



Economic and Social Council

Distr.: General
8 October 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-eighth session

Geneva, 30 November–1 December 2015

Item 14 of the provisional agenda

National policy measures to promote intermodal transport

National Intermodal Policies*

Note by the secretariat

I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party on Intermodal Transport and Logistics continued the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

2. The Working Party decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and requested that the questionnaire be re-sent to member States in 2015. The secretariat updated the survey and sent it to stakeholders in the first half of 2015. Below is the response received from Albania.

3. Following a review of the 2015 information at the present session of the Working Party, the secretariat will upload this information onto the WP.24 web site: <http://apps.unece.org/NatPolWP24>.

* This document was submitted late due to delayed inputs from other sources.

II. Questionnaire on national policy measures to promote intermodal transport

A. Albania

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>In the framework of the Albanian transport policy, intermodal/ combined transport is considered to be of central importance for solving present and future problems with regard to freight transport by road caused by Albania's geographical and topographical situation. Due to increased traffic flows both within and through Albania, in particular on roads, Albania is introducing some measures to support environmentally-friendly modes, such as rail or combined transport.</p> <p>Combined transport in Albania is currently carried out through multimodal transport by transferring goods from sea transport to road transport. This combined transport is applicable for the transport of containers stored at the port of Durres towards Kosovo. Multimodal transport is expected to develop in the coming years to include the transportation of goods by rail, following the rehabilitation of the Tirana – Durres railway line. With the support of EBRD, it is expected that the project detailed design for the reconstruction of Tirana – Durrësi railway line and for the construction of the new railway line Tirana – Rinasi (branch) will be finalised in 2016.</p> <p>The overall objective for developing multimodal transport in Albania, is by gradually linking Albanian ports with the networks of neighbouring countries especially for: (1) connections on Corridor VIII (rail connectivity of Port of Durres with the Former Yugoslav Republic of Macedonia (FYROM) and Bulgaria; (2) Route 2 (Tirana Shkodër – Podgorica) and (3) connections for the ports of Durres, Vlore and Shëngjin with Kosovo.</p>
2	National and international bodies	
2.1	Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	<ul style="list-style-type: none"> Albania has included co-modal solutions in its National Transport Programme, and in the short term, development of logistics is focused around the port of Durres. An action plan has been prepared for transport Corridor VIII to develop a major railway

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” is mentioned in several indents in the ECMT Resolution).

<i>Objectives and issues¹</i>	<i>Explanations</i>
	<p>connection from port Durrës to the airport, and an EBRD loan is currently being discussed to start implementation of the action.</p> <p>National Energy Efficiency Action Plan (NEEAP Albania) 2010-2018</p> <ul style="list-style-type: none"> • The focus of energy efficiency policy within the transport sector will, therefore, be mostly on road transport, with the aim of increasing rail transport's share. In road transport the focus will be on the balance between public and private transportation. <p>Albanian National Transport Plan (5 year review)</p> <ul style="list-style-type: none"> • The general objective of the Albanian National Transport Plan (ANTP) is to provide a safe, reliable, efficient and fully integrated transport system and infrastructure, which will meet the needs of freight and passenger customers, whilst being environmentally and economically sustainable. It needs to support Government strategies for economic and social development as well as an optimal integration of the country's transport systems within international, European and regional transport networks. • Based on these principles, the main specific objectives or goals of the ANTP are to: <ul style="list-style-type: none"> • Create a regulatory and legal system which promotes the optimal operation of the transport system; • Support the development of the economy; • Ensure equitable access to transport throughout the country leading to an improved balance in the country's regional development; • Reduce traffic bottlenecks; • Promote integration with the European Union and meet the transport demand of the Southern Balkan Region; • Improve safety, quality and reliability of the transport system; • Provide enhanced focus on passengers and freight shippers as customers and users; • Create an environmentally sustainable transport system; • Ensure transparency in the decision-making process.

<i>Objectives and issues¹</i>	<i>Explanations</i>
2.2 Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	<p>In the framework of the “Berlin Process” and the Connectivity Agenda/Initiative, the Government is committed to improving regional cooperation. The following segments in Albania are part of the SEETO Core Network: (1) the North–South National Road Corridor, part of the agreed Adriatic–Ionian Highway, going through Croatia, Bosnia and Hercegovina, Montenegro, Albania and Greece; (2) the Durrës–Morinë road segment, part of Nis–Prishtina–Durrës route, connecting the existing Corridor X to Adriatic coast; and (3) Corridor VIII – trunk road that connects the Adriatic Sea to the Black Sea.</p> <p>Albanian experts of the Ministry of Transport and Infrastructure (MTI) actively participate in numerous international regional projects, including the INTERMODAL project (Intermodality model for the Development of the Adriatic Littoral zone). The project is co-funded by the European Commission, under Instrument for Pre-Accession Assistance (IPA Adriatic CBC 2007-2013).</p> <p>The aim of the project was to facilitate CBC dialogue on issues of intermodal mobility applied to urban & touristic transport & raise citizens’ awareness on “green” mobility solutions.</p> <p>One of these activities was the Meeting in Vlora (Intermodality in the Adriatic – Ionian area: Sharing at CBC level of the local Strategic Plans drafts for sustainable intermodal mobility).</p> <p>Albania in the Framework of UNFCCC</p> <p>Albania has ratified both the United Nations Framework Convention on Climate Change (UNFCCC) and its Kyoto Protocol with the status of a Non-Annex 1 Party. In the International Climate Change talks Albania shares European Union positions, with the restrictions of being a Non Annex I party committed to implement “National Appropriate Mitigation Actions”-NAMAs.</p> <p>Albania’s contribution to the global greenhouse gas emissions is relatively low, estimated at an average of 9.4 million ton/year of CO₂ eqv.</p> <p>This is because over 95 per cent of Albania’s electricity is produced from hydroelectric sources and high energy intensity industries are no longer operating. Transportation (mobile sources) followed by agriculture and waste sector are the main categories that are found to have the largest contribution to total greenhouse gas emissions in Albania. If no measures to reduce greenhouse (GHG) emissions are taken, the GHG emissions for Albania will increase in the years to come.</p> <p>The United Nations Development Programme (UNDP) and the Global Environment Facility (GEF) support</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
3	Costs and prices
3.1	Establish fair competition between modes
	<p>Albania in a range of climate change mitigation and adaptation measures including through a combination of capacity building and strengthening work, as well as concrete and practical hands-on projects.</p> <p>Furthermore, Albanian transport experts also attach the highest importance to exercising national interests in the field of international coordination bodies. These also include current activities within the Transport Group of the International Transport Forum ITF (CEMT).</p> <p>Albania cooperates with its neighbouring countries in the framework of the inclusion of some key transport segments of the SEETO comprehensive network in the TEN-T Core Network, which will increase national network standards in Albania in order to comply with the EU standards.</p>
	<p>A precondition for establishing fair competition between modes is the elaboration and introduction of fair and efficient pricing schemes. That means prices have to consider the use of resources and should also reflect all external costs.</p> <p>Therefore Albania has started the internal assessment procedure for the Road Tolling Strategy (RTS).</p> <p>RTS will provide a strategic document for the Government of Albania on the use of road tolling in Albania. The purpose of road tolling will be set out in this document, and include such things as whether the revenues would primarily be used to finance new construction, such as under road concessions, or for maintaining existing roads. The tariff structure will be identified, in the context of European best practice and relevant EU legislation. A framework will be prepared to assess the suitability of road sections for tolling, and, using this framework, a list of suitable sections (of the existing network) will be defined that will provide regulations for charging the costs of traffic based air and noise pollution of heavy goods vehicles.</p> <p>The global objective of the Transport Sector Strategy in Albania is to further develop the whole national transport system and significantly improve its interconnectivity, interoperability and integration with the international/European wider transport system and region.</p>
3.2	Develop cheaper and more efficient interfaces between modes of transport
	<p>The MTI has demonstrated particular interest in the development of intermodal facilities, such as passenger interchanges and logistics centres, in order to create an efficient multimodal network.</p>
4	Networks, terminals and logistics centres
4.1	Implement international standards (e.g. AGTC)
	<p>The existing legal framework in the field of combined</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>	
Agreement and its Protocol on inland waterways)	<p>transport is based on the "European Agreement on important international lines of multimodal transport and relevant installations" (AGTC), ratified by Albanian Parliament by Law no. 9873, on 14 February 2008, but has not yet ratified, the AGTC Protocol on inland waterways (13 November 1997).</p> <p>According to Article of the Albanian Railways Code, the Republic of Albania supports the planning and building of rail infrastructure.</p>	
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>Albania/MTI participated in ACROSSEE, (Accessibility improved at border Crossings for the integration of South East Europe), SEE/D/0093/3.3/X, which was a project co-financed by the EU Transnational Cooperation Programme "South-East Europe", working in line with the new EU TEN-T Guidelines and aiming at improving cross-border accessibility in the South - East Europe Area. This objective was reached by promoting prioritization and optimization of the existing network and extending the EU transport network to the Western Balkans.</p>	
4.3 Take administrative measures to improve terminal access	<p>Albanian Railways and our Albanian rail sector are taking steps to implement the latest conclusions of the summit in Vienna, 27-28 August 2015 by high level representatives of the countries of the Western Balkans on this issue.</p> <p>In the Republic of Albania there are four state owned maritime Ports and two oil terminals that are financed through a Public Private Partnership. One of the main objectives of the Albanian Government is the improvement and modernization of port infrastructure to meet minimum standards and to facilitate multimodal transport. There have been several investments in these ports including the construction of new quays to allow for the use of other means of transport, improving the port facilities for the facilitation of the processing of goods arriving by ship.</p>	
4.4 Take administrative measures to improve terminal operations and facilities	<p>These steps include addressing regional non-physical transport barriers affecting journey time and travel costs, including the administrative and border-crossing procedures in order to prevent further loss of time and revenue, as well as to increase the predictability and reliability of the system.</p> <ul style="list-style-type: none"> • Development of the ancillary infrastructure and transport terminals, as well as strengthening the logistics chains and interoperability in technical standards which will raise the quality of the services along the transport network. 	
5	Interoperability	
5.1	Ensure compatibility of railway information and signalling systems	<p>According to the new code of Railways 2015 (draft), Control-Command and signalling systems (CCS) of</p>

*Objectives and issues¹**Explanations*

infrastructure are used to carry rail traffic safely control. CCSs are designed, built and maintained in accordance with the standards set forth in the regulations developed by the Railway Safety Authority (unit of standards and interoperability - RSA). These acts are approved by the Minister responsible for transport and are applied by designers, builders and the railway infrastructure manager. Communication between direct caretaker workers for rail traffic, is realized by network and electronic communication infrastructure.

According to the new code of Railways 2015 (draft), CCSs and methods for operating the communication system, are developed by the infrastructure manager in accordance with the RSA standards. The system of marking and signs serve to guide largely inactive users of the rail network, including passengers, pedestrians, road vehicles etc. The marking system has shapes, sizes, colours, locations, etc. in accordance with the standards set out in regulations issued by RSA. The placement of markings and signs complies with the organization and work process in rail services and meets safety requirements. Signs and marking system have the same meaning as those of the entire EU rail network. Electrification of the rail network is performed in accordance with the technical standards issued by RSA with the implementation of provisions of this Code.

5.2 Introduce electronic information systems

Albania is increasing its network interoperability according to European Standards. In particular, Albania is firmly committed to introduce the European Rail Traffic Management System (ERTMS) according to Decision 2012/88/EU and on the basis of a National Transport Plan.

Intelligent Transport and Communications Systems that includes those for tracking and tracing of trains, are included in the fourth technical work package as part of the project where Albanian Railways is a partner together with other railways of the region such as BDZ of Bulgaria. The ADB multiplatform project ended in December 2014 with the signing of a Memorandum of Understanding between the 42 partners of project involved and Albanian Railways -Rail infrastructure Management. The framework of information Technology instruments and communication technology for the multiplatform for the Adriatic-Danube-the Black Sea was accompanied by a survey of existing instruments for tracking and tracing in railway transport. Activity is mainly localized in Italy (Apulia), Greece, Albania, and Montenegro. Implementation of information technology instruments and communication instruments are accompanied by the harmonization of existing instruments for the selection of the type of transport (railway).

5.3 Other measures

	<i>Objectives and issues¹</i>	<i>Explanations</i>
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	<p>From the State budget, Albanian Railways receives annual subsidies for the improvement of passenger transport services by rail amounted at 4.5 million United States dollars.</p> <p>Also it benefits from the State budget for financial aid for the renovation and maintenance of railway infrastructure.</p> <p>This fund includes ongoing repairs of structural works (bridges, culverts, tunnels, viaducts) and the availability of railway vehicles (locomotives and wagons, for aggregates, glasses and lighting for rail vehicles, spare parts for them).</p> <p>Albanian Railways is applying for financial support for the renewal of rail connections, focusing on connections to neighbouring countries for international goods operations. To facilitate this it has provided funding for a study of the reconstruction of the railway line connecting Durres-Rrogozhine – Elbasan - Pogradeci-Lin to the border with FYROM.</p> <p>The funds for financing the construction of railway infrastructure come from various sources: the State budget; Loans and leasing agreements; other sources, such as grants, PPPs or private investment. Funds allocated for the financing of the obligations as referred to in this Code for the railway infrastructure shall be defined in the contract signed between the Public Railway Infrastructure Manager and competent authorities and will be for a period of five years. These authorities will review them every 5 years. These funds will be based on five-year investment program of the Council of Ministers and are specified in the 5-year contract signed between the Minister of transport, the Minister for financial issues and the Public Infrastructure Manager. The Infrastructure Manager prepares the business plan, which includes investments and other financial measures relating to the infrastructure. The plan is prepared with the aim of ensuring optimal and efficient use of the infrastructure, its development, the financial balance of the plan as a whole and the means by which to achieve these objectives. The business plan is approved by the Ministries that own railway infrastructure assets: the Ministry of Transport and the Ministry of Finance.</p>
6.2	Financial support for operations (specific, initial operations, etc.)	NA
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	NA

	<i>Objectives and issues¹</i>	<i>Explanations</i>
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	<p>Exemption from weekend and holiday driving ban for lorries:</p> <p>During summer period from 15 May to 30 September journeys with loaded motor vehicles and trailers exceeding 7.5 tonnes are forbidden to travel on Saturdays from 4 am. to 12 p.m. and on Sundays and holidays from 12 p.m. to midnight.</p> <p>Every 28 and 29 November (with specific beginning and ending times for the driving ban published every year well in advance of the holiday season), journeys with motor vehicles and trailers exceeding 7.5 tonnes are forbidden from 14 p.m. to midnight (the day before); for the first day from 12 p.m to midnight. and for second day from 12 p.m to 2 a.m on certain main roads.</p> <p>Exemption from summer holiday driving ban for lorries used for military reasons, vehicles transporting foodstuffs, water, vehicles of media and communications, etc.</p>
7.2	Liberalization of initial and terminal hauls	NA
7.3	Higher weight limits for road vehicles transporting intermodal loading units	<p>Law no. 8378, date 22 July 1998, "Road Code of Republic of Albania", as amended, is consistent with Council Directive 96/53/EC of 25 July 1996 laying down, for certain road vehicles circulating within the Community, the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic.</p>
7.4	Facilitation of documentary controls	<p>Agreement has been reached with the relevant German authority for the use of general permits for the transportation of combined road and sea, which includes Ro-Ro transport.</p> <p>TIR is a best practice for intermodal transport facilitation.</p>
7.5	Bonus systems for using intermodal transport	<p>Two bilateral agreements have been signed by Albania with Bulgaria and Austria, but their implementation has not yet started, as no international multimodal transport currently exists.</p>
7.6	Strict enforcement of road haulage regulations	<p>The regulations on the limit of vehicle weights do not include tolerances. Therefore in principle every infringement will be punished. Based on the Albanian Road Code, stricter sanctions (such as stopping the vehicle altogether for example) can be imposed if road safety is compromised. Road safety may be compromised for a variety of reasons. In any case road safety is considered to be compromised if the maximum authorized total weight is exceeded by more than 5% or the maximum authorized weight is exceeded by more than 10%.</p>

<i>Objectives and issues¹</i>	<i>Explanations</i>
7.7 Other regulatory support measures	<p>According to Albanian transport and labour legislation, the time spent by a lorry driver on a rolling road (Ro-Ro and Ro-La) vessels and trains, will be regarded as rest period.</p> <ul style="list-style-type: none"> Decision of Council of Minister no. 1243, dated 10 September 2008 "On the organization of working time of persons engaged in road transport, for drivers working hours and recording equipment". DCM No. 207, dated 25 February 2009, "On the approval of regulations on the control inside offices of enterprises and roadside control related to the implementation of regulations of working hours for persons that carry out road transportation and related to the hours of vehicle operators".
8 Transport operations	
8.1 Liberalize access to the rail networks	<p>Albania has been adopted Regulation 2638 dated 10 June 2011 (published in the Official Journal 98 dated 20 July 2011) for the licensing of railway undertakings for the provision, duration, modification, suspension, the removal of the activity's permission intended for existing rail carriers or those that will be established in the future.</p> <p>The railway sector implemented Regulation 3602 dated 18 September 2011 on the loading and unloading of goods by rail (Official Journal 126 dated 09 April 2011).</p> <p>It also approved and implemented Law 118 dated 13 December 2012 for the transport of dangerous goods by rail on the basis of European regulation RID.</p> <p>Compensation for public service obligations for rail passengers (PSO) contracts, was approved by ministerial instruction no. 10 dated 09 July 2012.</p> <p>The new railway Code 2015 (draft) contains the principle of opening access of railway operators (market opening), the principle of safety in mobility, independence to provide services, movement interoperability, open and competitive market, transparent and non-discriminatory, environmental protection and energy saving.</p> <p>The new railway code, should develop more efficient and competitive rail transport when compared with other modes of transport, set up the conditions that railway undertakings have the status of independent operators, to behave commercially and adapt to market needs.</p>
8.2 Liberalize access to inland water transport	NA
9 Market monitoring	

<i>Objectives and issues¹</i>	<i>Explanations</i>
9.1 Ensure availability of coherent and reliable data	Data on transport are collected by the Institute of Transport and by the Institute of Statistics of Republic of Albania via the publication of the periodic and yearly bulletins according to EU methodologies.
9.2 Establish inventories of bottlenecks	Bottlenecks on the road and railway infrastructure are jointly analysed by MTI and the Albanian road and railways infrastructure agencies (“Albania Road Authority” and “Albanian Railways sh.a), as well the Institute of Transport. They provide forecasts on traffic demand, uses models for traffic assignment and capacity analyses. The results were a major input into the definition of a long-term target network for the year 2030 (“ANTP First five review”) and can be consulted in the annual report.
9.3 Establish short sea shipping information offices	<p>Albania has no short sea shipping promotion centre, it focuses on railways and road infrastructure. Usually the majority of goods transported to Albania comes from Italian ports and only a low percentage from other Mediterranean countries’ ports. A new promoting centre for the short sea shipping in Albania will be very beneficial for the country as it will monitor, promote and increase the use of the short sea shipping that are using Albanian ports.</p> <p>Nevertheless, Albania is interested in the development of the “motorways of the sea” concept (which was originally proposed in the Transport White Paper in 2001 as a “real competitive alternative to land transport” and has been re-affirmed in its mid-term review in 2006 and later in the 2011 White Paper on Transport), in so far as it aims at introducing new intermodal maritime-based logistics chains in Europe. These logistics chains could provide more sustainable (and also commercially more efficient) transport solutions than road-only transport.</p>

	<i>Objectives and issues¹</i>	<i>Explanations</i>
10	Foster innovations covering all components of the transport chain	<p>Albania: Sustainable Transport Plan - Study, supported by EBRD.</p> <p>Main tasks</p> <ul style="list-style-type: none"> • Task 1 - Calculation of the Baseline Energy Use, showing the preliminary results of the national baselines for emissions and energy consumption due to transport activities; • Task 2 - Definition of the Sustainability Objectives, defining the sustainability objectives that this Sustainable Transport Plan shall address as well as the key sustainability drivers; • Task 3 - Review of Best Practices, identifying best practices that can be compared with the Albanian case and providing the methodological approach for their application to the country. <p>The Albanian government is committed to introduce energy efficiency policies and practices under the National Energy Strategy (2008-2020). The strategy has been developed to promote harmonisation with EU requirements, as part of the wider pre-Accession process. To achieve the aims set out in the National Energy Strategy, the National Energy Efficiency Action Plan ('NEEAP') has been prepared, which sets targets for energy savings by sector, including transport. The NEEAP complements the Albanian National Transport Plan, which seeks to create a safe, reliable, efficient and integrated transport networks. Other measures include the establishment of the EU-Albania Energy Efficiency Centre, which implements Technical Assistance projects (EU-funded), and the preparation of new Law on Energy Efficiency, again based on EU directives.</p>
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	<ul style="list-style-type: none"> • A border crossing agreement with Montenegro has been signed on 3 August 2012 and has been ratified by the Parliament on 27 December 2012 (law nr. 128/2012). Rail freight traffic, in particular the international service to neighbouring Montenegro, has increased. • Albania participates in the Adriatic – Ionian Highway project together with Montenegro, and others as well as in the framework of Berlin Process (Connectivity). • Implementation of Ratification of International Multilateral Agreement for establishment of high performance railway network in South East Europe (Athens, 27 January 2006) our national law 9620 dated 16 October 2006 and decree of President of Albania 5094 dated 02 November 2006 (railway axis 4 and 10).
11.2	Promote use of intermodal transport for the transport of dangerous goods	No special remarks.

<i>Objectives and issues¹</i>	<i>Explanations</i>
11.3 Promote use of international pools of rail wagons	No special remarks.
11.4 Promote operation of rail block trains between terminals	There is no additional support for block trains.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	A network statement has been finalised and published on the official web site of the Albanian Railway (HSH.com.al). The network statement was prepared in accordance with Albanian Railway law and EU directives and in compliance with requirements from RailNetEurope and serves as source of information for domestic and international transporters and operators. The network statement provides general information on railway network traffic, conditions for infrastructure access and user charges. The network statement must be revised annually.
