section (120 km), within the core network corridor (ROUTE 2)



Aligned with the national strategy of connecting the city to the Neighboring countries by road and rail, the rehabilitation of this railway is one of the major projects to focus on. The forecast flows do not show problems as severe as in the southeast region, so investment shall be considered in a second phase

In the 1st Safety summit in Dubrovnik, Albania has also voted positively & adopted in principle the Safety culture declaration



In the 1st Safety summit in Dubrovnik, where the voting of the Safety culture declaration incl. the WB6 i.e. Albania, North Macedonia

- On 4.04.2019 the Agency has held NAIIA training with the Albania's railway sector, in Durres Albania and protocol IM/RUs
- On 24-25/09/2019 the two-days regional meeting held in Durres, with Regional NSA parties and MIE, RID, HSH, IM, ECM, RUs
- AlbRail ltd, Beton plus, AlbMetal ltd etc on the cleaning of safety rules chaired by the EU Agency for Railways and IPA program



In the IPA program with ERA and TCT in Durres, 24-25/09

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The trainings to key staff

- *Albania an authorized member State Representative Group*
- *Albania is member of smart specialization strategy with EU*
- *Within the SRG with HSH/MIE based on country reform*
- *The national coordinator assigned with MEYS ministry*
- *Critical infrastructure manager NAIS agency/stakeholders*
- *The official invitation promote between stakeholders 9/10*
- *In 10-11 April 2019 by MoMs was discussed potential EU MS cooperation to co-apply with Albania in the EU call for proposal of Shift2rail 2019 under H2020 and partners R & I*

QUESTIONS?
THANK YOU FOR THE ATTENTION!@

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