



ADDENDUM No 2 TO THE MEMORANDUM
OF UNDERSTANDING ON SETTING UP THE
REGIONAL NETWORK BETWEEN RAILWAY
INFRASTRUCTURE MANAGERS IN THE
WESTERN BALKAN

COOPERATION FRAMEWORK FOR CLIMATE- PROOFING
RAIL INFRASTRUCTURE IN EXTREME WEATHER EVENTS

THE FUTURE IS ON TRACKS



JUNE 3, 2026
Helsinki



**Addendum No 2 to the Memorandum of Understanding on Setting Up
the Regional Network Between Railway Infrastructure Managers in
the Western Balkan:**

**Cooperation Framework for Climate - Proofing Rail Infrastructure in
Extreme Weather Events**

Helsinki 2026

The Addendum to Memorandum of Understanding (MoU) is made between all railway infrastructure managers in the Western Balkans:

“Albanian Railways JSC” – “Hekurudha Shqiptare”,

“Railways of Republika Srpska” – “Željeznice Republike Srpske”,

“Railways of Federation of BiH” – “Željeznice Federacije BiH”,

“INFRAKOS” SH.A,

***“Public Enterprise of Railways of Republic of North Macedonia Infrastructure” – “JP ZRSM
Infrastruktura”,***

“Railways Infrastructure of Montenegro” - “Željeznička infrastruktura Crne Gore” AD,

“Serbian Railway Infrastructure” JSC - “Infrastruktura Železnice Srbije” a.d,

(Hereinafter referred to as “the Parties”, or individually “the Party”).



PREAMBLE

The Western Balkan Rail Infrastructure Managers Network- established through the Memorandum of Understanding signed during the 2021 Western Balkans Rail Summit, aims to strengthen cooperation among rail infrastructure managers in the Western Balkans.

This initiative focuses on enhancing the region's rail connectivity and operational efficiency by facilitating the sharing of expertise, resources, and best practices. The network serves as a platform for its members to collaboratively address challenges, promote investment in rail infrastructure, and support the implementation of regional transport policies. By fostering unity and strategic dialogue, the network plays an important role in advancing the development of a modern, integrated railway system across the Western Balkans, ultimately contributing to economic growth and regional stability.

Climate resilience - Transport infrastructure in the Western Balkans is highly vulnerable to climate change, facing significant risks due to limited resilience and adaptive capacity.

The Vulnerability Assessment Report for the Western Balkans evaluates the sensitivity and exposure of the TEN-T core and comprehensive road and railway networks to multiple climate-related hazards, considering both the current climate scenario for 2030 and a future scenario for 2050. It identifies floods, landslides, high temperatures, sea surges, and snowdrifts as the main hazards affecting the region's transport infrastructure.

Findings reveal that while flooding and landslides are primary hazards for both road and rail networks, rising temperatures and snowdrifts are also projected to increase vulnerability, especially in certain regions, such as the northern parts of the area of interest. The assessment highlights that nearly 34% of railway links are categorised as highly vulnerable for both timeframes. This high vulnerability rating suggests that large portions of these networks will require significant resilience-building efforts.

To ensure rapid response and effective recovery, this framework establishes a structured cooperation mechanism among rail infrastructure managers for emergency assistance and climate-proofing measures.



THE PARTIES HAVE REACHED THE FOLLOWING UNDERSTANDING:

Article 1

Objectives

The main objective of the Addendum to the Mou between Railway Infrastructure Managers in the Western Balkans on Cooperation Framework for Climate - Proofing Road Infrastructure in Extreme Weather Events is to:

- Facilitate collaborative emergency response for restoring critical rail infrastructure impacted by extreme weather.
- Establish standardized protocols for information sharing, and resource allocation.
- Strengthen cross-border joint resilience planning and regional cooperation for swift and coordinated recovery efforts.

Article 2

Scope of Cooperation

Addendum to the Mou between Railway Infrastructure Managers in the Western Balkans will focus on cooperation on in area of climate proofing and in cases of extreme weather events. By signing this cooperation framework, participating rail infrastructure managers commit to a proactive, structured, and collaborative approach in safeguarding rail networks against climate-induced disruptions. The provision of assistance shall be carried out in accordance with the available capacities of the Rail Infrastructure Managers and the operational possibilities at the relevant time. This partnership strengthens resilience and ensures the swift restoration of critical infrastructure, minimising economic and operational impacts. Scope of cooperation under this Addendum shall include:

- Mutual Support Mechanism: Signatory parties agree to provide technical expertise, workforce, and materials to assist affected infrastructure managers in restoring operations.



- Real-Time Information Sharing: Implement a common reporting system for immediate updates on infrastructure damage and response needs.
- Joint Capacity Building: Conduct training programs, simulations, and best practice exchanges to improve preparedness for extreme weather events.

Article 3

Governance and Implementation

Governance and implementation will be led by following principles:

- Coordinating Body: A designated task force comprising representatives from TCT Secretariat and participating infrastructure managers will oversee implementation.
- Activation Process: Upon declaration of an emergency, affected parties may formally request assistance through an agreed-upon notification system.
- Funding & Resources: Cooperation may be supported by available national, regional, and EU-level funding mechanisms.
- The Conclusions of each meeting shall be prepared by the Transport Community Permanent Secretariat and distributed to members and observers.

Article 4

Enter into force and termination

This Addendum to MoU on cooperation framework for climate - proofing road infrastructure in extreme weather events should come into force on the date it has been signed by all the Parties and should continue to be applicable until termination by either of them.

Each Party may terminate this MoU by giving six months prior written notice to other Parties.
Signed in Helsinki on 3 June 2026 by the signatory Parties:



Annex 1

Notification System Template

1. Infrastructure Manager Information:

- Name of Infrastructure Manager: [Insert Name]
- Contact Person: [Insert Name]
- Position: [Insert Title]
- Email: [Insert Email]
- Phone: [Insert Phone Number]

2. Incident Details:

- Date & Time of Incident: [Insert Date/Time]
- Location of Affected Infrastructure: [Insert Location]
- Type of Extreme Weather Event: [Flooding / Landslide / Storm / Heatwave / Other]
- Description of Damage: [Brief Description]

3. Assistance Requested:

- Type of Support Needed (Check all that apply):
 - Technical Expertise
 - Engineering assessments
 - Repair planning and structural integrity analysis
 - Climate adaptation strategies
 - Workforce Support
 - Emergency response crews
 - Skilled labor force for on-site repairs
 - Safety and risk management personnel
 - Equipment & Materials
 - Heavy construction machinery
 - Rail track replacement components



- Safety gear and temporary infrastructure (bridges, barriers, shelters)
- [] Logistical Support

- Transport of emergency equipment and materials
- Coordination of emergency teams across affected regions
- Temporary storage and distribution of essential supplies

4. Urgency & Expected Duration:

- Level of Urgency: [Immediate / High / Moderate / Low]
- Estimated Time for Repair/Recovery: [Insert Duration]

5. Additional Comments:

[Insert Any Additional Information]

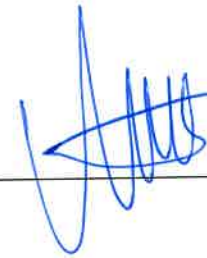
6. Signature & Date:

- Name: [Insert Name]
- Position: [Insert Title]
- Date: [Insert Date]

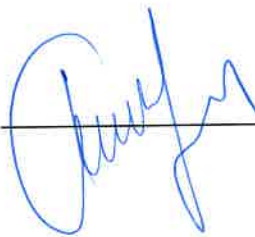
Albanian Railways JSC

ERON VERDIAO


**Railways of Federation of
BIH**



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of Republic of North
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**Railways Infrastructure of
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