

Multi-Modal Transport Strategy and Action Plan

The Multi-Modal Transport Strategy

Emphasis on Multi-Modal Aspects

- ▶ Lack of multi-modal international and domestic transport in the current situation
- ▶ Many opportunities exist for developing multi-modality with railway stations located close to bus terminals in Ferizaj, Pejë or Prizren.
- ▶ Freight multi-modal transport developments include multi-modal freight platforms and “freight villages”
- ▶ Passenger multi-modal transport developments include a new rail link to the airport extending the Prishtinë bus terminal

Roads Action Plan and Investment Plan

- Ambitious programme of motorway construction on Routes 6 and 7
- Programme of main and regional road improvements including paving of unpaved roads
- A range of soft measures which require further technical assistance
- Investment plans under three scenarios depending on the available resources from the Kosovo budget
- Strategic decisions regarding the road investment compared to the other modes

Rail Action Plan and Investment Plan

- Freight transport marketing development
- Road/Rail freight villages
- North-south line electrification and double tracking
- Acquisition of new rolling stock
- Fushë Kosovë – Prishtina line upgrading and development of passenger services around Prishtina
- Airport link
- Upgrading of the East-West line and Prizren branch
- Link to Albania

Bus Action Plan and Investment Plan

- o Creation of Public Transport Directorate
- o Concession of bus terminals
- o Rehabilitation of bus terminals
- o Creation of inter-modal terminals
- o Electronic ticketing system
- o Concession of bus routes (pilot project)
- o Investment Plan

Present Situation

March 2009

Passenger Transport Multi-Modality

- International public transport is mainly by air; Kosovo has only one international airport located at 16km south-west from Prishtinë with more than one million passengers per year
- Bus services are proposed between Kosovo and neighbouring countries and also linking Germany and Switzerland
- The main railway line Lesak – Fushë Kosovë – Hani i Elezit is part of TEN-T core network railway Route 10 and connects to Corridor X linking Belgrade, Serbia, to Thessaloniki, Greece. Route 10 is currently under used, but it presents a high potential
- Apart from one urban transport service between Fushë Kosovë rail station and the capital, multi-modal passenger public transport is lacking in Kosovo

Present Situation

March 2009

Freight Transport Multi-Modality

- Kosovo is a landlocked country: imports and exports depend on neighbouring states
- The main route is through Macedonia and Greece to the port of Thessaloniki
- The Albanian ports constitute the alternative gateway;
- The containers are transported by road from or to the initial origin or final destination in Kosovo.

Multi-Modality Development

March 2009

General

- combining rail and road modes to limit the increase of road traffic with some transfers to railways
- consequently; noise, air pollution, accidents and energy consumption are limited as well as reduced road traffic congestion with improved transit times giving a positive impact on the Kosovo economy

Passenger Transport

- Establishment of a “Public Transport Authority” within the MI in charge of the sector (both road and rail modes)
- Creating a rail line connecting to the Prishtinë airport
- Extending the Prishtinë bus terminal in order to provide easy connections with the urban bus network as well as railways

Multi-Modality Development

March 2009

► Passenger Transport

- Increasing the rail transport supply
- In a first stage between the city of Prishtinë, the airport, Drenas, Ferizaj and Mitrovicë
- In a second stage for all the existing network: i.e. to Lesak, Hani i Elezit, Pejë, Podujevë and Prizren
- Developing, even with new installations, multi-modal rail/road stations in the main cities along the Kosovo rail network
- Reorganising the bus public transport network with priority given to services on the routes linking the cities already served by rail to the others as, for example, the routes Ferizaj-Gjilan, Pejë-Deçani, Xërxë-Gjakovë

Multi-Modality Development

March 2009

- Creation of a multi-modal rail/bus station in Prishtinë as an extension of the existing inter-urban bus station



Multi-Modality Development

March 2009

Freight Transport

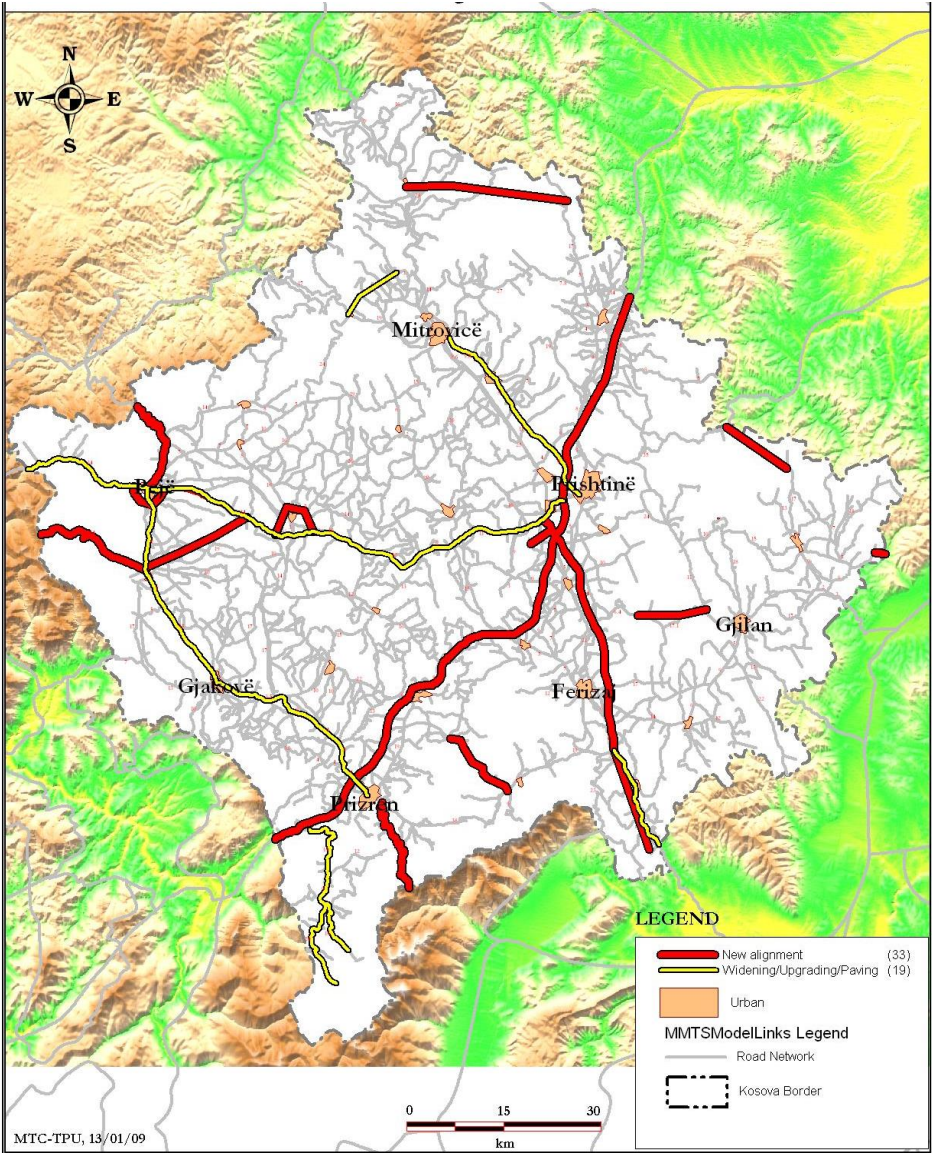
- Develop the Miradi' container multi-modal platform and create other container terminals in strategic locations in the country as, for example, in Pejë or in Prizren
- Create “freight villages” in several part of the railway network where the goods will be carried by road and transferred by rail (or in reverse);
- Develop the fruit and vegetable production and transport these products by road and rail to the Prishtinë' airport before to be exported by plane
- Transfer, as far as possible, cement transport from road to rail as the main cement factory, located in Hani i Elezit, is already linked to the rail network: this material could be transported by rail to several terminal then trucks would bring it in bulk or in bags to the final destination
- Linking Kosovo's and Albania's rail networks building a new line giving a direct rail access to the port of Durrës

Current Situation of the Network

1. Fast growing traffic on whole the network, with congestion mainly in Pristine area
2. Limited core network attracts large parts of traffic
3. High accident rate compared to motorisation rate
4. Condition of Regional and main network is deteriorating quickly (winter)
5. Local roads in need of works and maintenance management

Investment Plan

PROJECTS



Investment Plan

► Projects broken down into

○ Priority 1

- Projects already committed or planned till 2012:
- Central sections of Route 6 and Route 7
- M2 widening

○ Priority 2

- Projects to be implemented by 2017
- Additional sections of route 6 & 7

○ Priority 3

- Projects to be implemented by 2022
- Mainly regional connection routes

Investment Plan

► Calculations

- Traffic level and forecast from model
- Route description with / without project in HDM
- Description of vehicle fleet and costs in HDM
- Running HDM
 - Economic evaluation of projects
- Running MCA
 - Multi-criteria evaluation of projects