

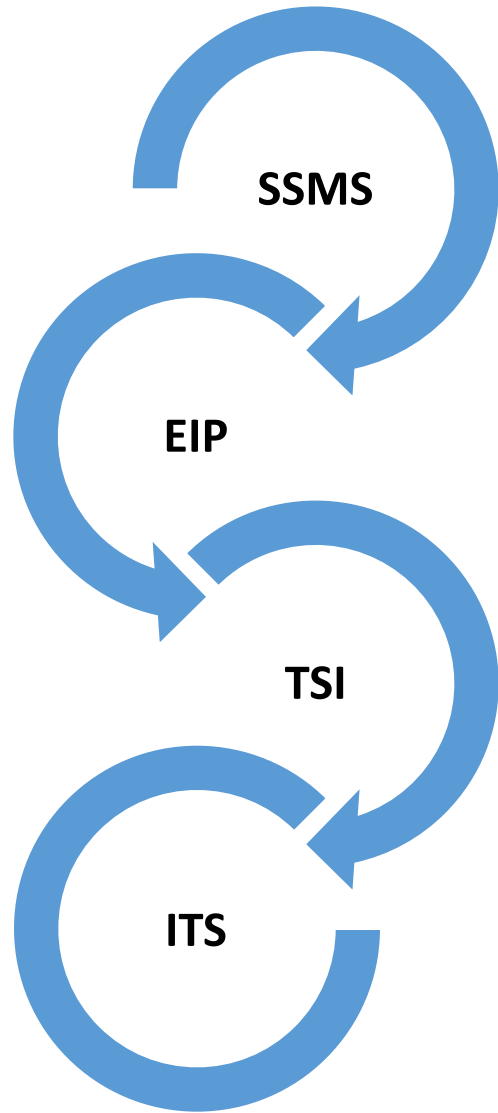
Transport of dangerous goods Technical committee meeting

On promoting co-financing of the TDG operations through business opportunities in the Western Balkans

Albanian Railways

Belgrade, 07.06.2023

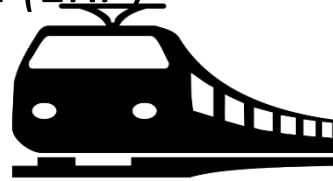
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- *Sustainable and smart mobility strategy for the WB6 Western Balkans and 10 flagships SSMS*
- *Intermodal Transport network and the EU South East Europe counties performance*
- *Economic and Investment Plan for the Western Balkans with the homologation of standards*
- *EU and the Western Balkans through the 4th RP and its strategic priorities / goals*

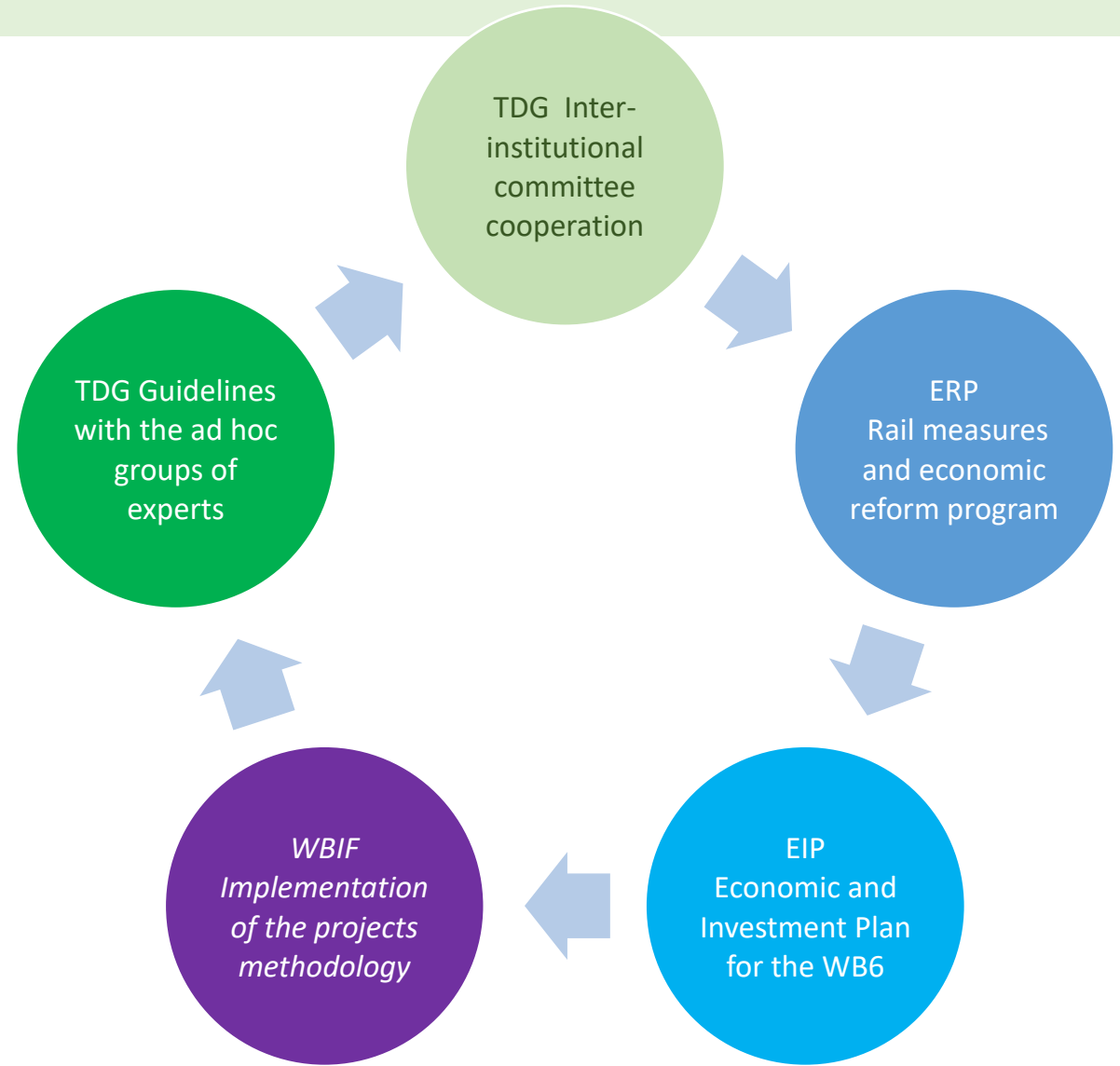
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- *Railways in Albania are promoting the intermodal transport network*
- Combined transport is stipulated in the Law No 142/2016, Rail Code, and regional guidelines
- Albanian legislation set in Art. 5, par. 69, “Combined transport is intermodal transport, the main passage of which is carried out by rail, inland waterways or maritime transport and only the initial and/or final passage is carried out by road transport as short as possible” – Rail Code
- Transport of dangerous goods is Intermodal / Combined Transport
- *Developing multi-modal transport solutions by focusing on energy-efficient and environmental-friendly modes of transport is ongoing*
- *Albanian railway in National Medium Term Energy Efficiency and Renewable Energy Plan / RES*
- *Measures are put in place to improve the share of rail transport and inland waterways since both can be eco-friendly modes of transport (if fueled by renewable energy) and promote the regional cohesion i.e. Hybrid trains as reiterated in the roll on economic reform program (ERP)*



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- *Albanian Railways + Line Ministries and the IPA III 2021-2027 with the EU programs and numerous projects*
- *Albanian government, IFI donors as well as the WBIF - Western Balkans Investment Framework, B2B donors*
- *Albania Railways cooperates with neighboring countries, and the EU MS, mostly Italia, Croatia, Slovenia, Serbia, Bulgaria, Greece, Kosovo, BiH, Romania, RMV, MNE, France, Czech, Slovakia, Germany, Estonia, Lithuania, Spain, Poland, Turkey etc*



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Durrës – Tirana and link to TIA Rinas Branch (WB-IG01-ALB-TRA-01)

- *The GoA identified development projects in a Single Project Pipeline (SSPP) for rail transport*
- *Improving railway transport sector and operations; and securing safety and interoperability*
- *Operations are expected after Construction phase with Rinasi airport (Eur 69.691.000 excl. VAT)*
- *Provision of the ISO certificate for the 1st time for Beneficiary Albanian railways, demonstrates that the Infrastructure manager is certified for environmental standards with regard to decarbonisation*



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- *Impacts in Green Economy with high-quality rail services which is fundamental for the development*
- *Environmental considerations with the ecological trains working with environment friendly measures*
- *Reducing noise of train in urban areas and for minimizing / cut-off of areas are planning underway*
- *CBA follows with additional benefits calculated on the basis of parameters that can be expressed in monetary terms that accrue from project implementation – measured in terms of ENPVs during the 30-year reference period of the analysis to 2043, calculated on SDR basis to 5% (at constant prices):*
- *Savings in road vehicle operating costs: 69.6 million euro.*
- *Savings in cost of time of travel / transport: 55.1 million euro.*
- *Savings in cost of traffic accidents: 30.2 million euro.*
- *Savings in environmental costs: 34.7 million euro.*



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WBIF Methodology

- The S1-S14 criteria
 - Inter-modality
 - The TCT Plan (MAP)
- Economic growth
- Updated or New
- Sole alternative y/n
- Capacity proponent
- Eco-friendly Project
- Construct permissions
- Spatial planning, etc.
- Environmental declaration
- Master plans, et al

GMS and Strategic Management Groups responsible for decision-making process

- SPP Singe project pipeline;
- Legal framework as a pre-condition to the programs;
- Railway Durrës – Rogozhina found a possible alternative for freight trains, including the transport of dangerous goods;
- Update of social, economic, environmental, health and safety study; reapplied for a development or construction permit according to the ITC, e-government e-Albania system directed at our municipalities;
- Risk management (CR) and sensitivity analysis process;
- Strategic relevance reassessed

MTBP – Mid term budget program 2023-2025 under IPA III 2021/27, OP Operational programs 2023/27

- Corridor VIII Rail – Durrësi – Pogradeci–Lin section grant PD and ESIA for Rogozhina to Pogradec-Border to R. North Mac
- Project's cost and finances resources grant €1,750,000, WBIF - IPA 2021 – 2027 Program/IPA III Agreement for Albania to the EU;
- Technical assistance to Transport strategy sector – RAIL, Maritime (IPA 2022, EUIF Instrument);
- Project's cost and financing resources: 1.5 M euros (RAIL) and 0.4 M euros (Maritime) –Needs are decided with the EC.
- Operational program on energy, € 80M, incl. rail full electrification

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- *New project **Vora (Albania) – Hani i Hotit** border to MNE, tender documents in preparation*
- *Amount of €280M (VAT excl.) or €346M incl. VAT + land acquisitions + urban resettlement*
- *The ESIA update is announced on the web portal and the EBRD approved it on 30.11.2022*
- *The ToR on international procurement for General Procurement Notice is expected very soon*
- *Realization of civil works that are co-financed through Grant funds made possible by the EU*
- *Albania benefit of a 50% INV WBIF grant + 50% EBRD and EIB financed with sovereign loan*
- *This Project was decided on 27.07.2021 by the National Investment Committee, a strategic priority project to be implemented by EU funds in preparation for procurement in 2023*
- *In the EIP to be advanced in 2024, as Flagship 3 on the coastal connectivity.*
- *The Loan agreement is in the ongoing process to be endorsed accordingly.*



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- *The environmental objectives, ad climate Rio-markers project purpose/components of the project*
- *Rail line Vora – Hani i Hotit incl. industrial railway track Budull – Fushë Krujë rail facility operators*
- *Enable construction materials for transport services and increase safety / speed to EU standards*
- *Implementation of the EU acquis / IFI requirements on links to ports of Shengjin and Durrës*
- *Sound socio- economic and financially reasonable measures / the environmental measures*
- *Needs to avoid and mitigate likely adverse changes to the climate/ social conditions*
- *Impacts on public health and safety, impacts on community due to Gender balance, socio-economic status, and noise-off freight trains and the ESIA - ESAP Plans*
- *Transport of dangerous goods in the core transport network corridors*
- *Intergovernmental economic cooperation the CZ granted a FS study on the modernization of locomotives*



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- *Climate adaptation measures considered at assessment of climate change resilience/adapt issues The line's design and maintenance, e.g., dealing with extreme weather events (cold, heat, flooding)*
- *Specific measure considered on protected area in the project and assessment of the Project's impact on valuable habitats and protected areas. There should be determined whether the baseline studies*
- *Mitigation measures monitoring at implementation are sufficient and Biodiversity Action Plan developed*
- *Proposed measures in Environmental Management Plan (EMP) for mitigation based on key environmental issues along the alignment, such as wetlands and other sensitive habitats, surface water network, river and canal crossings, agricultural areas, settlements, forests, as well as indirect and induced impacts, such as quarries, borrow pits and haulage roads, storage areas, aggregate plant, and waste/spoils deposit areas*
- *Measures on protection against over compensation by handling grievance redresses mechanisms, processes, procedures, responsibilities to identify/address grievances of Project affected people/rehabilitation measures*
- *Monitoring measures and evaluation mechanisms, describing both internal monitoring mechanisms at the level of responsible government agency to keep track of implementation and ex-post evaluation by a 3rd party*



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- The IPA III which contains 5 single windows, on the national coordination for the strategic transport sector, incl. rail and maritime in the intermodality, broadband infrastructure or telecommunication
- Bio-based technology, scientific progress, and amendment to the TDG directive (2008/68) biannual
- Increase production from the twin approach of green transport and digital transition, functioning of the public administration to carry out the online inspections (NSA, STII, TASK FORCE, GDM, and NIB)
- **Interregional IPA Cross-Border Cooperation Program Greece – Albania project “Initiative for improving cross border transport through rail connection between Krystallopigi and Pogradec”**
- Development of an investment plan which used for requesting further funding for the extensive planning and construction of the defined rail connection mainly from European funding mechanisms
- Engage stakeholders in requirements for cross-border transport connectivity policy
- Raise awareness among local population and authorities at EU Transport Policies



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- European regional Development Fund Interreg Balkan MED (Balkan Mediterranean). Project: **SCOPE Shared freight transport services connecting shipper and carrier operations** (forwarding and carriers). Project's cost resources (EU): SCOPE at 0.8 M incl. MIE beneficiaries - Multimodal project SCOPE. Under the Inter-regional funds for development of the region, and 3 partners: AL, BG and GR
- Address existing inefficiencies (e.g., capacity utilization, fragmentation of activities, environmental sustainability) and improve the performance of the road freight transport system in the Balkan-Med region by providing a transnational, innovative and market-driven freight exchange platform
- SCOPE platform built upon available knowledge and experience considered local and transnational road freight transport conditions, providing the EU services meeting with its users requirements
- Increase employment options and regional competitiveness building upon available technological solutions for developing an innovative web-based platform that will facilitate shared road freight transport services efficiently connecting national and transnational shipper and carrier operations
- Significant benefits will be provided to its users enhancing their territorial competitiveness and sustainability which, in turn, will contribute towards a more efficient business environment



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- **Measures taken to ensure sustainability (institutional, financial, environmental sustainability)**
- Project Methodology and Technical Activities & Roles of Partners Financial Accounting & Budget Reporting Processes Overall and Administrative Management for the project with the Priority axis of the project which is development of the Entrepreneurship and Innovation, (SMEs) with the EU
- The 1st Call for Project Lead Partner Centre for Research and Technology Hellas – Hellenic Institute of Transport, and Partners: Aristotle University of Thessaloniki – Department of Civil Engineering; Bulgarian Chamber of Commerce and Industry – BCCI; **Chamber of Commerce and Industry of Tirana; and Ministry of Infrastructure and Energy**; Greek Professionals' Chamber of Thessaloniki; Regional Industrial Association – Smolyan; and the Smolyan Chamber of Commerce and Industry
- The collaboration between project members and external interested parties and stakeholders has shown an excellent cooperation on sustainable connectivity and green agenda, in Transport sector
- **Albanian railways, increasing role of the forwarders is through the contractual agreement as into Customs Code. Rail Code with transport contract and freight transport, incl. TDG**



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- **The outputs of the project were:**
 - **A deep understanding of current state-of-the-art / practice on freight exchange platforms;**
 - **The detailed assessment of local and transnational road freight transport conditions;**
 - **A tailor-made platform to the specific needs and requirements of several stakeholders;**
 - **A set of unique value-added services that meet user needs and requirements;**
 - **The truck driver simulator tool to support and enhance the value-added services;**
 - **Pilot-run and evaluation of the platform and services**
- Promoting of inter-modality and increasing the performance-based contract and continuance of the contracting relations between the Carrier and forwarders, as in the Parties agreement
- The Albanian Ministry of MIE is the promoter of the project, for the transport sector, where the CCIAL chamber of commerce in Tirana has maintained relations and forums big interest shown from the Industry Chambers of commerce of Bulgaria and Greece and Albania. The improvement of the economic rate is increasing efforts between the forwarders, undertakings project stakeholders



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- The SCOPE is facilitating Albania's transport, measures lead to significant economic benefits and better services for carriers/shippers, commercial relations developed set its socio-economic impacts
- Raise mobilization, flexibility and visibility of the EU policies with trade and transport fairs, in the key points and commercial cities that work mostly with 3 countries i.e., Albania, Greece and Bulgaria
- Enormous interest from various stakeholders is impressive at increased number of RUs stakeholders
- Willingness to join this digital forwarder platform of the EU, soft measures and regional goal of the Connectivity agenda and in the CRMMP country reform measure management plan reports to TCT
- **IPA Interregional, Adriatic-Ionian Agreement program: Interreg Adrion project: “Inter-Modality Promotion and Rail Renaissance in Adriatic – Ionian Region”/ INTER-CONNECT (EU). Partners incl. MIE and HSH in promoting transport in view of Law 21/2018, 12.04.2018 on ADRION ratification**
- Total estimated cost of this Program was € 117,918,198 (to 2020), and maximum contribution of the Union under IPA II for this Program is set as a contribution from Title 4 of the Law. This Program requires financial contributions by both the IPA beneficiary and EU allocation of relevant financial contributions as set out in Annexes of the Law with its priorities

Question?

Thank you!

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