MINISTRY OF INFRASTRUCTURE AND ENERGY- ALBANIAN RAILWAYS

Railway sector – what we need and what we want.

Budapest, 13-14/11/2019
Railway sector.

- Albanian Railway Network was built between 1947 till to 1986 to serve to the Albanian industry and economy.
- Purpose of the construction was serving to passengers.
- Albanian railway Network consists of 420 km of:
  - 350 km belong to a flat area with a slope 9 m / 1000 m
  - 30 km located in a hilly area with a slope 13 m/1000 m
  - 40 km in a mountainous area with slope 18 m / 1000 m
The Albanian Rail Network is a radial system extending from the city of Durres, where Albania's largest seaport is located, and continues in three directions:

- **North of Albania:**
  - In the city of Shkodra and beyond at the Bajza Border -TUZI
  - The CB Railway Station, in the Zone links the HSH with EU.

- **In the south of Albania:**
  - In the city of Vlora with the the 2nd seaport of Vlora.

- **East of Albania:**
  - In the town of Pogradec near which is the Lin station,
  - A potential railway connection with the North Macedonia.
Railway Network Albania.

Weight of modes of transport in % years 1950-1990.

- Road Transport: 71%
- Railway Transport: 19%
- Maritime Transport: 9%
- Air Transport: 1%
WEIGHT OF MODES OF TRANSPORT IN%. YEAR 1990-2007

Weight of modes of Transport in % years 1990-2007

Road Transport
Rail Transport
Maritime Transport
Air Transport.
The dynamics of rail transport 2010-2018.
Albanian railway connects important cities.

- The most important passenger connection Durres-Tirana.
- No railway connection between Albania to the neighbours countries of Greece, Northern Macedonia or Kosovo.
- Future CBCs at Greece, Northern Macedonia and Kosovo.
- Main terminal of network is the railway station in Durres.
- After 1991, most of the industries using rail were shut down.
- As a result, the railroad lost almost all of its revenue and government support was not at the required level.
- It was used to invest in road improvement programs and other infrastructure priorities.
Albanian Railway today.

- The rail network is completely un-electrified and the trains are pulled by diesel locomotive.
  - Whole system is usually only with one pair of bypassed rails.
  - Due to lack of investment, railway infrastructure is very/poor.
  - Lacking developed terminals, rails and lines, except for DR-TR
  - Durres-Tirana in average condition shall be rehabilitated soon.
Albanian Railway today.

• Rail vehicles (freight wagons, passenger wagons and locomotives) are outdated and need replacing.
• Signalling is almost completely outdated.
• Many components damaged over the years.
• Albania’s Rail sector steady decline for 10 years.
• The least developed nor attractive rail sector.
• EU studies ongoing in the WB6/EU accordingly.
The operator for the Albanian Railway System is Albanian Railway JSC, a joint stock company. 100% state-owned capital, of the line Ministry.

- Ministry of Infrastructure and Energy policies revision.
- Ministry of Finance and Economy is the owner.
- This operator provides freight and passenger transport services.
Perspective for development TEN-T Network— what we need and we want.

• The process of enlargement of the countries of the European Union through the incorporation of new countries and geographical regions, conditioned the need to expand the European Transport Networks (TEN) to include the countries of the region bordering each other and the latter with the European Union.

• The Western Balkan countries, including Albania, are part of this process.

• European Transport Policy is the main basis for the development of Albania's rail sector and sets out the vision for integrated, modernized and intermodal rail transport, a vision that can be applied in Albania to modernize, revitalize and integrate its rail system with rail corridors of the EU.

• Development of Albania's rail sector at the Government of Albania vision.

• The renewed, modernized and intermodal railways.
Perspective for development TEN-T Network—what we need and we want.

- A vision applied in Albania renaissance / Interconnection.
- Adrion region integrate its rail system with EU corridors.
- Recent government efforts focused on drafting acquis.
- Laws aligned to EU as a precondition for railway strategy.
- Comprehensive institutional reform, strengthen capacity.
- Enlargement process a credible perspective of WB6.
- European Union connectivity of countries and regions.
- European Transport Networks (TEN) of the WB6 region.
- Bordering CBCs (Cross Border Cooperation) and the SERA (Single European Rail Area) with the European Union.
- The WB6 including Albania as core part of this process.
Indicative extension of the TEN-T Rail Core/Comprehensive Network to the WB6 Interconnectivity in the TEN-T MED Montenegro-Albania-Greece R2 and CVIII
• **EU requirements approved main functions by GoA. (Government of Albania)**

• **Separation functions rail infrastructure manager.**

• **Railway undertaking requirements to public services.**

• **Needs licensed operators as per legislation updates.**
Perspective for development TEN-T Network—what we need and we want.

• Albanian Railway Network recently updated toward efficiency.
• Government of Albania's transport policies are adopted.
• Implement European the technical conditions in TSIs, EN/ISO.
• Railway sector in Albania undergoing of major regulation.
• Regulatory changes achieve restructuring system as a whole.
Perspective for development TEN-T Network—what we need and we want.

- Albanian railway market, introduced private operators RUs
- 2 operators are operating in the freight rail transport.
- 1 operator is operating in the administration with state
  57 km railway infrastructure on Ballsh-Fier-Vlora railway
  lines as well as in freight and passenger transport.
- Operators of private and state services in railway market.
- Operators need realization of regulatory changes first.
- The aligning of the railway legislation into national policies.
- Railway market toward fully integrated into the EU market.
- Approximation with the European Union acquis is a must.
Law No. 144/2016, dated 22.12.2016, Railway Code of Albania, is adopted
Code is aligned with EU directives and regulations, such as SERA Directive.
Directive 2016/798, “On railway safety”, (recast) and 2016/797 (recast)
On the interoperability of the railway system within European Union aligned
European Parliament and Council Regulations 2016/976, ERA, partially aligned
EU regulation 1370/2007 On public passenger transport services by rail/road
Pursuant to this Law follows implementation of the Albanian Railway Reform.
Aiming at separation of railway administrator from railway undertakings of HSH company.
Establishment of new railway bodies, regulatory authority, the railway safety authority, national authority of accidents and incidents, and the licensing authority already proposed by the MIE responsible for transport matters
Follow up procedures for adoption of the legal acts provided in railway package.
Perspective for development TEN-T Network—what we need and we want.

- **Drafts of the railway legal package have been prepared**;
  - **EU Technical Assistance in co-operation with the MIE.**
  - **Albanian Railways and Railway Inspection Directorate**
  - **Transport Institute under the line Ministry participated**
  - **3 private rail companies currently operate in Albania.**
- **Drafting of the legal acts is submitted for approval.**
- **Council of Ministers will adopt them by the end of 2019.**
Perspective for development TEN-T Network—what we need and we want.

- Albanian government priority is to strengthen the capacities and Human resources at all levels are to be build institutionally structures necessary for normal functioning.
- Transparent non-discriminatory conditions of open market.
- Excellent and correct relations have been maintained WB6
- With the European Railway Agency and with all European institutions we get the best experience from other countries.
- Albania is doing its best possible to raise through trainings.
- New opportunities for the training of railway staff engaged
- Management of the new railway authorities, and therefore have requested technical assistance from the EU for this purpose.
The footprint of the Albanian railway network is on the map of the development of the Western Balkans European rail network and the Southeast European network.

- Development of the Western Balkans European by rail
- Southeast European network and the SERA, MAP REA.
- Institutional and legal reforms of the government GoA
- Planned annual maintenance of the lines, in preparation.
- Preparation of the required documentation to the HSH
- Secure funding from European Rail Regional Projects.
- Albania geographical position for the transit of goods.
Prime Ministers of the Western Balkans all agreed.
(2015)

• Albanian railway sector in core-comprehensive:
• Incorporation of Corridor VIII in the Pan-European Rail Network into the main European Transport Network.
• Trans-European Rail Network into the core TEN-T.
• TEN-T Transport Network and the CNC and RFC.
• Indicative extension TEN-T network in the WB6
• Western Balkans in the direction Podgorica – ALB
• Durres/Tirana (Albania) ROUTE 2 and is part of the Western European Core Network of Transport.
Perspective for development TEN-T Network—what we need and we want.

- **October 2018** have been completed grant applications
- **WBIF (EIB and EBRD)** the detailed design projects done.
- **Civil engineering projects as part of CVIII in Albania**
- **Durres – Rrogozhina Segment Detailed Project, 33.4 km, including Environmental and Social Survey plan**
  - Detailed Preliminary Project Segment of Rrogozhina – Pogradec – Lin Border with Northern Macedonia, 137.8 Km, including Environmental and Social Survey.
  - **During 2019** Detailed Design for Durres – Rrogozhina segment, 33.4 Km, which will also grant by WBIF - EU
Perspective for development TEN-T Network—what we need and we want.

- **Reconstruction of Durres – Tirana railway line and construction of new line, connection to Rinas International Airport, is in the final stage of the bid evaluation, only the winner of the competition is expected to be announced and construction work to begin immediately for Durres - Tirana 37 km long railway and 5 km to TIA. (Tirana International Airport)**

- **Railway line Vora – Shkodra – Hani i Hotit, border, 120.2 km long.**

- **Design of the detailed engineering implementation project for the "Reconstruction of the Vora – Shkoder – Hani i Hotit Railway Line“**

- **An important national segment related to the neighbouring state of Montenegro, has been launched in December 2018.**

- **This project is funded by WBIF Western Balkans Union funds through a grant between the Albanian Government and the Western Balkans Union.**
General geospatial plan of the railway line rehabilitation project.

Implementation of the Employment Plan for Reform # 3 Reconstruction Dr-TR-TIA line with project financing plan
Perspective for development TEN-T Network—what we need and we want.

• Albanian Government is considering connecting our railway network with the TEN-T Orient/East Med Rail Corridor to Greece via Kapshtica and Florina respectively on the Durres – Elbasan – Pogradec – Kapshtice – Thessaloniki/Athens (Piraeus) connecting the port of Durres in the Adriatic Sea with the port of Thessaloniki and Piraeus in Athens, which are one of the largest sea ports in the Mediterranean.

• The Pre-Feasibility Study for the Albania - Greece Railway Connection from Kapshtica is a joint application between the Greek Railways and our Ministry of Transport under the INTERREG Albania - Greece Regional Cooperation Program.
Perspective for development TEN-T Network—what we need and we want.

• Realization of these projects marks the beginning of the process of incorporating the strategic projects of the Albanian railway network into the European railway network, thus integrating the Albanian network into a unique international Balkan and European system, as envisaged by EU Directive 2012/34, "To create a Single European Rail Area“ SERA.
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• THANK YOU FOR ATTENTION

• BUDAPEST 13-14 NOV 2019