

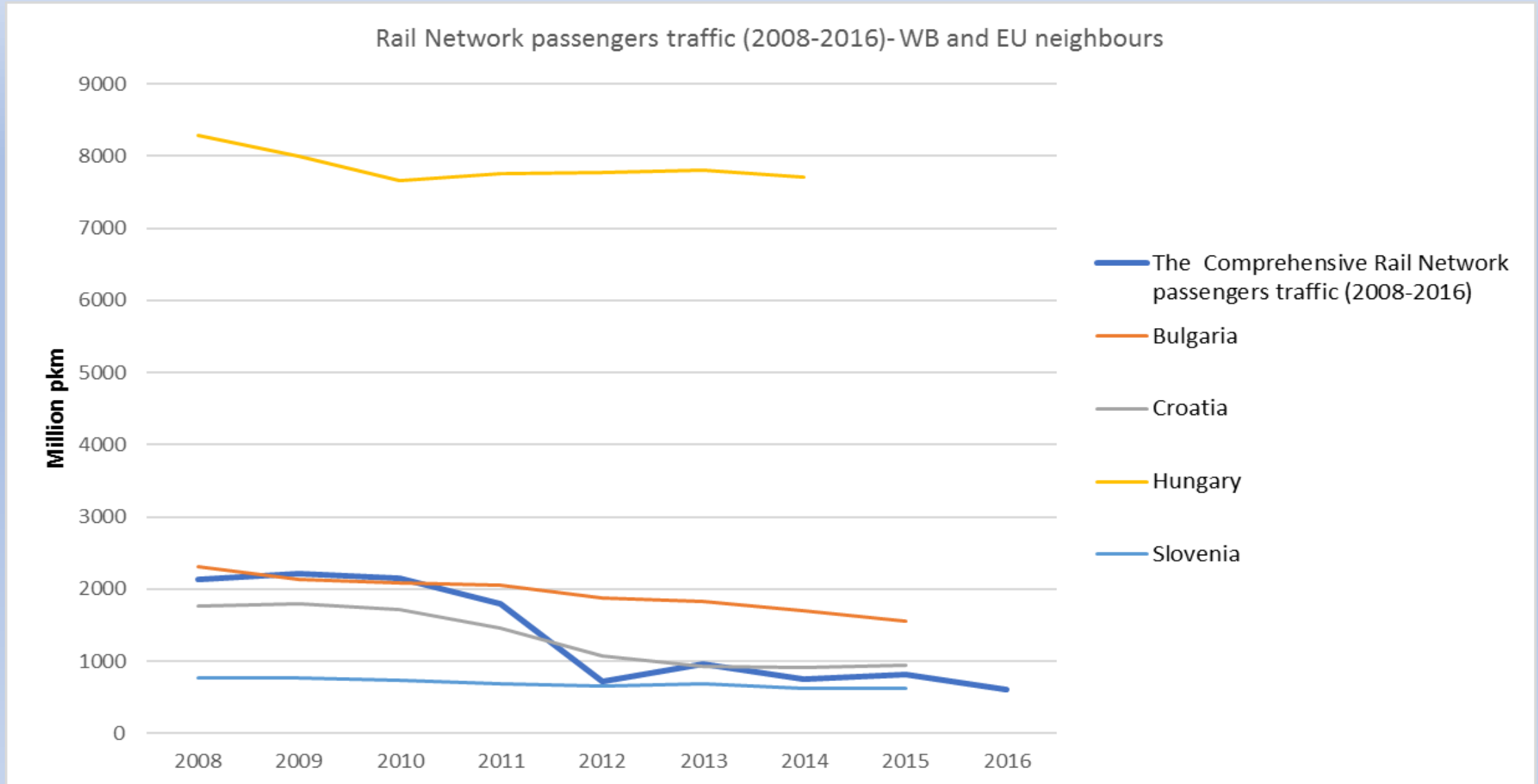
Railway Working Group

Current situation of Rail in South East Europe

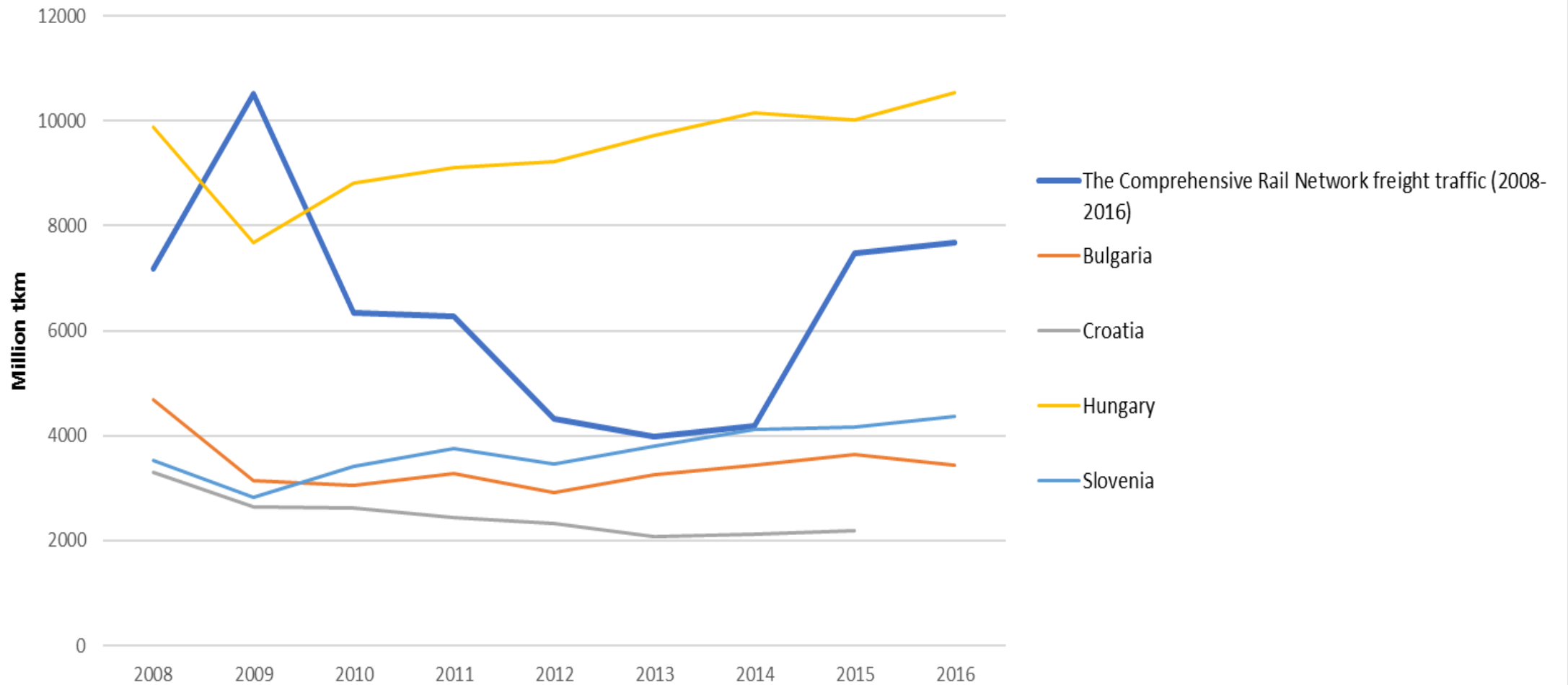
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1. Traffic volume



Rail Network freight traffic (2008-2016)-WB and EU neighbours



2. Compliance with TENT standards on Core corridors

TEN-T Requirement		OEM Corridor		MED Corridor	
		Km	%	Km	%
Electrification	Compliant sections	1,278	79.77	508	73.73
	Non-compliant sections	324	20.23	181	26.27
Axle Load	Compliant sections	1,387	86.59	533	77.36
	Non-compliant sections	215	13.41	156	22.64
Operating speed	Compliant sections	722	45.06	80	11.61
	Non-compliant sections	880	54.94	609	88.39
Maximum train length	Compliant sections	0	0.00	0	0.00
	Non-compliant sections	1,040	64.92	572	83.02
	No available data	562	35.08	117	16.98
Track gauge	Compliant sections	1,602	100.00	689	100.00
	Non-compliant sections	0	0.00	0	0.00
ERTMS (full deployment)	Compliant sections	0	0.00	0	0.00
	Non-compliant sections	1,602	100.00	689	100.00
Total length:		1,602 km		689 km	

3. Legislative and strategic framework

RP	Recast transposed	5-year development Strategy	Business plans	Contractual relations between IM and the State	Contract to compensate Public Service Obligations on passenger transport and award procedure
ALB	Partly	No, overall Transport strategy (includes railways) 2016-2020	yes	No, classic subsidies from state budget	No, state compensates for passenger services by direct award
BIH	Partly	No, overall Transport Strategy	Yes	No, classic subsidies from State Budget	Yes, not completely in line with the EU legislation, PSO acqui remains to be fully transposed. Direct award.
MKD	Partly	3-year National programme for railway infrastructure	Yes	No, classic subsidies from State Budget	Yes, PSC signed for three years, price was set to reimburse at the level of track access charges and other expenses. Direct award
MNE	Partly	3-year National Programme	Yes	One-year contract	Yes, Direct award from 2016
SER	Partly	5-year National Programme, approved by the Parliament	Yes	Five-year contract, annex for budget signed yearly	Yes, from 2016, 5y contract, direct award by the Gov
KOS	Partly	5 y -Multimodal Strategy includes railways	Five-year and yearly business plans	One-year contract, Ministry of Economy	Yes, Direct award

TRANSPORT COMMUNITY
PERMANENT SECRETARIAT

4. Rail institutional reforms

Regional Participant	Licensing body	Regulatory body	Award authority for PSO contracts	Safety authority	Accident investigation body (AIB)	Notified body/ Designated body
ALB	Ministry of Infrastructure and Energy is responsible for functions as licencing, regulatory, safety, investigation					No
BIH	Yes, four functions (licensing, regulatory, safety, investigation) are incorporated in the Railway Regulatory Board.		Ministry	Yes	Yes, ad hoc Commission	No
MKD	Yes, Agency for Regulating the Railway Market encompasses licensing and regulatory functions		Ministry of Transport	Yes, safety authority established within the Ministry of Transport	No	No
MNE	Yes, Railway Administration encompasses licensing, safety and regulatory functions		Railway Administration	Yes	Yes, from 2014 - Committee for Investigation of Rail Accidents	No, envisaged in the scope of the Railway Administration
SER	Yes, licensing, safety and regulatory functions are included in the scope of the Railways Directorate		Government/Ministry	Yes	Center for investigation of rail Accidents Independent by the Ministry	No
KOS	Yes, the Railway Regulatory Authority encompasses licensing, safety, market regulation and railway interoperability functions		Ministry	Yes	Yes, within Civil aviation Investigation Body	No, based on the new law notified body will be within the RRA

5. Separation of the rail companies and market opening

Regional Participant	Complete organisational separation of infrastructure and transport services	Division of infrastructure and transport services	New entrants	Truck access charge
ALB	No, there is plan for this within 2019	No	Yes, (Betonplus and AlbRail)	yes
BIH	No, just internal reorganisation of the incumbent rail companies	No	No	No
MKD	Yes, separation was completed based on the Law adopted in 2005	Two companies were established; transport and infrastructure	No	yes
MNE	Yes, integrated company separated to four companies	Since December 2010 four companies are present; infrastructure, passenger, freight and rolling stock maintenance company	No, just because there is no interested party	Yes, from 2009
SER	Yes, integrated company transformed to 4 companies	During 2016, Integrated company separated to passenger, freight, and infrastructure manager and fourth company (as "garage" for surplus of assets, employees etc)	Yes, privately-owned companies (5 at the end of 2018)	yes
KOS	Yes, two companies have been formed in September 2011	Integrated company separated to infrastructure and train operations	Yes, private owner „Railtrans“, 40% of market share	yes

6. Access to the rail infrastructure, safety and interoperability requirements

Regional Participant	Published Network Statement for railway infrastructure	Published Network Statement for service facilities	Safety management system implemented	Train driver licensing, certification, access to training centres	Entity in charge of vehicle maintenance, certified maintenance workshops
ALB	Yes	No	No	Yes/yes/yes	No, maintenance is performing by HSH
BIH	Yes partly, only one entity level railway company, not updated	No	No	Yes/no/no	Yes
MKD	Yes, published regularly	No, some parts stated in the NS for infrastructure	yes	Yes/yes/no	Yes, SA is in charge of this matter
MNE	Yes, published regularly	Port of Bar published NS. Needs to be upgraded with additional information.	yes	yes/yes/No	Yes
SER	Yes, published regularly	No, some parts stated in the NS for infrastructure	yes	Yes/yes/no	Yes
KOS	Yes	Yes, NS for the terminals	yes	Yes/yes/No	No, under preparation for certification

7. Maintenance

Lengths of sections in "very poor", "poor" and "medium" condition on the entire TEN-T C&CNWB (in kms)

	"Very poor"	"Poor"	"Medium"	TOTAL	% of network
Rails	914	841	375	2,130	56%
Sleepers & Fastenings	1,112	138	130	1,380	36%
Ballast	1,793	168	75	2,035	53%

Very poor – current max speed is less than 30% of design speed on Rail Comprehensive Network

Poor – current max speed is between 30%-50% of design speed

Medium – current max speed is between 50%-70% of design speed

Good – current max speed is between 70%-85% of design speed

Very good – current max speed is between 85%-100% of design speed

TRANSPORT COMMUNITY
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7. Maintenance

Regional Participant	Rail infrastructure Assets Register	Rail Inf Assets Mng System	Maintenance Plan 2019-2023 Based on recommendations by the “Connecta” project
ALB	No	No	No
BIH	No	No	No
MKD	No	No	No
MNE	No	No	No
SER	No	No	No
KOS	No	No	No

8. Regional cooperation

- Regular/permanent consultation does not exist
- Strategy, network statement, business plan, maintenance plan, access charge policy etc
- Regular consultation should be established
- Firstly, on national level with all interested parties like all RUs (national and private), forwarders and others.
- Second step - consultation with all neighbours.

9. Other rail issues

- Border crossings issues
- Passenger rights
- Safety on level crossings

Thank you for your attention