



**27th meeting of the Technical Committee on Railway and
21st Technical Committee on Dangerous Goods**

Chisinau, Moldova

18 June 2026

Conclusions

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Mimi Hotel Chisinau Jolly Alon

Chişinău Moldova

Administrative matters:

1. The Agenda for the 27th meeting of the Technical Committee on Railways and 21st Technical Committee on Dangerous Goods was unanimously approved.
 2. There were no changes in the list of members of Technical Committee on Railways for 2026.
 3. There were no changes in the list of members of Technical Committee on TDGs.
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Experts' Matters

4. All Regional Participants (RPs) presented their progress in implementation of EU Rail Acquis and the Next Generation Rail Action Plan. They also outlined their technical assistance needs and provided updates on the status of TEN-T projects.

All Regional Participants (RPs) presented progress in the implementation of the EU acquis on the transport of dangerous goods and the Next Generation Guidelines on the Transport of Dangerous Goods. They also provided updates on legislative developments, implementation priorities, technical assistance activities and challenges related to the alignment with the relevant EU directives and international agreements.

- **Albania** emphasised that 2026 is a key year for reforms. The separation of the railway companies into an Infrastructure Manager (IM) and a Railway Undertaking (RU) is expected



to be completed this year. On 19.03.2026, the contract EC-ENEST/TIA/2025/EA-RP/0081 was signed, within the framework of the implementation of the project "Support for the implementation of the EU Acquis in the railway sector through the creation and strengthening of the capacities of the relevant railway authorities", financed by the European Union through the IPA 2022 Program which will accelerate the process of implementation of the New Generation Rail Action Plan and will help increase the capacities of the new railway authorities as well as for the implementation of the acts approved during the operation of railway transport which is expected to start in mid-2027. From the project Technical Assistance to Connectivity in the Western Balkans – 2 (CONNECTA 2) Implementation Support to Establish Rail Passenger Operations in Albania is publishing the second call for expressions of interest for rail passenger transport for the Tirana - Durrës and Tirana Rinas Airport lines.

Albania reported continued progress in aligning its legislative and institutional framework with the EU acquis on the transport of dangerous goods. It highlighted ongoing work on the transposition of Directive 2008/68/EC, implementation of Directive 2010/35/EU on Transportable Pressure Equipment, and preparations for the implementation of Directive (EU) 2022/1999 on roadside checks. Albania emphasised that priority actions for 2026 include finalising amendments to the national Law on the Transport of Dangerous Goods, completing the translation of ADR/RID 2025, strengthening enforcement capacities, improving inter-agency coordination and further developing the TPED conformity assessment and market surveillance system. It also presented progress in implementing the Next Generation Guidelines on the Transport of Dangerous Goods and the recently endorsed Roadmap for 112/eCall and Emergency Response.

- **Bosnia and Herzegovina.** Within the entity of Federation of BiH, railway company ŽFBH started process of company restructuring, in which the World Bank is involved as leading partner.

In the reporting period entity of Republic of Srpska adopted Rulebook on technical specifications of interoperability related to railway accessibility for persons with special needs or reduced mobility, Rulebook on technical specifications of interoperability for the "safety in railway tunnels" subsystem, Rulebook on technical specifications of interoperability-traffic regulation and traffic management. Also, Republic of Srpska adopted Rulebook on safety of railways transport which is aligned with Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety.



Bosnia and Herzegovina informed participants that the Federation of Bosnia and Herzegovina had submitted the new Law on the Transport of Dangerous Goods to the parliamentary procedure. This represents an important step towards establishing a modern legal framework aligned with the EU acquis and international agreements.

- **Montenegro** announced that PSO is awarded for the period 2026-2030 for lines in international transport services and for period 2026-2035 for transport services on the national level, according to the Railway law. Also, MAIC contract is signed between the Ministry of Transport and IM for period 2026-2030, according to the Railway law

A new Railway Agency has begun operating as an independent body separate from the Ministry.

Regarding TEN-T projects, tender for works is completed and construction works started at the section Golubovci – Bar. Through the Western Balkans Trade and Transport Facilitation Project Phase 2, the following activities related to railway level crossings are being implemented:

- Improvement of 22 rail level crossings on the Podgorica–Nikšić line

The bidding documents for the works tender are currently under preparation. Publication of the tender is planned for 15 July 2026, while contract award is planned for November 2026. The implementation period is planned from November 2026 to April 2028.

- Construction of an underpass and alternative road to eliminate two railway level crossings on the Nikšić–Podgorica line and construction of a pedestrian underpass at the Aerodrom railway stop

The bidding documents for the works tender are currently under preparation. Publication of the tender is planned for 15 July 2026, while contract award is planned for October 2026. The implementation period is planned from October 2026 to April 2028.

Montenegro informed participants that the preparation of a new Law on the Transport of Dangerous Goods is in its final stage. Following completion of the national consultation process, the draft law and the accompanying Table of Concordance will be submitted to the Transport Community Permanent Secretariat for an opinion before adoption. Montenegro also continues preparations for further alignment with Directive (EU) 2022/1999 and related implementing legislation.

- **North Macedonia** reported that three TSIs have been prepared and submitted to relevant institutions for comments, with publication expected in Q2–Q3.

A new five-year public service compensation contract for passenger transport covering the period 2026–2030 was signed this year between the Government of the Republic of North Macedonia, represented by the Ministry of Transport, and Railways of the Republic of North Macedonia Transport JSC Skopje.

Regarding the establishing of Electronic Vehicle Register, the request for support through the engagement of a short-term expert under the TCT has been submitted. The procurement procedure for the selection of the short-term expert has been launched and is currently ongoing.

In February 2026 TAIEX Expert Mission on Law on Safety System was held with the aim of support the alignment of the National Law on Railway Safety System with the latest EU railway safety framework, in particular Directive (EU) 2016/798 on railway safety (recast) and its amendments.

North Macedonia reported that the drafting of the new Law on the Transport of Dangerous Goods is in its final phase. The new legislation will further align the national legal framework with Directive 2008/68/EC and related EU legislation, while strengthening the institutional framework for enforcement and implementation. The country also continues activities related to the translation and implementation of the latest ADR/RID provisions.

- **Kosovo*** informed participants that, due to the political situation, no progress has been made in adopting legislation. To ensure the opening of the market at the regional level, Kosova is currently in the process of: Drafting the new Railway Law, which will transpose Directive 2012/34/EU, for establishing the Single European Railway Area and setting out the rules for market access.

In addition, in fulfilment of its obligations to become part of the European Railway Interoperability Area, Kosovo is also in the process of drafting the Law on Safety and Interoperability, which will transpose Directive (EU) 2016/797 on interoperability, and Directive (EU) 2016/798 on railway safety.

Regarding the Level crossings, the Terms of Reference have been prepared along with the technical specifications from JASPER. The Loan Application to the World Bank has also been prepared. With the government budget, we upgraded seven LCs, and have in another seven LCs.

** This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence*



Kosovo reported steady progress in strengthening its dangerous goods framework. Activities continued on the implementation of the Next Generation Guidelines, the translation and application of the latest ADR/RID provisions and the enhancement of institutional capacities through technical assistance and regional cooperation.

- **Serbia** indicated that two laws — the Railway Law and the Safety Law — are planned for adoption this year. Regarding secondary legislation, the Rulebook on Common Safety Methods is being prepared in line with the Fourth Railway Package. Preparations are also underway for a new Transport Strategy and a National Programme for Railway Development. Also, under cooperation with World Bank, technical assistance for establishing RIAMS has been started.

Serbia informed participants about the recently adopted amendments to the Law on the Transport of Dangerous Goods. The amendments reintroduced authorised conformity assessment bodies for packaging, tanks and transportable pressure equipment, introduced a register of filling stations especially related to industrial gases, strengthened safety provisions for the carriage of dangerous goods by rail, clarified the legal status of drivers representing foreign operators, and established new responsibilities for the Ministry regarding type approvals. Serbia announced that secondary legislation implementing the amended law is currently under preparation. It also informed participants about its active participation in UNECE WP.15 and OTIF activities, contributing to the development and interpretation of ADR, RID and ADN provisions. During the discussion on the role of Dangerous Goods Safety Advisers (DGSAs), Serbia presented a practical case illustrating the importance of involving qualified DGSAs in safety-critical decisions and emphasised the need for strict compliance with RID requirements when engaging conformity assessment bodies.

5. The Regional partners presented the update regarding the all ongoing and finance secured projects at the TEN-T Network. TEN-T Report for the Western Balkans region will be drafted by the TCT Secretariat and sent to all partners by the end of August
6. The European Union Agency for Railways (ERA) presented the calendar of common training activities planned for 2026. In cooperation with the TCT Secretariat, several workshops will be organised with relevant topics. All workshops will be direct support for implementation of NG Railway Action Plan.

ERA delivered a presentation on the integration of dangerous goods requirements into Railway Safety Management Systems (SMS), highlighting the interfaces between the railway



safety framework and dangerous goods legislation. The presentation emphasised the role of Dangerous Goods Safety Advisers (DGSAs) in supporting compliance with RID requirements, promoting effective risk management and monitoring, and strengthening cooperation between railway undertakings, infrastructure managers and other actors involved in the transport of dangerous goods. Participants welcomed the presentation and acknowledged the importance of integrating dangerous goods considerations into Safety Management Systems to further enhance railway safety.

7. Observing Participants (OPs) at this meeting, the Republic of Moldova and Ukraine presented their progress in the implementation of the EU Rail Acquis and the Rail Action Plan for Moldova, as well as information regarding the implementation of projects on the TEN-T network.
- **Republic of Moldova** highlighted activities related to the restructuring of the State Enterprise “Railway of Moldova” (CFM), noting that, in accordance with the Reform Agenda, the deadline for establishing an infrastructure manager and railway undertakings for passenger and freight transport is the end of 2026. Currently, they are receiving support under technical assistance provided through the Transport Community for the CFM restructuring process. A part of the Technical Specifications for Interoperability (TSIs) has been transposed into the national legislation, and the process of transposing the legal acts related to the remaining TSIs is currently ongoing.

They have also continued work on transposing EU legislation into national law in line with the National Programme for the Adoption of the Acquis (NPAA). The Railway Agency has ensured the establishment of the National Register of Railway Vehicles, in accordance with the requirements of the EU legislation. In addition, it continues to work on the implementation of TEN-T projects and is currently preparing a feasibility study for the construction of the Ungheni–Chisinau railway line with standard gauge.

A table on the status of implementation of the Rail Action Plan will be prepared based on the information already provided, including the inputs from this meeting, and will be submitted, as usual, in June for review by the Moldovan and Georgian sides.

Moldova has aligned its national legislation with Directive 2008/68/EC, and it also applies Annex 2 to the Agreement on International Goods Transport by Rail (SMGS), as Ukraine does, with regard to the transport of dangerous goods.



- **Ukraine** emphasised that the Law on Railway Safety and Interoperability was adopted by Parliament in June 2026, and the law was sent to the President of Ukraine for signature. Upon signature and official publication, it will enter into force, taking into account a transitional period of three years required for the phased implementation of the new rules in the sector.

In parallel, the development and updating of the secondary legislation framework will commence, with a view to ensuring the practical implementation of European requirements in the fields of safety, certification, technical supervision, and licensing.

JSC Ukrainian Railways has initiated a major restructuring process in preparation for unbundling by separating its core functions into specialised business units. New branches created: the Locomotive Company, Terminal Operator, Port Station Operator, Wagon Operator, Ukrainian Railways Cargo Poland LLC, Station Operations Service, Passenger Company, and Suburban Passenger Company.

Work is also underway to establish a separate infrastructure manager through the creation of the Infrastructure Operator "UZ INFRA" branch, as well as the Freight Transport Operator "UZ Cargo" branch.

The financial and organisational separation of the infrastructure manager, freight operators, and passenger operators can only be completed once the legal framework for a competitive railway market is established through legislation. This includes defining funding sources and mechanisms for public service passenger transport and for ensuring the sustainable operation of the railway infrastructure.

In February 2026, a two-year project was launched to introduce a public service ordering mechanism for domestic railway passenger transport in Ukraine. The resolution approves the implementation procedure and annual service planning, with funding provided from the state budget. The aim is to create a transparent and economically sound system for financing passenger rail services, reduce cross-subsidisation within the railway sector, and prepare for a future Public Service Obligation (PSO) framework.

Activities on TEN-T projects were highlighted in the context of the implementation of Connecting Europe Facility (CEF) projects in Ukraine, which aim to improve cross-border transport connectivity and integrate the country into the Trans-European Transport Network (TEN-T). These projects are being implemented primarily under the Connecting Europe Facility (CEF) framework and focus on upgrading railway lines and terminals, particularly those connecting Ukraine with EU countries. Key projects include the development of the



Lviv Railway Junction, the Mostyska II–Sknyliv–Lviv Central Station project, the reconstruction of the Chop–Uzhhorod–Lviv railway line, as well as several other railway infrastructure projects. These investments are being carried out in line with the requirements of EU Regulation (EU) 2024/1679 and Regulation (EU) 2024/792 establishing the Ukraine Facility.

8. Mr Libor Lochman in the role of DAC (Digital Automatic Coupler) Ambassador, gave an overview of the process of development of the DAC in terms of technical development and testing processes. Also he gave an overview of the future activities under the auspices of the DAC Project in EU.
9. European Union Agency for Railways (ERA) presented an overview of the transport of dangerous goods by rail in South East Europe, emphasizing the importance of maintaining high safety standards, strengthening regulatory compliance, and enhancing cooperation among regional stakeholders to ensure the safe and efficient movement of dangerous goods by rail.
10. Globaltrack presented digital solutions supporting transport safety, security, and operational efficiency in road transport. The presentation demonstrated how connected vehicle technologies, real-time monitoring, fuel management, intelligent safety sensors, and AI-driven analytics can contribute to the safe transportation of dangerous goods, improved operational visibility, incident prevention, and enhanced asset protection. The potential use of pilot projects to evaluate these technologies in operational environments was also highlighted.
11. Leo Mobility Management presented rolling stock leasing solutions, including refurbished and new-build electric locomotives and passenger coaches available for lease. The presentation demonstrated how flexible leasing models can facilitate fleet modernization, reduce investment barriers, and support railway operators in meeting evolving market and operational requirements
12. The next meeting of the Technical Committee on Railways will take place in September 2026.

Done in Chisinau, 18 June 2026.