



REPUBLIC OF ALBANIA
MINISTRY OF INFRASTRUCTURE
AND ENERGY

Capacity Building Workshop on
Strengthening Regional Rail Transport Connectivity

29 November 2018
Zappeion Megaron, Athens, Greece

UNECE

Recent developments:

Albanian Transport Sectoral Strategy 2016 – 2020;

Decision of Council of Ministers No. 811 of 16.11.2016 “On the approval of the Transport Sector Strategy and its Action Plan 2016 – 2020”

Albanian National Transport Plan (ANTP 3)

The 2nd review of the Albanian National Transport Plan (*ANTP3*) – ongoing

Transport Community Treaty

The signing of the Transport Community Treaty (*TCT*) from WB6 Prime Ministers in High Level Summit of Trieste, **on 12 July 2017** represents the most significant achievement in the regional cooperation in the transport sector during the last 10 years (ratified by law No.8/2018, 26.02.2018)

Overall Objective of the National Transport Strategy and Action Plan 2016-2020:

- **Further develop Albania's national transportation system;**
- **Significantly improve its interconnectivity, interoperability and integration with European transport system.**

Full alignment with:

- **Strategic vision of the Albanian Government, (aligned with National Strategy for Development and Integration 2015-2020, and other cross-cutting strategies).**
- **Main concepts of the European Transport Policy**

Result: 43 Priority Actions for the 5-year period

- Strike a balance between soft measures and investments,
- In conformity with a solid National Transport Strategy and Action Plan.

Road Transport – Strategic Priorities and Goals

STRATEGIC PRIORITY

ACTIONS

Create the adequate legal and governance conditions for an efficient transport system

- EU Legislation alignment
- Capacity building

Strengthen the regional cooperation via road connections

- Joint Border Crossing Points (BCPs)
- BCPs parking infrastructure
- SEETO axle load taxation

Complete and modernize Albania's primary and secondary road network

- Pipeline of road projects
- Enhance practices
- ITS strategy

Ensure the functioning of the road transport market in line with EU standards

- Hauliers' incentives
- Frequency of road checks
- Innovation programme

- *Ongoing consultations with our Montenegrin partners regarding the extension of One – Stop Shop in Murriqan for freight transport;*
- *Private sector companies are involved in road construction projects through PPPs and “One billion Programme”;*
- *Infrastructure priority projects are prioritized through SSPP process;*
- *The IPA 2013 Project “On improvement of standards of road safety”, a technical assistance project on vehicles inspections and identification of black spots was launched.*
 - *Road Safety Inspection/Road Safety Audit certifications are issued by the Institute of Transport (under MoTI)*

Current status:

- The regulation on the implementation of the **ISM Code** in the Republic of Albania is approved;
- The roadmap to approximate EC regulations will be drafted in compliance with the Annex of the Transport Community Treaty.
- Several projects are ongoing for the **Rehabilitation of the infrastructure and superstructure of the ports** in order to increase in the volume of cargo and in the number of passengers;

ACTIONS

- **Ratify and endorse IMO regulations and EC rules**
- Establish **roadmap to approximate** and accompany IMO and EC regulations
- **VTMIS implementation**
- Rehabilitation and **modernisation of port infrastructure** and services;
- Support and promote nautical tourism;
- **Develop and promote maritime labour markets.**

Efficient and responsive maritime and port systems

Sustained growth for maritime and port markets

STRATEGIC PRIORITY

Current status:

- The **Feasibility Study of an airport** in the south of the country was carried out;
- The construction of **Airport of Vlora** is at the phase of negotiating the contract.
- The **draft law on the Air Code** in the Republic of Albania is recently approved by the GoA;
- The ECAA entered into force in December 2017. **Final Assessment Visit** for the fulfilment of **the 1st Phase obligations of ECAA** by Albania is foreseen in **April 2019**.

STRATEGIC PRIORITY

ACTIONS

Development and construction of new airport infrastructure in the South of the country

- National Airport Master Plan & Kukes upgrade
- South Airport

Creation of a more competitive market with liberalised air services

- Legislation alignment (market)
- Capacity building

Implementation and unification of international standards for air safety

- Strengthen the ACAA capacity towards staff and inspector requirements

Current status:

➤ Implement a rail reform strategy:

- new Railway Code adopted;
- legal acts for the implementation of the Railway Code

➤ Implement the Connectivity Reform Measures

STRATEGIC PRIORITY

ACTIONS

Reform the rail sector to set up an open market for different investors

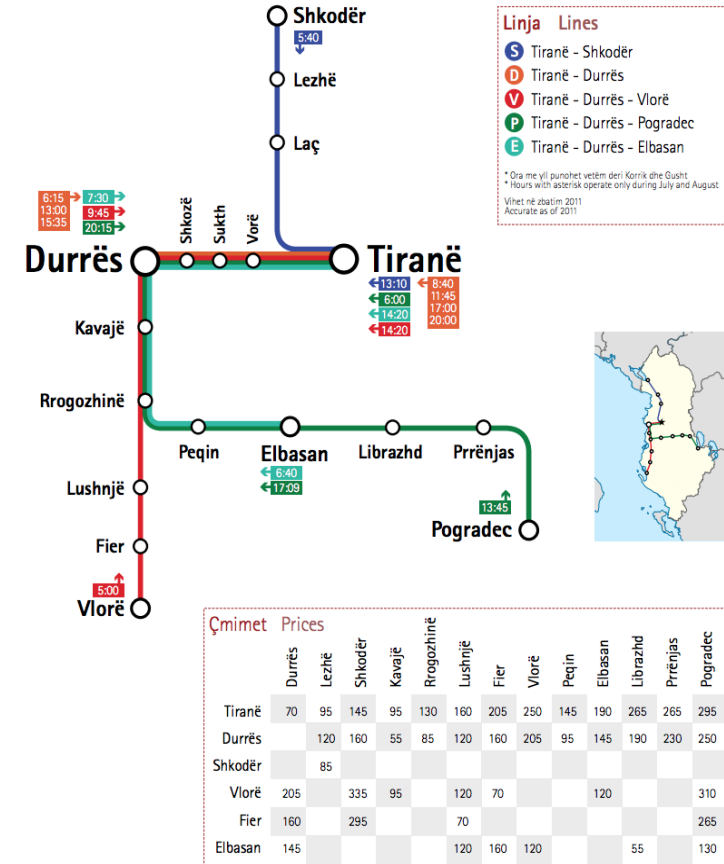
- EU Legislation alignment
- Separation of railway bodies
- Safety & regulatory bodies

Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors (RFCs)

- SEETO flagship axes
- Hinterland rail corridor / Pipeline of rail projects

Rail Transport – Current Situation

Harta e Sistemit System Map



➤ The Albanian Railway consisting of 447km main rail line and 230 km secondary rail line.

It extends from Durres port in four directions:

- in northern Albania, border with Montenegro;
- in southern Albania in railway station of Ballsh till Vlora;
- in east in railway station near Macedonian cross border and also until Tirana capital.

➤ The Railways in Albania are administered by the National Railway Company Hekurudha Shqiptare.

On 22nd of December 2016 the Parliament of the Republic of Albania approved the Law no. 142/2016 "The Railway Code of the Republic of Albania" (entered in force on January 2018).

The new Railway Code is partially aligned to:

- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area;
- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety;
- Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union;
- Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community;
- Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004;
- 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) Nos 1191/69 and 1107/70;
- Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations.

The 6 draft legal acts, for the implementation of the Railway Code are under preparation.

➤ Corridor VIII:

- Construction of railway link Pogradec – Greek border

(60 km, estimated cost EUR 150 Million);

Pre-FS, under INTERREG Program, amounts to EUR 900,000, duration 5/2018 – 4/2020.

- Rehabilitation of the railway Durrës-Pogradec-Lin

(137 km) and construction of new railway link to Macedonian border (2.7 km),

estimated cost EUR 206 million FS completed, funded under WBIF with a **Grant EUR 750,000.**

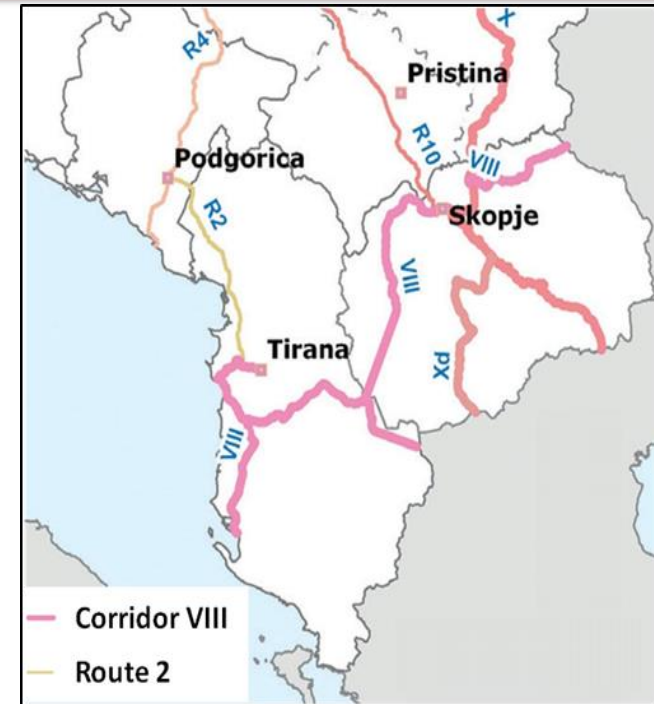
- Rehabilitation of the railway Tirana — Durrës and

the construction of the railway link to Rinas (Total cost of the project amounts to **EUR 90.45 million**) “Best Rail Deal 2017” awarded by EMEA Finance’s Project Finance Awards 2017;

➤ Route 2: Rehabilitation of the railway Vora - Hani Hotit (border with Montenegro)

140 km, estimated cost EUR 165 million)

Detail Design, funded under WBIF with a grant of EUR 4.5 million, is expected to start soon.



Rail Transport – Connectivity Agenda (1)

Regarding the railway infrastructure, the Paris High Level Summit, held on 4 July 2016 produced concrete results for Albania.

The rehabilitation/construction of the railway Tirana – Rinasi – Durrësi, in a total of 90.45 Million EUR, was one of the projects selected to be supported from the EU and the EBRD.

This decision reflected the fulfillment of Vienna Summit obligations, especially the soft measures implementation and the existence of the strategic documents in the field of transport.

Rail Transport – Connectivity Agenda (2)



Installation of a joint border railway station in Tuzi:

- “Agreement between Montenegro and Albania on Border Dispatching for Rail Transport” of 2013, is being implemented.

The joint operation of the Joint Railway Station of Tuz started on 10 July 2017.

Rail Transport – Connectivity Agenda (3)

- The Albanian railway network is opened (BETON Plus is operating in Albania and Montenegro);
- The Network Statement for 2019 has been published in Albanian Railways website, in the following link <http://hsh.com.al/wp-content/uploads/2018/05/Network-Statement-1.pdf>;
- Finalization ITS strategic implementation plan ConnecTA / EC;
- Albania has expressed its interest and willingness for inclusion in Rail Freight Corridors (RFCs);
- Final Report for ConnecTA Railway Maintenance submitted.

Future Challenges

- ❖ The Implementation of Railway Code and its bylaws regarding fully restructuring of Albanian Railways and the necessary technical implications;
- ❖ The establishment of the Rail Authorities and Bodies;
- ❖ The Approval of 5 Year Maintenance Plan in order to have no section in poor and very poor condition;
- ❖ The Rehabilitation of the rail line Tirana – Durres and link with TIA, as a main infrastructure project in Albania;
- ❖ The Finalization of the Detailed Design for the Construction of Railway Line Vore – Shkoder – Hani I Hotit;
- ❖ The Finalization of Feasibility Study to connect railway missing links with Greece.

Thank you for your attention!