

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

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The Joint 21st Transport of Dangerous Goods
Technical Committee Meeting and the
27th Technical Committee on Railways

Progress in the implementation of EU *Acquis*
Next Gen Rail Action Plan
and
Guidelines on Transport of Dangerous Goods

Information about progress in implementation of the Action Plans – tour
de table

Revised Annex I.2 of the Treaty – the TCT Secretariat
Tools and mechanisms for support – all participants

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I.

Infrastructure and
institutional development
at deployment of
software solutions (I)

II.

Legal at
legislative
changes (L)

III.

Studies at
analytical research
and studies (S)

IV.

Capacity building
and Training (T)



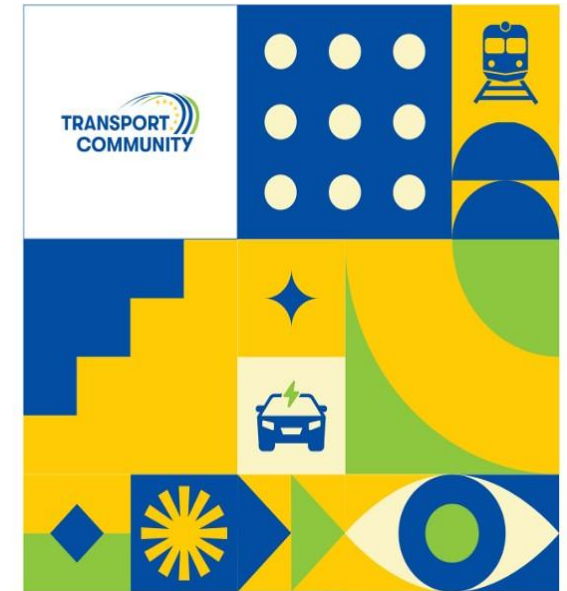
V.

Policy
Interventions (P)

Albania, in the RPs, is developing the institutional and regulatory frameworks, benefiting from the 5 five interventions, as in the Sustainable and Smart Mobility Strategy (SSMS) breakdown smart Strategy's objectives into 5 five key areas. For interventions designed to address solutions with specific milestones as in the SSMS Road Map, Albania in the RPs contribute to credible perspectives, practical implementation challenges at solutions enriching regional understanding

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- Albania is implementing the SSMS for the WB6 and Roadmap of the Strategy
- The ADR - Agreement for international carriage of dangerous goods by road.
- The RID - Agreement for International Carriage of Dangerous Goods by Rail.
- The ADN- the European Agreement concerning International Carriage of Dangerous Goods IWW.
- Enhancing Transport Safety and Security, at improving road safety management, and enabling safer infrastructure, and better protection of the road users, and the road safety strategy (2030).
- Flagship 10 - Improving domestic legislation by transposing transport of dangerous goods *Acquis*.
- Albania in the RPs regional partners continue to demonstrate progress in transposing the transport of dangerous goods *Acquis*, though implementation gaps persist, particularly regarding the international regulations ADR/RID 2025 translation and enforcement capacity development.
- Albania continues to excel in Transportable Pressure Equipment Directive (TPED) implementation through its robust framework established under Decision of Council of Ministers No. 430 (2019), and demonstrates a proactive engagement, in ADR/RID 2025 translation efforts.
- Albania enhanced inter-agency coordination mechanisms have been established across multiple jurisdictions, and at facilitating improved regulatory alignment and the operational effectiveness
- Persistent challenges remain, including pending ADR/RID 2025 translations across most jurisdictions, partial transposition of EU Directive 2022/1999 on uniform roadside checks, (codification), as amended, and the market surveillance structures for the TPED implementation.
- Albania's Priority Actions for 2026 focus on accelerating translation completion, strengthening enforcement frameworks, and establishing comprehensive coordination mechanisms across all transport modes to ensure full EU *Acquis* alignment, regarding the transport of dangerous goods



Sustainable and Smart Mobility Strategy in the Western Balkans

Progress Report

November 2025

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- Sustainable Mobility- advancing to cleaner transport systems shown visible progress
- The electrification, and vehicle fleet renewal incentives Albania e-mobility networks
- In the WB6, the Rail electrification covers only about 60 % of the Core TEN-T network
- Multimodal freight integration through identification of regional multimodal terminals
- Investments as in the TCT Study, Ministry of Infrastructure Energy / Albanian railways
- Smart Mobility - Digitalization is the fastest-moving SSMS pillar, with the ITS, and the ERTMS deployment advanced via new traffic control centers/tenders (in Albania, etc.)
- Digital Mobility Hub, eFTI technical assistance, and NAP/NB establishment project are strengthening interoperability and the TSIs alignment, and applying, i.e. road and rail.
- Resilient Mobility - Climate resilience at regional integration are gaining prominence
- Albanian Transport Sector strategy and Action plan (2030), under public consultation
- RIA -AMS and the AMP, in the M&R program, with the climate-proofing components, as in the Regulation (EU) 2024/1679, risk assessment under the ESIA, ESAP, PIP Plans.
- Albanian railways participates in all the regional and EU studies, for connectivity of the TEN-T networks under the technical assistance of the CONNECTA of the EU & TCT

Steps to achieving full alignment with EU standards and the SSMS 2030 vision, in the coordinated action supported by EU, IFI, and private-sector partnerships crucial to achieving a sustainable, smart, and resilient transport system by 2030, at requiring:

- **Accelerated legal transposition and institutional capacity building;**
- **Focused investment in green infrastructure, digital interoperability, and climate-proof assets; and**
- **Stronger cross-border and multi-level coordination through the TCT framework and the New Growth Plan.**

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- Next Generation Guidelines on Transport of Dangerous Goods
- TDG Guidelines at Implementation Strategy and Methodology
- *Implementation of TDG Guidelines emphasizes its key principles*
- *Proportionality - Ensures that regulatory responses match actual risk levels, harmonizing challenges, maintain essential protection*
- *Subsidiarity - Respects Albania's approaches to implementation details while insisting on common outcomes KPIs, and standards*
- *Solidarity - Promotes mutual support and knowledge sharing among Albania at Regional Partners at facing similar challenges*
- *The new approach of Guidelines provide additional support for Albania needed at maintaining common timelines and objectives*
- *This balanced approach acknowledges that successful Albania's regional integration requires approved targets for achievement.*



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Implementation Checklists
Directives-specific checklists
(Annex A) with requirements into
measurable tasks (A.1-A.3) and Key
Performance Indicators (KPIs)

Implementation Tools and Resources
for practical implementation of the
Transport Community and the
Technical Committee on Transport of
Dangerous Goods (TDG) support

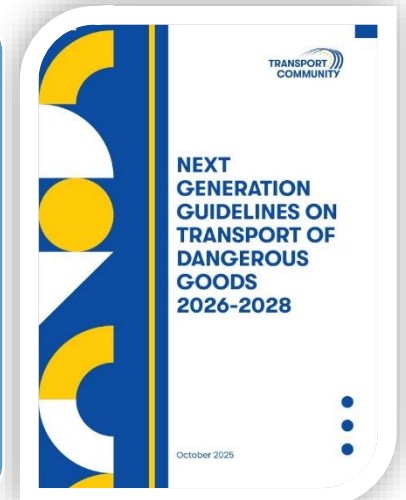
Implementing the 5-year roll-on plan
for development of the networks in the
Western Balkans, Session 5 on transport
policy and Sub-section 5.7 on the
Transport of Dangerous Goods

Competent
Authorities
Consolidated
reference of
responsible
bodies

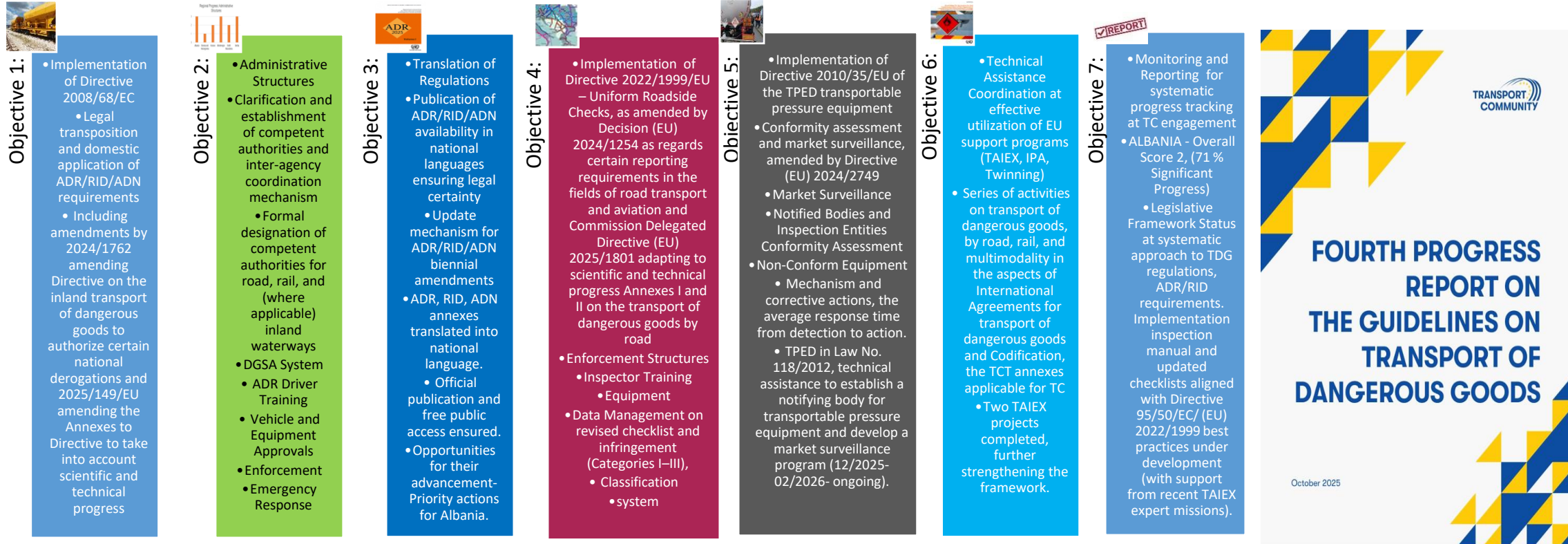
Annual Reporting
Framework
Standardized
reporting format
with Sections
(Annex B)

Quality Assurance and
improvement at Implementation
with quality management
systems on systematic
monitoring, evaluation and risks
adaptation (Annex C – KPI
Measurement Methodologies)

Identification of
the best practices
and coordinate
responses to
common
challenges



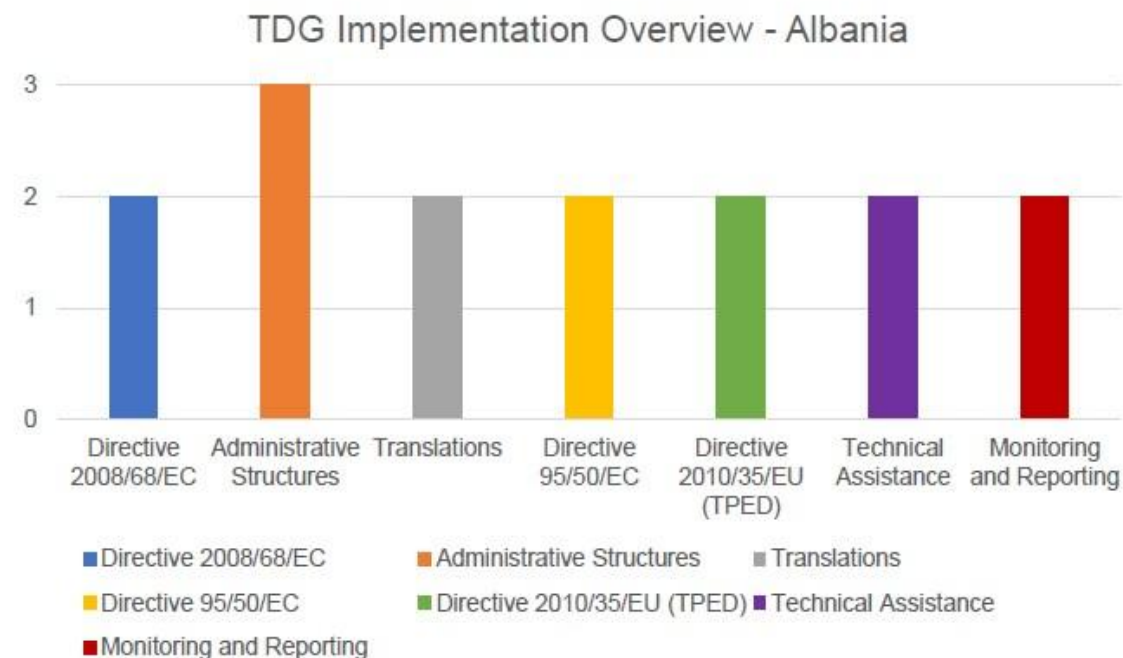
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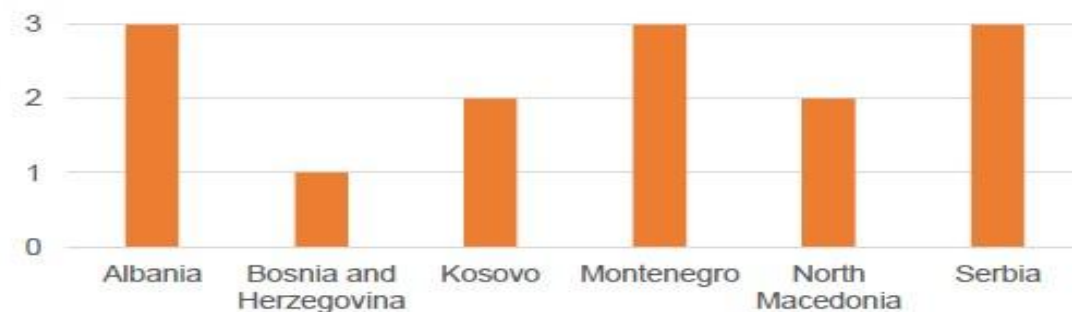
The Assessment Methodology in the 4th annual report at a comprehensive assessment methodology evaluate relevant progress through the 7 (seven) roadmap objectives established in the TDG Guidelines. Assessment is combining 4 multiple components: (i) Quantitative Analysis; (ii) Qualitative Assessment; (iii) Regional Cooperation Perspective; (iv) Forward-Looking Recommendations.

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4.1 ALBANIA - Overall Score 2 (71 % Significant Progress)



Regional Progress: Administrative Structures



Objective	Score	Stage
Directive 2008/68/EC	2	Significant progress
Administrative Structures	3	Accomplished
Translations	2	Significant progress (Q2 2026 target)
Directive 95/50/EC	2	Significant progress
Directive 2010/35/EU (TPED)	2	Significant progress
Technical Assistance	2	Significant progress
Monitoring and Reporting	2	Significant progress

Priority actions for Albania include 5 (five) PAs: 1. Finalizing/adopting the TDG law amendments to full alignment with Directive 2008/68/EC; 2. Completing ongoing ADR/RID translation updates to ensure no language gaps; 3. Issuing updated roadside inspection procedures and checklists (incorporating (EU) 2022/1999 requirements) and training enforcement personnel; 4. Implement outcomes of recent TAIEX support to initiate a TPED conformity assessment framework (designating a notifying authority at inspection regime); 5. Inter-agency coordination. Strategic Recommendations: (1) ADR/RID/ADN 2025; (2) roadside-checks packages; (3) TPED roadmaps; (4) inter-agency coordination ; (5) strategic utilization of EU support mechanisms.

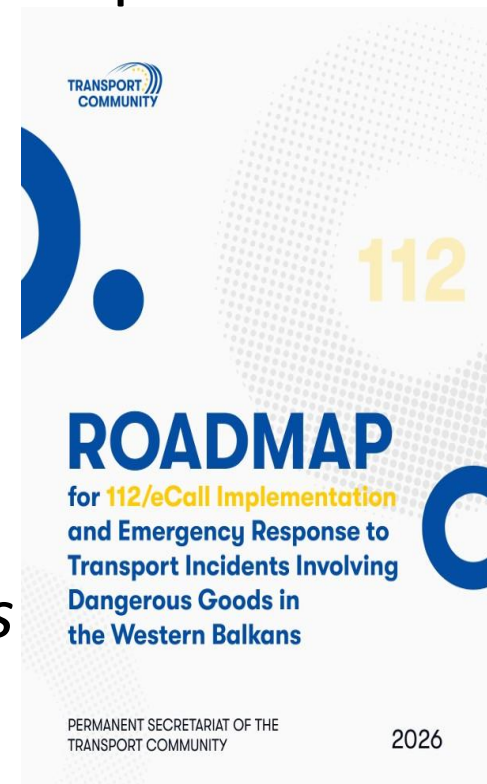
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- The 20th TC for Transport of Dangerous Goods in Belgrade on 17 April 2026, presentation of Albania.
- TCT Workshop and TDG in the 19th Transport of Dangerous Goods Technical Committee Meeting and Capacity-Building Workshop on ADR Inspections and enforcement 02 - 03 December 2025, Podgorica, MNE and Bozaj/Hani Hoti, state border, with Albanian authorities who attended in hybrid.
- *TAIEX Series of Events on Implementation of Directive 2010/35/EU in Albania organized in co-operation with State Technical and Industrial Inspectorate (STII), and Ministry of Infrastructure and Energy, Albania on dates 10 - 11 December 2025, Tirana, Albania and 10 - 11 February 2026, Tirana.*
- The Joint Workshop and the 18th Transport of Dangerous Goods Technical Committee Meeting, in Pristina 02 October 2025, under the TDG Kosovo presidency, TC TDG and road safety committee (TC).
- The 17th TRANSPORT OF DANGEROUS GOODS TECHNICAL COMMITTEE 10 Sept 2025, on the National challenges and good practices in enforcement presentations, both Transport and Energy Secretariats
- TAIEX Workshop on International Maritime Dangerous Goods (IMDG) Code, in Kotor of Montenegro, 14-16 May 2025, at adaptation to the inland transport ADR (Road), RID (Rail), with the UNECE for the ADR, and the OTIF on the RID by rail, the TCT, attending from road, rail transport and port authorities
- TAIEX Study Visit on International Maritime Dangerous Goods (IMDG) Code in Hamburg, Bremen and Bremenhaven- Germany - 25 - 27 March 2025 and adaptation with the ADR (Road) and the RID (Rail)
- The 16th TC and WORKSHOP on RID and the role of the competent authority in relation to the safety obligations of the participants 10-12/12/2024, Latvia, with the OTIF, and ERA, the TC TDG Committee



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- The Roadmap for 112/eCall Implementation and Emergency Response
- *Transport Incidents involving Dangerous Goods in WB6*
- *Technical Committee for the TDG in the 20th TC, Belgrade*
- *The Regional Steering Committee is presided by Albania*
- *Endorsement of the Roadmap for 112 and eCall, in Budva*
- *Regional Framework for Emergency Response to Incidents*
- *Transport involving Dangerous Goods in the Western Balkans*
- *Albania – 112 and eCall Implementation Fiche 112 Coverage*
- *Partial (Tirana only), No eCall Capability, or AML Implementation.*



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Roadmap for 112/eCall Implementation and Emergency Response to Transport Incidents Involving Dangerous Goods in the Western Balkans

- Current Status Albania faces significant challenges in expanding its 112-emergency number service beyond the capital Tirana, operational since 2016. Primary issue is the limited geographic coverage, with only 1 of 61 municipalities currently served by the unified emergency number. Citizens outside Tirana must still use legacy numbers (126, 127, 128, 129), which creates a two-tier service and poses risks, for tourists unfamiliar, with local numbers.
- Main Issues and Challenges with institutional framework presents coordination challenges, with dual oversight between the National Agency for Civil Protection (policy mandate) and the State Police (operational control). There is no integrated Computer-Aided Dispatch (CAD) system or unified database linking emergency services across the country. Advanced Mobile Location (AML) is not implemented, meaning emergency responders cannot automatically receive precise GPS coordinates from callers. The PSAP infrastructure does not support eCall data reception from vehicles, and the pending Council of Ministers decision on 112 operations under Law 45/2019 has not yet been approved for Albania.
- Unique emergency 112 connects directly to the police, fire department and ambulance service
- Uniting all emergency services into a single number, for quick and effective calls.
- Improvement Measures: Approve the pending Council of Ministers decision detailing 112 operations
- Law 45/2019, cooperation mechanisms between the National Agency for Civil Protection and the State Police.
- Human Resources and Intra-Agency Coordination -Ongoing
- Timeline for Implementation 2026-2027 2028 Beyond 2028
- Legislative alignment, initial infrastructure deployment, institutional coordination, AML initiation
- Full 112 coverage, AML fully operational, eCall deployment and testing, staff training completion
- Total Estimated Costs (EUR) EUR 11,600,000 for Albania in the implementation of 112/eCall
- Bilateral discussions with each Regional Partner government to validate priorities, timelines, and cost estimates.
- Identification of funding sources including IPA III programming, bilateral donor support, potential EIB/EBRD financing
- Establishment of 112/eCall Working Group under TCT Committees on Road Safety and Transport of Dangerous Goods
- Development of monitoring dashboard and regular progress reporting



Roadmap on 112 eCall and the Emergency Response Plan for the Western Balkans (2026), designed to strengthen emergency response, improve road safety and endorsed from Regional Steering Committee who is presided by Albania, on 8/05/2026, held in Budva. The Regional Steering committee was informed on the work group of the FS study of Regional Rail Excellence.

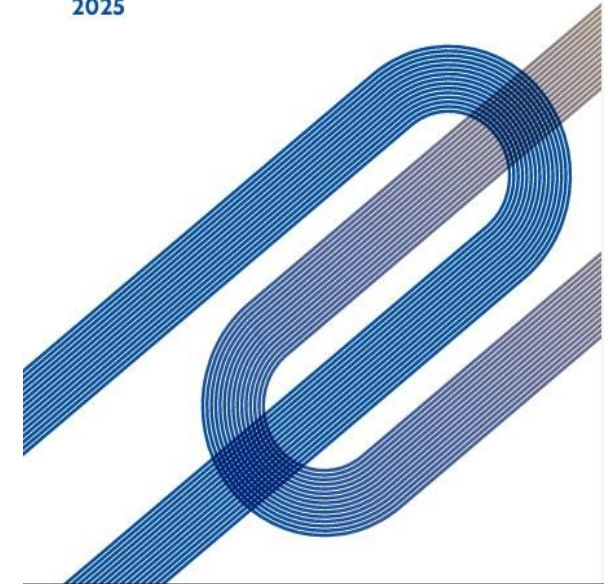
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- The Next Generation Rail Action Plan for the WB6 region
- Albania is implementing the 7 pillars from the AP for Rail
- *Albanian transport sector is being monitored by the TCT*



Progress Report on Implementation
of Next Generation Action Plans
and EU Acquis Transposition
for Western Balkans

2025



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

Next Generation
Action Plans 2025 - 2027
for the Western Balkans



- Albania is implementing the next generation AP- Action plan for Railways
- **Market Access:** Regulation No 11/60 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community (OJ 52, 16. 8. 1960, p.1121)
- LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA, Article 106, Tariffs: Tariffs for rail freight transport are determined by the RUs, partially aligning the Acquis
- By the ORDER No. 167, dated 13.12.2023 ON THE APPROVAL OF THE REGULATION “ON DETERMINING SOME ASPECTS OF THE LICENSING PROCEDURE FOR RAILWAY UNDERTAKINGS”, Addressing the needs of Regulation No. 2638/2011 dated 10.6.2011, “On the granting of operating permits to railway carriers”, which is repealed by the Commission Implementing Regulation EU 2015/115, dated 4 February 2015, “On certain aspects of the licensing procedure for railway undertakings”, CELEX 132015R0171, OJ L 29/3, 5.2.2015, partially aligning the Regulation (EU)
- The tariff rate is determined by the RUs, with the Governing boards, since the regulation is implemented at the Tariff Book of the railway transport for freight of Albanian railways and Transport contracts for import-export by rail, aligning the regulatory provisions of the Regulation (EEC) in the Contract for transport and in Albanian legislation (law 142/2016 RAIL CODE), Article 106, aligning Tariffs Regulation No 11/60.
 - Amended by: Council Regulation (EEC) No 3626/84 of 19 December 1984 on the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community, OJ L 335, 22.12.1984, p.4.
 - Council Regulation (EC) No 569/2008 of 12 June 2008 on the abolition of discrimination in transport rates and conditions, in implementation of Article 79(3) of the Treaty establishing the European Economic Community, OJ L 161, 20.6.2008, p.1.
- **Actions: Establish Regional Network of RRAs, the MoU on 29/05/2025, in the 1st meeting - 14.10.2025.**



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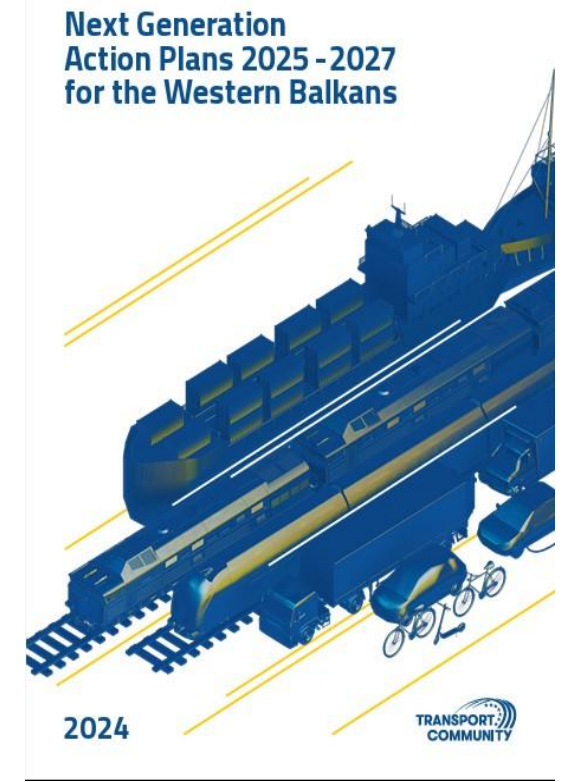
- Albania is implementing the next generation AP- Action plan for Railways
- **Market Access Action: Ensure the opening of the market on a regional level and enter the second transitional period as per TCT Protocols.**
- ***Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast) (OJ L 343, 14. 12. 2012, p. 32), Partially aligned in the:***
 - LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA and in the LAW No. 89/2021 ON ESTABLISHMENT OF THE RAILWAY REGULATORY AUTHORITY
- ***Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and governance of railway infrastructure (OJ L352, 23. 12. 2016, p. 1), Partially aligned in:***
 - LAW No. 89/2021 ON THE ESTABLISHMENT OF THE RAILWAY REGULATORY AUTHORITY.
- ***Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area (OJ L 295, 14. 11.2017, p. 69), Partially aligned in the:***
 - LAW No. 142/2016 RAIL CODE OF REPUBLIC OF ALBANIA
- ***Article 44, sets the Scheme of the allocation process: With the implementing regulation amending the Annex VII of the Recast, needs further alignment. The timetable which was annex VII of the Recast directive was partially aligned in THE LAW No. 142/2016.***
- ***Timetable is signed accordingly between the IMs, from HSH and ZICG, in the freight trains movement for period Dec 2025-2026, at implementation for the Tuzi joint railway border station between AL-MNE***



At the 17th meeting with the subcommittee on transport, energy, environment and regional development, in Brussels, the Ministry of Infrastructure and Energy, and Railway Safety Authority, dated 3 June 2026.

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- Albania is implementing the next generation AP- Action plan for Railways - **Market Access Actions**
- **Commission Implementing Reg (EU) 2015/10 of 6 January 2015** on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014 (OJ L 3, 7.1.2015, p. 34-36), Fully aligned in the:
 - Order of the Minister of Infrastructure and Energy No. 300, dated 27.11.2024 On the approval of the Regulation "On the criteria for applicants for railway infrastructure capacity"
- **Commission Implementing Regulation (EU) 2015/171 of 4 February 2015** on certain aspects of the procedure of licensing railway undertakings (OJ L 29, 5.2. 2015, p. 3), Fully aligned in the:
 - ORDER No. 167, dated 13.12.2023 "ON APPROVAL OF REGULATION "DETERMINING SOME ASPECTS OF THE LICENSING PROCEDURE FOR RAILWAY UNDERTAKINGS".
- **Commission Implementing Regulation (EU) 2015/909 of 12 June 2015** on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service (OJ L 148, 13. 6. 2015, p. 17), Fully aligned in:
 - Order of the Minister of Infrastructure and Energy No. 250, dated 25.10.2024 On the approval of the regulation "On the modalities of calculating the cost directly incurred as a result of the operation of trains and the application of charging for the cost of noise effects".
- **Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017** on access to service facilities and rail-related services (OJ L 307, 23. 11. 2017, p. 1), In the finalization by MIE, with comments (if any), from the rail-related facilities and the railway facility operators.
- **Commission Implementing Regulation (EU) 2016/545 of 7 April 2016** on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity (OJ L 94, 8. 4. 2016, p. 1-11), Fully aligned:
 - ORDER No. 301, dated 27.11.2024 ON THE APPROVAL OF THE REGULATION "ON PROCEDURES AND CRITERIA RELATING TO FRAMEWORK AGREEMENTS FOR THE ALLOCATION OF RAILWAY INFRASTRUCTURE CAPACITY".
- **Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018** laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council (OJ L 294, 21. 11.2018,p.5), Fully aligned in the:
 - ORDER No. 286, dated 19.11.2024 ON THE APPROVAL OF THE REGULATION "ON DETERMINING THE PROCEDURE AND CRITERIA FOR THE APPLICATION OF THE ECONOMIC EQUILIBRIUM TEST IN RAIL PASSENGER TRANSPORT"



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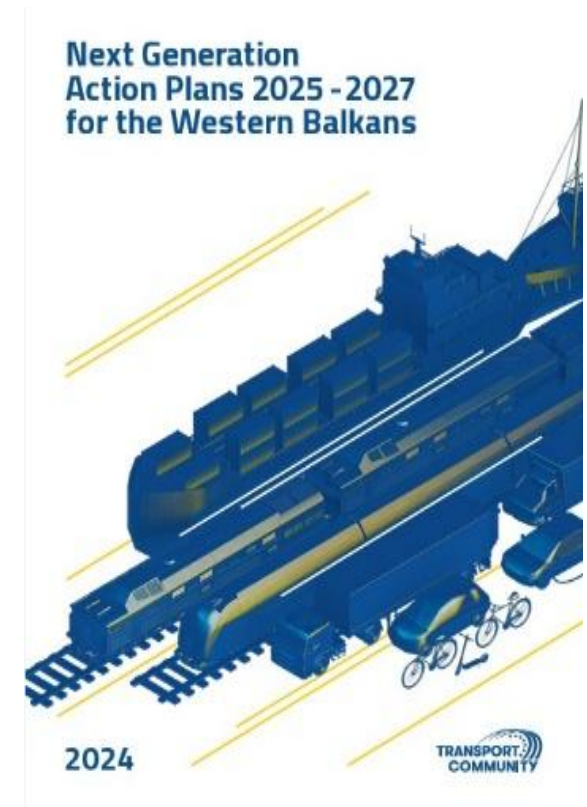
- Albania is implementing the next generation AP- Action plan for Railways
- *Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, **amending Regulations (EU) 2021/1153 and (EU) No 913/2010** and repealing Regulation (EU) No 1315/2013 (New draft order MIE)*
- *Regulation (EU) No 913/2010 of the EP and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20. 10.2010, p. 22). Partially aligned in the Order of the MIE, No. 196, dated 9.7.2020 On implementation of the regulation "On European Union guidelines for the development of the trans-European transport network", **Article 48, Cooperation with rail freight corridors***
- ***Resilience - Build and strengthen institutional capacities for infrastructure risk assessments, resilience planning and mainstreaming of climate adaptation measures across infrastructure sector: Draft- order of the MIE, to align the Regulation (EU) No. 1679/2024 and repealing Regulation (EU) No. 1315/2013.***
- ***Western Balkans Road - Rail Infrastructure Managers Sign Climate Resilience Annexes in Helsinki 2026***
- ***Advancement of multimodality: Preparation and approval of an action plan for the development of a multimodal freight terminal network developed under TCT TA on multimodality***
- ***Action plan for the development of a Multimodal Freight Terminals network and last mile connectivity in the WB region, in the sec. 7.1 Other measures for the development of multimodality in the WB region.***
- ***Technical Assistance on Multimodality, Terminal Assessment, and Digitalization Report on market and prospective analysis on multimodal freight terminals - Action plan for development of a multimodal freight terminal network December 2024 Consortium led by I.E.C.C. MARIOS MILTIADOU & ASSOCIATES Contract No. PS/SRV/IMM/009/2023 Transport Community Permanent Secretariat, published by the TCT.***

Albanian railways participated with the road and rail infrastructure managers from the Western Balkans signed two Climate Resilience Annexes in Helsinki on 3 June 2026, enhancing regional cooperation in protecting critical transport infrastructure from the growing impact of extreme weather events. The signing during the joint meeting of the Network of Road Executives and Railway Infrastructure Managers, organized by the TCT. The two Annexes complement the existing Memorandum of Understanding of the Road Executives Network and the Railway Infrastructure Managers Network, creating structured cooperation frameworks for climate-proofing for road and rail infrastructures



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways- **Train driver licensing**
- **Action:** *Transpose/implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system. Annex I.2 Rules applicable to Rail transport in the Train Driver Licensing Regulatory Area, closely related to: Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007. Regulation (EU) 2019/554 of 5 April 2019 amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council.*
- **Action:** *Transpose and implement EU Acquis on Models for train driving Licenses, registers, complementary certificates, Certified copies of Complementary Certificates, Examination Centers and Application Forms for Train driving Licenses.*



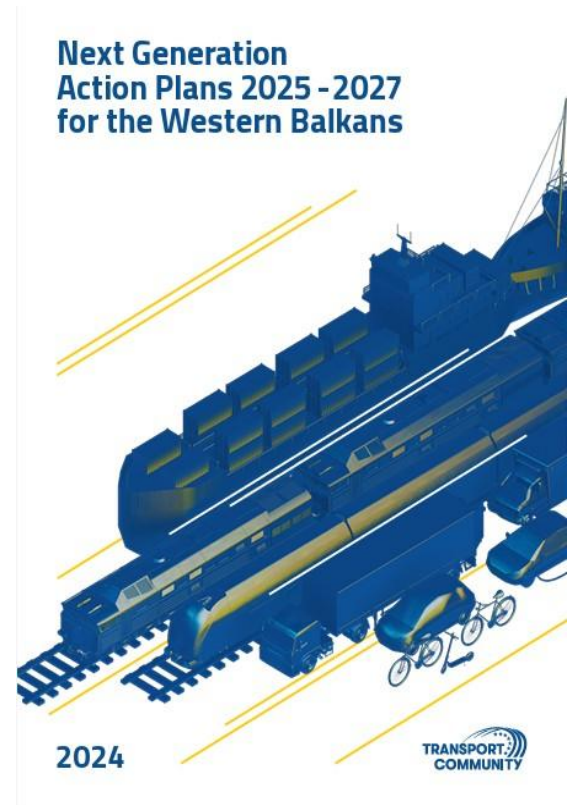
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- Albania is implementing the next generation AP- Action plan for Railways- **Train driver licensing**
- **Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community** (OJ L 315, 3. 12. 2007, p. 51), Partially aligned in the:
 - LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA and in the GUIDELINES No. 24, dated 13.12.2022 ON PROFESSIONAL TRAINING IN PROFESSIONAL TRAINING CENTRES OF RAILWAY STAFF PERFORMING SAFETY FUNCTIONS, CONDITIONS AND PROCEDURES FOR TESTING, LICENSING AND CERTIFICATION OF DRIVERS.
- The Guideline is partially aligned with: Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007, “On the certification of train drivers operating locomotives and trains on the rail system in the Community”, OJ L 315, 3.12.2007;
 - **Commission Decision of 22 November 2011** on the criteria for the recognition of training centers involved in the training of train drivers, on the criteria for the recognition of train driver examiners and on the criteria for the organization of examinations, in accordance with Directive 2007/59/EC of the European Parliament and of the Council; 2011/765/EU; OJ L 314, 29.11.2011;
 - **Commission Decision of 29 October 2009** on the adoption of the basic parameters for the registers of licenses and supplementary certificates provided for in Directive 2007/59/EC of the European Parliament and of the Council; 2010/17/EU; OJ L 8, 13.1.2010;
 - **Commission Recommendation of 22 November 2011** on the procedure for the recognition of training centers and examiners of train drivers in accordance with Directive 2007/59/EC of the European Parliament and of the Council, 2011/766/EU; OJ L 314, 29.11.2011;
 - **Commission Regulation (EU) No 36/2010** of 3 December 2009 on Community models for train drivers' licenses, supplementary certificates, certified copies of supplementary certificates and application forms for a driver's license, pursuant to Directive 2007/59/EC of the European Parliament and of the Council”, OJ L 13, 19.1.2010.
 - **Commission Regulation (EU) 2019/554 of 5 April 2019** amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community (OJ L 97, 8. 4. 2019, p. 1), Partially aligned in the:
 - GUIDELINES No. 24, dated 13.12.2022 ON PROFESSIONAL TRAINING IN PROFESSIONAL TRAINING CENTRES OF RAILWAY STAFF PERFORMING SAFETY FUNCTIONS, CONDITIONS AND PROCEDURES FOR TESTING, LICENSING AND CERTIFICATION OF DRIVERS, Partially aligned
- Amended by: **Commission Directive (EU) 2016/882 of 1 June 2016** amending Directive 2007/59/EC of the European Parliament and of the Council as regards language requirements (Text with EEA relevance), C/2016/3213, OJ L 146, 3.6.2016, pp. 22–24;
- **Commission Directive 2014/82/EU of 24 June 2014** amending Directive 2007/59/EC of the European Parliament and of the Council as regards general professional knowledge and medical and license requirements Text with EEA relevance, OJ L 184, 25.6.2014, pp. 11–15.

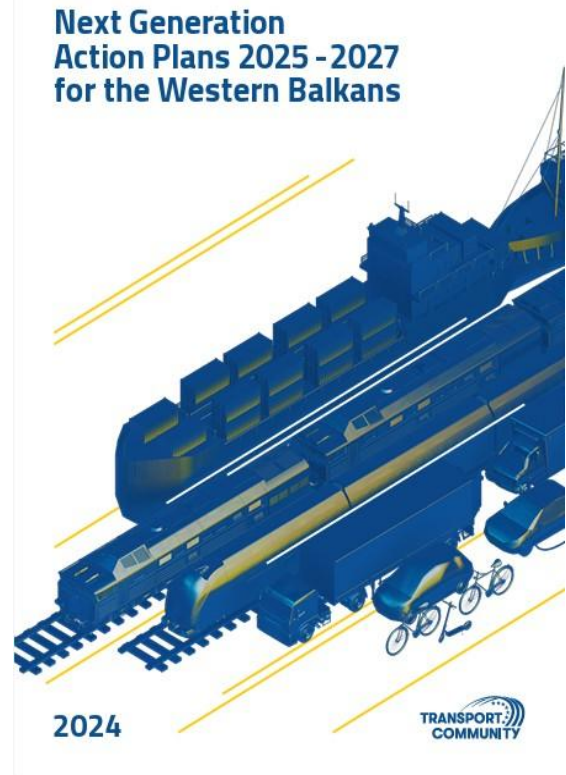
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- Albania is implementing the next generation AP- Action plan for Railways - **Interoperability**
- **Action: Transposition Implementation Transpose and implement the EU Acquis related to Interoperability from the 4th Railway Package**
- **Annex I.2 Rules applicable to Rail transport in the Interoperability Regulatory Area, closely related to: Directive (EU) 2016/797 (recast). Transpose and implement all EU TSIs Specifications for Interoperability**
- **Establish an electronic register of vehicles within the European Vehicle Register (EVR), Implementing Decision (EU) 2018/1614 of the European Parliament and of the Council of 25 October 2018.**
- Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (recast) (OJ L 138, 26. 5. 2016, p. 44), Partially aligned in the LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA
- Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15. 8. 2017, p. 5), full alignment and consultation process by the RSA/MIE.
- Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53), **Fully Aligned in the ORDER No. 153, dated 10.10.2025 ON THE APPROVAL OF THE REGULATION "ON SPECIFICATIONS FOR THE REGISTER OF RAILWAY VEHICLES".**
- The Order fully approximates: Commission Implementing Decision (EU) 2018/1614, dated 25 October 2018, laying down the specifications for the register of vehicles referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC. CELEX32018D1614
- Commission Implementing Decision (EU) 2011/665 of 4 October 2011 on the European Register of Authorized Types of Railway Vehicles (notified under document C (2011) 6974). CELEX 02011D0665-20250427



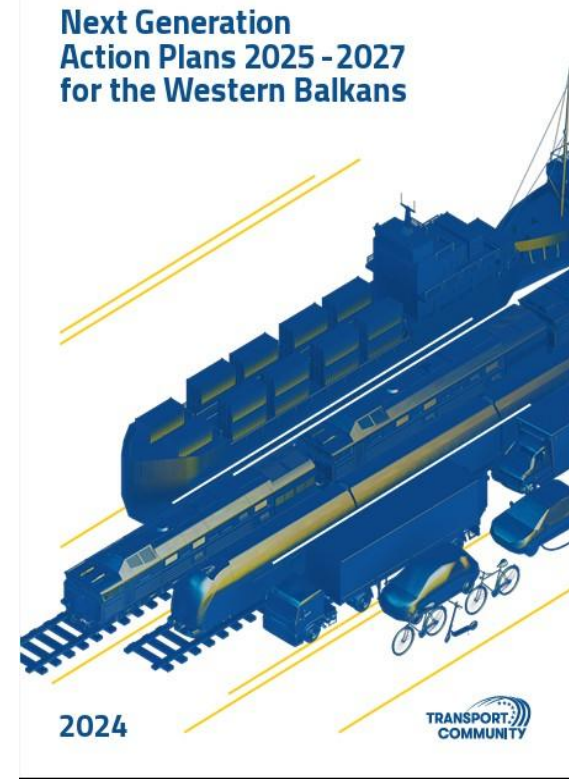
The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways - **Interoperability**
- *Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community (OJ L 341, 22. 12. 2009, p. 1), Prepared by the RSA, consulted by the MIE.*
- *Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union (OJ L 356, 12. 12. 2014, p. 1), Prepared by the RSA and consulted by the MIE*
- *Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (OJ L 356, 12. 12. 2014, p. 110), **Fully Aligned in the:***
- **ORDER No. 137, dated 30.9.2025 ON THE APPROVAL OF THE REGULATION “ON TECHNICAL REQUIREMENTS FOR INTEROPERABILITY RELATING TO THE ACCESSIBILITY OF THE RAIL SYSTEM FOR PERSONS WITH DISABILITIES AND PERSONS WITH REDUCED MOBILITY, IDENTIFICATION OF BARRIERS, MONITORING AND REPORTING OF PROGRESS OF ACCESSIBILITY”.**
- *The Order 137/30.09.2025 fully aligning:*
 - *Commission Regulation (EU) No. 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to the accessibility of the Union rail system for people with disabilities and persons with reduced mobility. CELEX 32014R1300*
 - *Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 amending Regulation (EU) No 1300/2014, as regards the inventory of assets, with a view to identifying barriers to accessibility, providing information to users and monitoring and evaluating progress on accessibility. CELEX 32019R0772*



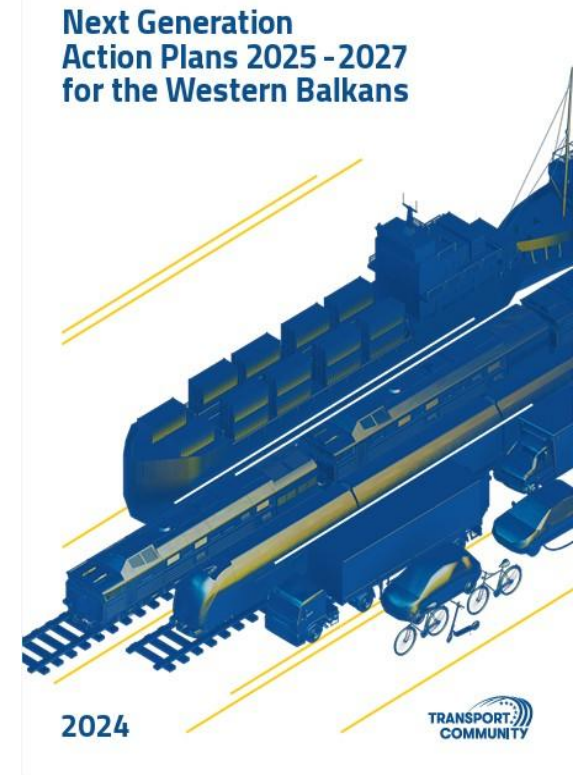
The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways - **Interoperability**
- *Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to 'energy' subsystem of the rail system in the Union (OJ L 356, 12. 12. 2014, p.179), Fully Aligned in the ORDER No. 181, dated 19.12.2025 ON THE APPROVAL OF THE REGULATION "ON THE TECHNICAL CONDITIONS FOR INTEROPERABILITY RELATING TO THE 'ENERGY' SUBSYSTEM OF THE RAILWAY SYSTEM AND THE PROVISIONS FOR THE ENERGY MEASUREMENT SYSTEM AND THE DATA COLLECTION SYSTEM".*
- *The Order 181/19.12.2025, fully approximates:*
 - *Commission Regulation (EU) No. 1301/2014, dated 18 November 2014, on the technical specifications for interoperability relating to the energy subsystem of the rail system in the European Union. CELEX 32014R1301-20230928*
 - *Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 with regard to the provisions on the energy metering system and the data collection system. CELEX 32018R0868*
- *Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock - locomotives and passenger rolling stock' subsystem of the rail system in the European Union (OJ L 356, 12. 12. 2014, p. 228), Prepared by the RSA, consulted by MIE.*
- *Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock - noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU (OJ L 356, 12. 12.2014, p. 421), Drafted by RSA under consultation process*
 - *Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 amending Regulation (EU) No 1304/2014 as regards application of the technical specification for interoperability relating to the subsystem 'rolling stock - noise' to the existing freight wagons (OJ L 1391, 27. 5. 2019, p. 89).*



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways - **Interoperability**
- *Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union (OJ L 356, 12. 12.2014, p. 394), **Fully Aligned in the:***
- **ORDER No. 138, dated 30.9.2025 ON THE APPROVAL OF THE REGULATION "ON TECHNICAL CONDITIONS FOR INTEROPERABILITY RELATING TO 'SAFETY IN RAILWAY TUNNELS' OF THE ALBANIAN RAILWAY SYSTEM".**
- *The Order fully approximates:*
 - *Commission Regulation (EU) No. 1303/2014, dated 18 November 2014, concerning the technical specifications for interoperability relating to "Safety in railway tunnels" of the European Union rail system, CELEX 02014R1303-20240129,*
 - *Commission Regulation (EU) 2016/912 of 9 June 2016 correcting Regulation (EU) No 1303/2014 as regards the technical specifications for interoperability relating to "Safety in railway tunnels" of the European Union rail system, CELEX 32016R0912,*
 - *Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the approximation of the laws, regulations and administrative provisions of the European Parliament and of the Council and the implementation of the specific objectives set out in Commission Delegated Decision (EU) 2017/1474, CELEX 32019R0776*
 - *Commission Implementing Regulation (EU) 2024/191 of 8 January 2024 correcting certain language versions of Regulation (EU) No 1303/2014 as regards the technical specifications for interoperability relating to safety in railway tunnels of the European Union rail system, CELEX 32024R0191*



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

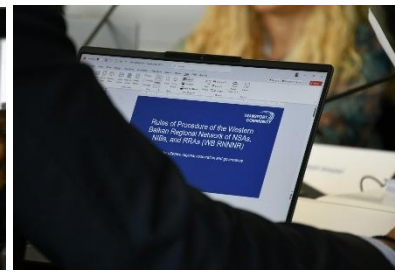


- Albania is implementing the next generation AP- Action plan for Railways- **Interoperability**
- A new draft regulation of the Minister of Infrastructure and Energy is drafted by the RSA, consulted and delivered for adoption from the Minister of Infrastructure: DRAFT REGULATION ON TECHNICAL SPECIFICATION FOR INTEROPERABILITY RELATING TO OPERATION AND TRAFFIC MANAGEMENT SUBSYSTEM OF RAIL SYSTEM. 1) This Regulation is fully aligned to:
 - COMMISSION IMPLEMENTING REGULATION (EU) 2019/773 of 16 May 2019** on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU, (Text with EEA relevance), (OJ L 139/27.5.2019, p. 5). Amended by:
 - Commission Implementing Regulation (EU) 2020/778 of 12 June 2020** amending Implementing Regulation (EU) 2019/773 as regards the dates of application following the extension of the transposition deadline of Directive (EU) 2016/797 of the European Parliament and of the Council (Text with EEA relevance), C/2020/3741, OJ L 188, 15.6.2020, pp. 4–5.
 - Commission Implementing Regulation (EU) 2021/2238 of 15 December 2021** amending Implementing Regulation (EU) 2019/773 as regards the phasing out of specific cases for rear end signal (Text with EEA relevance), C/2021/9127, OJ L 450, 16.12.2021, pp. 57–58.
 - Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023** amending Implementing Regulation (EU) 2019/773 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union (Text with EEA relevance), C/2023/5016, OJ L 222, 8.9.2023, pp. 1–87.
 - Commission Implementing Regulation (EU) 2025/458 of 10 March 2025** correcting certain language versions of Implementing Regulation (EU) 2019/773 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union, C/2025/1433, OJ L, 2025/458, 11.3.2025.
- The Western Balkans Rail Sector Policy Conference in Podgorica on 29 May 2025, with the Signing of a Memorandum of Understanding (MoU) establishing the Western Balkans Regional Network of Safety Authorities, Investigation Bodies, and Railway Regulatory Bodies was an initiative set to improve safety, strengthen economic governance and oversight, and foster cooperation across the WB6 region's railway sector**
- Actions: Establishing Regional Network of NSAs, Establishing Regional Network of NIBs, endorsed on 29 May 2025, in the 1st meeting dated on 14.10.2025.**



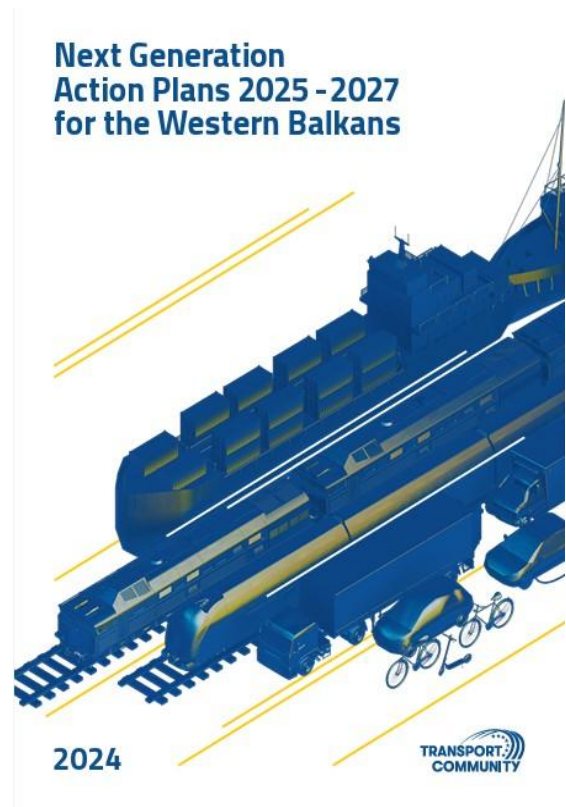
Albania participated in the Western Balkans Rail Sector Policy Conference in Podgorica, on date 29/05/2025, brought together the railway regulatory bodies, transport ministries, operators, infrastructure managers, international financial institutions, and EU representatives to highlight the signing of a Memorandum of Understanding (MoU) establishing the Western Balkans Regional Network of Safety Authorities, Accidents/incidents Investigation Bodies, et al.

The meeting on 14.10.2025, at the TCT, marked the launch of the Western Balkans Regional Network of Safety Authorities (NSAs), Investigation Bodies (NIBs), and Regulatory Bodies (RRBs) – WB RNNNR, to establish a new regional network aimed at improving railway safety, oversight, and cooperation.



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

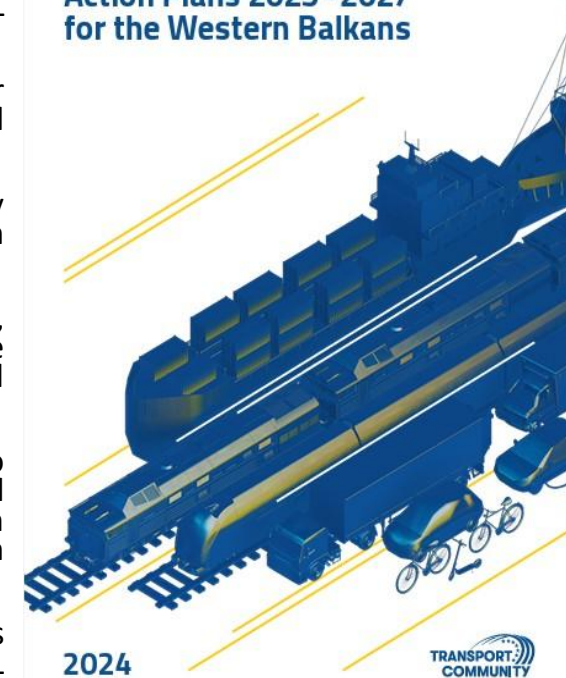
- Albania is implementing the next generation AP- Action plan for Railways
- **Interoperability**
- **Action: Establish an electronic register of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)**
- Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 1391, 27. 5. 2019, p. 312), **Fully Aligned in the:**
- **ORDER No. 159, dated 20.10.2025 ON THE APPROVAL OF THE REGULATION "ON COMMON SPECIFICATIONS FOR THE REGISTER OF RAILWAY INFRASTRUCTURE".**
- The Order 159/20.10.2025 fully approximates:
- 02019R0777-20230928, Commission Implementing Regulation (EU) 2019/777, dated 16 May 2019, on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU.
- 32023R1694, Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8. 9. 2023, p. 88-379), Fully aligned in the ORDER No. 159, dated 20.10.2025 ON THE APPROVAL OF THE REGULATION "ON COMMON SPECIFICATIONS FOR THE REGISTER OF RAILWAY INFRASTRUCTURE".



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways - **Interoperability**
- **Commission Implementing Regulation (EU) 2019/250 of 12 February 2019** on the templates for 'EC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorized railway vehicle type and on the 'EC' verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13. 2. 2019, p. 9), Prepared by the RSA and consulted by the MIE.
- **Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023** on the technical specification for interoperability relating to the control command and signaling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9. 2023, p. 380-560), Drafted and consulted by the RSA/MIE.
- **Commission Regulation (EU) No 321/2013 of 13 March 2013** concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1), drafted and consulted by the RSA/MIE
- **Commission Decision 2010/713/EU of 9 November 2010** on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament and of the Council (OJ L 319, 4. 12. 2010, p. 1), Prepared by the RSA and consulted by the MIE
- **Commission Implementing Regulation (EU) 2019/776 of 16 May 2019** amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 1391, 27. 5. 2019, p. 108), Prepared by the RSA and consulted by the MIE
- **Commission Implementing Regulation (EU) 2020/424 of 19 March 2020** on submitting information to the Commission as regards non- application of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20. 3.2020, p. 20), Prepared by the RSA and consulted by the MIE

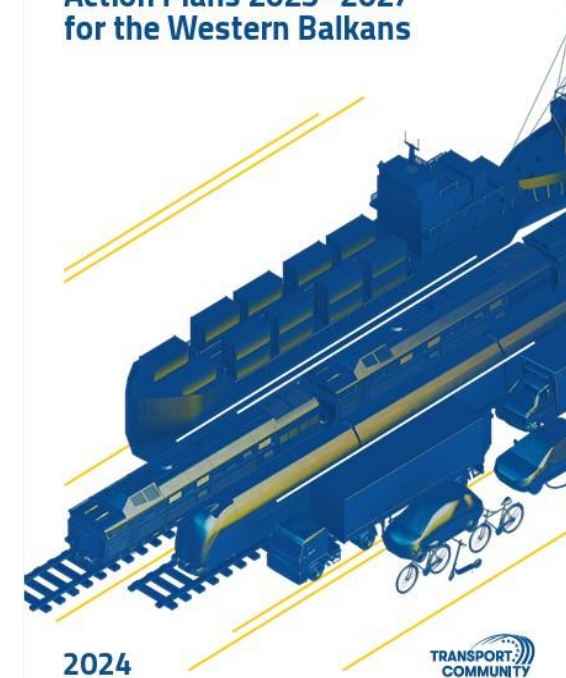
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Action Plans 2025 - 2027
for the Western Balkans



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

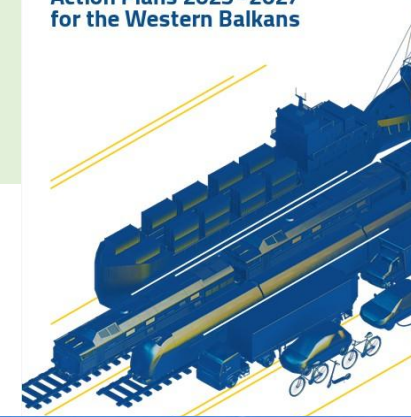
- Albania is implementing the next generation AP- Action plan for Railways
- **Interoperability**
- *Commission Implementing Regulation (EU) 2026/253 of 6 February 2026 on a technical specification relating to the telematics subsystem of the rail system in the European Union for interoperability of data sharing in rail transport (TEL TSI) and repealing Regulations (EU) No 454/2011 (TAP TSI) and (EU) No 1305/2014 (TAF TSI)-drafted and in consultation by the RSA and the MIE*
- *Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 1391, 27. 5. 2019, p. 5)-drafted by the RSA/MIE*
- **European Union Agency for Railways**
- *Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1). Partially aligned in the LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA, implementing and monitoring/reporting.*
- **Railway Safety**
- **Actions:** *The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorization. Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.*
- *Safety Management System implemented Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.*
- *Entity in charge of vehicle maintenance, certified maintenance workshops All Regional Partners Q2 2025 All Regional Partners Q4 2025 Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:- Commission implementing Regulation (EU) 2019/779 of 16 May 2019.*
- *Clean-up of national rules*

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Action Plans 2025 - 2027
for the Western Balkans



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

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Action Plans 2025 - 2027
for the Western Balkans



- Albania is implementing the next generation AP- Action plan for Railways
- **Railway safety**
- **Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast) (OJ L 138, 26. 5. 2016, p. 102).** Partially aligned in the:
 - LAW No. 142/2016 RAILWAY CODE OF THE REPUBLIC OF ALBANIA
 - LAW No. 88/2021 ESTABLISHING THE RAILWAY SAFETY AUTHORITY
 - ORDER No. 52, dated 17.3.2022 ON THE APPROVAL OF THE REGULATION “ON THE METHODOLOGY, RULES, PROCEDURES, STANDARDS AND PRACTICES, FOR THE INVESTIGATION OF RAILWAY AND MARITIME ACCIDENTS AND INCIDENTS”
- **Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).** Drafted from the MIE, consulted with RSA.
- **Commission implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ L 129, 25. 5. 2018, p. 49).** Fully aligned in the:
- **ORDER No. 169, dated 13.12.2023 ON THE APPROVAL OF THE REGULATION “ON THE ISSUE OF SINGLE SAFETY CERTIFICATES FOR RAILWAY UNDERTAKINGS”.** The Order 169/13.12.2023 fully approximates:
 - **Commission Regulation (EU) 2018/763, dated 9 April 2018,** “Laying down practical rules for issuing single safety certificates for railway undertakings, in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No. 653/2007”, OJ L129/49,25.5.2018. CELEX 32018R0763
- **Commission implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 1391, 27. 5. 2019, p. 360).** In preparation by the RSA. Under the transposition process.



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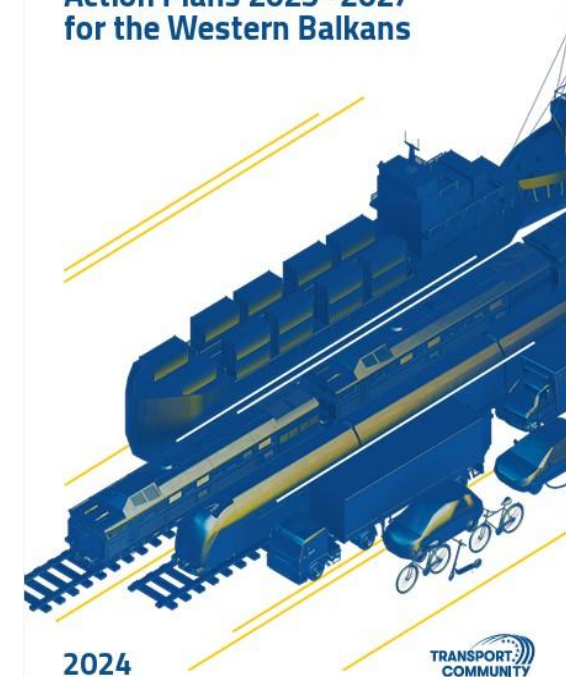
- Albania is implementing the NextGen AP- Action plan for Railways- **Railway safety**
- **Commission delegated Regulation (EU) 2018/762 of 8 March 2018** establishing common safety methods on safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25. 5. 2018, p. 26). Fully Aligned in the:
- ORDER No. 285, dated 19.11.2024 ON THE APPROVAL OF THE REGULATION “ESTABLISHING COMMON SAFETY METHODS (CSM) FOR SUPERVISION BY THE RAILWAY SAFETY AUTHORITY AFTER THE ISSUANCE OF SINGLE SAFETY CERTIFICATES AND SAFETY AUTHORISATIONS AND ON THE REQUIREMENTS FOR THE SAFETY MANAGEMENT SYSTEM”. The regulation fully approximates:
 - **Commission Delegated Regulation (EU) 2018/761, dated 16 February 2018**, “Establishing common safety methods for supervision by national safety authorities after the issuance of a single safety certificate or a safety authorization, in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council”, and repealing Commission Regulation (EU) No 1077/2012 (text with EEA relevance), OJ of the European Union OJ L 129, 25.5.2018, p. 16–25.
 - **Commission Delegated Regulation (EU) 2018/762 of 8 March 2018**, “Establishing common safety methods for safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council”, and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (text with EEA relevance), OJ L 129 25.5.2018, p. 26.



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Albania is implementing the next generation AP- Action plan for Railways - **Railway safety**
- ***Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorization and by entities in charge of maintenance (OJ L 320, 17. 11. 2012, p. 8). Fully Aligned in the ORDER No. 170, dated 13.12.2023 ON THE APPROVAL OF THE REGULATION "ON A COMMON SAFETY METHOD FOR THE MONITORING IMPLEMENTED BY RAILWAY UNDERTAKINGS, INFRASTRUCTURE MANAGERS AND ENTITIES RESPONSIBLE FOR MAINTENANCE, AFTER OBTAINING THE SINGLE SAFETY CERTIFICATE OR SAFETY AUTHORISATION". The regulation fully approximates:***
 - *Commission Regulation (EU) No. 1078/2012, dated 16 November 2012 "On a common safety method for monitoring to be implemented by railway undertakings, infrastructure managers after obtaining a safety certificate or safety authorization and by entities in charge of maintenance", Official Journal of the European Union, 32012R1078, series L 320/8, dated 17.11.2012.*
 - *Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the European Parliament and of the Council (OJ L 150, 13. 6.2009, p. 11). Prepared by the RSA/MIE*
- *Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorizations to infrastructure managers (OJL 1391, 27. 5. 2019, p. 390). Work in process on the assessment of applications submitted by the IMs to national safety authorities for issuing safety authorizations, or for the renewal or update of such authorizations, as provided for in Article 12 of Directive (EU) 2016/798, ANNEX I, on the Content of the application for a safety authorization for the format of safety authorization, ANNEX II Safety assessment process, ANNEX III Content of the safety authorization and the Appendix for the standard model for safety authorization is recommended.*
- **Cooperation within the region Actions: Establishing Regional Network of Rail Regulatory Authorities, Establishing Regional Network of NSAs, Establishing Regional Network of NIBs, endorsed on May 2025.**

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Action Plans 2025 - 2027
for the Western Balkans

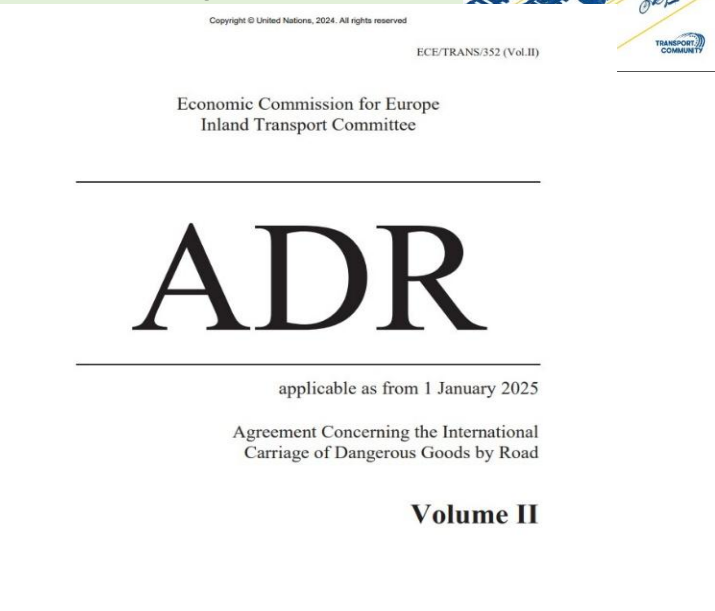


The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

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Action Plans 2025 - 2027
for the Western Balkans



- **Inland transport of dangerous goods**
- Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13). Partially aligned with LAW No. 118/2012 ON THE TRANSPORT OF DANGEROUS GOODS. The law is aligned with:
- Partly with Directive No. 2008/68/EC of the European Parliament and of the Council of 24 September 2008 "On the transport of dangerous goods", CELEX number 32008L0068, Official Journal of the European Union, L series, No. 260, dated 30.9.2008, pages 13-59, which repeals Directives 94/55/EC, 96/49/EC, 96/35/EC and 2000/18/EC.
- Fully with Council Directive No. 95/50/EC of 6 October 1995 "On uniform procedures for checks on the transport of dangerous goods by road", number CELEX 31995L0050, Official Journal of the European Union, series L, no. 249, date 17.10.1995, pages 35-40.
- Partly with Directive 2010/35/EU of the European Parliament and of the Council of 19 June 2010 on transportable pressure equipment and repealing Directives 76/767/EEC, 84/525/EEC, 84/526/EEC and 1999/36/EC, no. CELEX 32010L0035, OJ Journal of the European Union, no. 165, 30.6.2010, pages 1-18.
- GIZ project assistance in the review of the TDG legislation in place.
- <https://www.giz.de/sites/default/files/media/pkb-document/2025-07/giz2023-en-saneca-ii-leaflet.pdf>
- GIZ project Suggested for a new drafting of the TDG law
- Support to Accession Negotiations in Economic Chapters of the Acquis (SANECA II), project started on 1 February 2023 and will continue 31 January 2026
- Secondary legislation planning with the Ministry (MIE)



Convention concerning International Carriage by Rail (COTIF)
Appendix C – Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways



ANEKSI III
(Në përputhje me modelin e Marrëveshjes ADR dhe Rregullores RID, (përkatësisht, kapitulli 1.8, pika 1.8.3.18))

FORMATI I ÇERTIFIKATËS

CERTIFIKATË E TRAJNIMIT SI KËSHILLTAR I SIGURISË PËR TRANSPORTIN E MALLRAVE TË RREZIKSHME

Nr. i Certifikatës:

Shenjë dalluese e Shtetit/ Autoritetit që lëshon certifikatën:

Mbiemri:

Emri:

Data dhe vendi i lindjes:

Kombësia:

Nënshkrimi i mbajtësit:

I vlefshëm deri më për subjektet që transportojnë mallra të rrezikshme dhe për subjektet, të cilat kryejnë ngarkim ose shkarkim përkatësisht:

☐ me rrugë

☐ me hekurudhë

☐ nëpërmjet ujërave të brendshme

Lëshuar nga:

Data:

Nënshkrimi:



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

For Albania we are providing data for the year 2026 regarding:

- ADR Vehicle Driver Training Certificates
- ADR Approval Certificates for Vehicles Transporting Dangerous Goods



Summary table – ADR Training Certificate (2026)

No.	ADR training category	Number ADR Training certificates issued
1.	ADR Basics	57
2.	ADR Special	57
3.	ADR Renewal	26
4.	ADR Class 1	3
	TOTAL	143

Summary table – ADR Approval Certificate for Vehicles (2026)

No.	Description	Number ADR Vehicles Approval certificates
1.	ADR approval certificate for vehicles transporting dangerous goods	589
	TOTAL	589

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- **Transportable pressure equipment**
- Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1). Partially aligned in the LAW No. 118/2012 ON THE TRANSPORT OF DANGEROUS GOODS.
- https://www.infrastruktura.gov.al/wp-content/uploads/2022/11/Ligj_118-2012_13.12.2012_Per-transportin-e-mallrave-te-rrezikshem.pdf
- DECISION No. 430, dated 26.6.2019 ON THE APPROVAL OF THE TECHNICAL REGULATION ON THE ESSENTIAL REQUIREMENTS AND CONFORMITY ASSESSMENT OF TRANSPORTABLE PRESSURE EQUIPMENT. The decision of the Council of Ministers fully transposes Directive 2010/35 EU.
- <https://www.infrastruktura.gov.al/wp-content/uploads/2019/08/Rregulli-teknik-per-enet-nen-presion-Fletorja-Zyrtare.pdf>
- Prepared under TAIEX project 2025-ongoing in 2026, MIE and STII, Task force.
- (1) TAIEX Workshop on Implementation of Directive 2010/35/EU in Albania, Tirana 10 - 11 December 2025
- <https://webgate.ec.europa.eu/TMSWebRestrict/resources/js/app/#/library/detail/90434>
- (2) TAIEX Workshop on Implementation of Directive 2010/35/EU in Albania, Tirana 10 - 11 February 2026
- <https://webgate.ec.europa.eu/TMSWebRestrict/resources/js/app/#/library/detail/92845>

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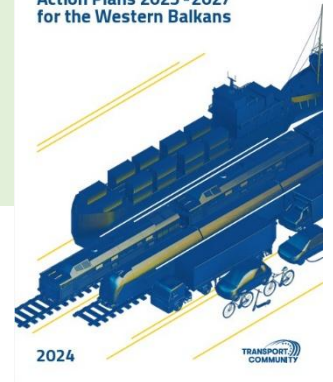
- **Social field – working time/hours**

- Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organization of working time (OJ L 299, 18.11.2003, p. 9). Partially aligned in LABOR CODE OF REPUBLIC OF ALBANIA
- LAW No. 7961, dated 12.7.1995 (Amended by laws: no. 8085, dated 13.3.1996; no. 9125, dated 29.7.2003; no. 10 053, dated 29.12.2008; no. 136/2015, dated 5.12.2015; no. 91/2024, dated 26.7.2024), (recast)
- LAW No. 136/2015 ON SOME ADDITIONS AND AMENDMENTS TO LAW NO. 7961, DATED 12.7.1995, “LABOUR CODE OF THE REPUBLIC OF ALBANIA”, AMENDED. The law is partially aligned with:
- Council Directive 91/533/EEC, dated 14 October 1991, “On the employer’s obligation to inform employees of the terms and conditions applicable to the contract or employment relationship”.
- Council Directive 92/85/EEC of 19 October 1992 on the introduction of measures to encourage improvements in the safety and health at work of pregnant workers, as amended.
- Council Directive 94/33/EEC of 22 June 1994 on protection of young people at work, amended. Council Directive 96/71/EC of 16 Dec 1996 posting of workers abroad of provision of services.
- Council Directive 97/81/EC of 15 December 1997 concerning the framework agreement on part-time work concluded by UNICE, CEEP and ETUC, as amended.
- Council Directive 98/59/EC of 20 July 1998 on approximation of the laws of the Member States relating to collective redundancies.
- Council Directive 1999/70/EC of 28 June 1999 on the framework agreement on fixed-term work concluded by UNICE, CEEP and the ETUC.
- Directive 1999/92/EC of 16 Dec 1999 on minimum requirements H & S protection of workers potentially exposed to risks of explosive atmospheres, amended.
- Council Directive 2000/43/EC of 27 November 2000 implementing principle of equal treatment between persons irrespective of racial or ethnic origin.
- Council Directive 2000/78/EC of 27 November 2000 establishing a general framework for equal treatment in employment and occupation.
- Council Directive 2001/23/EC of 12 March 2001 on the approximation of the laws of the Member States relating to the safeguarding of employees' rights in the event of transfers of undertakings, businesses or parts of undertakings or businesses.
- Directive 2002/14/EC of the European Parliament and of the Council of 11 March 2002 establishing a general framework for informing and consulting employees in the Member States of the European Community.
- **Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organization of working time. CELEX 32003L0088, OJ, L. 299, of 18 Nov 2003, pp. 9-19.**
- Directive 2006/54/EC of the European Parliament and of the Council of 5 July 2006 on the implementation of the principle of equal opportunities and equal treatment of men and women in matters of employment and occupation.
- Directive 2008/104/EC of the European Parliament and of the Council of 19 November 2008 on temporary agency work.
- Council Directive 2010/18/EU, dated 8 March 2010, “On the implementation of the revised Framework Agreement on parental leave concluded by BUSINESSEUROPE, UEAPME, CEEP and ETUC, repealing Directive 96/34/EC”.
- **Council Directive 2005/47/EC of 18 July 2005 on Agreement between the Community of European Railways (CER) and the European Transport Workers’ Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector (OJ L 195, 27.7.2005 p. 15).**
- Fully Aligned in the ORDER No. 164, dated 21.10.2025 ON APPROVAL OF REGULATION “ON CERTAIN ASPECTS OF WORKING CONDITIONS OF MOBILE WORKERS ENGAGED IN INTEROPERABLE CROSS-BORDER SERVICES IN THE RAILWAY SECTOR”.
- The regulation fully approximates: 32005L0047, Council Directive 2005/47/EC, of 18 July 2005, on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interactive cross-border services in the railway sector.



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Next Generation
Action Plans 2025 - 2027
for the Western Balkans



- **Sustainable and Multimodal Measures**
- **Electronic freight transport information**
- Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33). Drafted by the MEI economy/innovation, under consultations with MIE
- **Action relation with the TCT Annex I** – New Growth Plan Transposition Implementation Digitalization and e-freight – Adoption of the relevant legislation to align with the regulation on electronic freight transport information (eFTI): Q4 2025 - Q1 2026 – RPs Regional partners reform Agenda
- Annex I.2 Rules applicable to Rail transport in the electronic freight transport information area, closely related to Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020. Pilot eFTI platform

The Joint 21st Transport of Dangerous Goods
Technical Committee Meeting and the
27th Technical Committee on Railways

Overview of the TEN-T projects in the WB region

Speaker: All participants, tour the table

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

Five-year Rolling Work Plan for Development of Indicative TEN-T Extension of Comprehensive and Core Network in Western Balkans

Five-year Rolling Work Plan for Development of Indicative TEN-T Extension of Comprehensive and Core Network in Western Balkans

- The TODIS project of Transport databases for monitoring networks performance is ongoing with the Transport TCT.
- The IPA Seminar “Basics of Railway Accident Investigation”, on 4–5 February 2026 organized by the European Union Agency for Railways and the Permanent Secretariat of the Transport Community, in Tirana, with the NIBs and the HSH. The training focused on better understand how to investigate railway accidents in a more clear, fair, safer at making rail transport safer for everyone

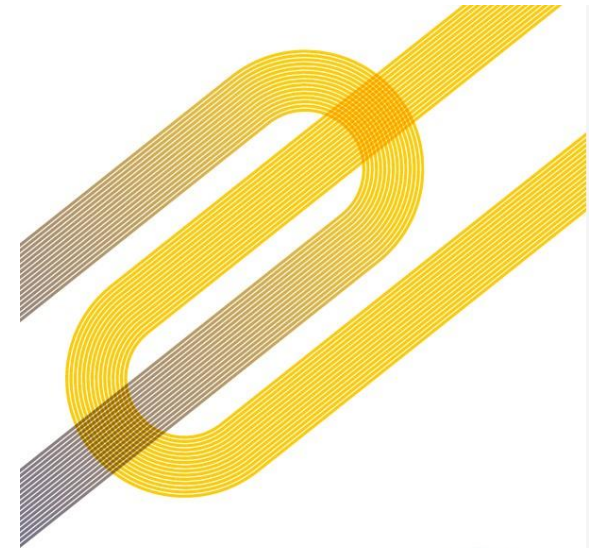


ALBANIA participated with over 60 transport stakeholders with data support to better transport planning, investment, and decision-making. TODIS, the digital information system of the Transport Observatory, helps collect and organize key information on the transport network in the Western Balkans. The TODIS Stakeholder Conference 2026, held on date 25 May 2026 in Belgrade, Serbia.



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1. Rehabilitation of railway Durrës -Tirana and construction of the new railway to Rinas Branch TIA
 - The project is part of the NSPP, with matured status and with a value of 141.605 million euros
 - WBIF Grant EUR 36.65 million, EBRD Loan EUR 77,570 + grant 0.945 million EUR, State budget (VAT): EUR 26.44 million. Status- finalized, in the defects liability period and rehab. of terminals.
2. Rehabilitation of the Railway line Vora – Hani i Hotit - The project is part of the NSPP, with matured status and indicative value of €367,981,800.00. Status - Under procurement (2024-2026).
3. Rehabilitation of the railway line Durres – Rrogozhina - The project is part of the NSPP, with a “mature” status and an indicative value of 122.9 million euros. Status- Under procurement (2026).
4. Corridor VIII Rail – (Durres)- Rrogozhina – Pogradeci – Lin section - The project is part of the NSPP, with partially matured status with the DD + TD, and an indicative value of 451 million euros.
5. Feasibility study & concept-design of Durres-Pristine railway connection - The project is part of the NSPP, with partially matured status and an indicative value of 750 million euros, as in the GoA priority documents (2026). According to Feasibility Study, value of this project is 1.8 Billion EUR.
6. Electrification of railway line Durres-Tirana-Rinas - part of the NSPP, with matured status and an indicative value of 24.4 million euros (12.78M EUR Grant + 11.62M EUR EBRD Loan). – Ongoing!
7. Railway Line Electrification Vorë – Hani i Hotit - The project is part of the NSPP, with matured status and an indicative value of 59.9 million euros.
8. Construction of the Vlore-VIA Railway Line - The project is part of the NSPP, with immature status and an indicative value of 220 million euros, as in the GoA priority policy document (2026).
9. ConnectA technical assistance on the establishing the Rail Passengers service in Albania for the planning of the rolling stock and public service contract in the finalization with general information



Development of Indicative TEN-T
Extension of Comprehensive and Core
Network in Western Balkans

2025

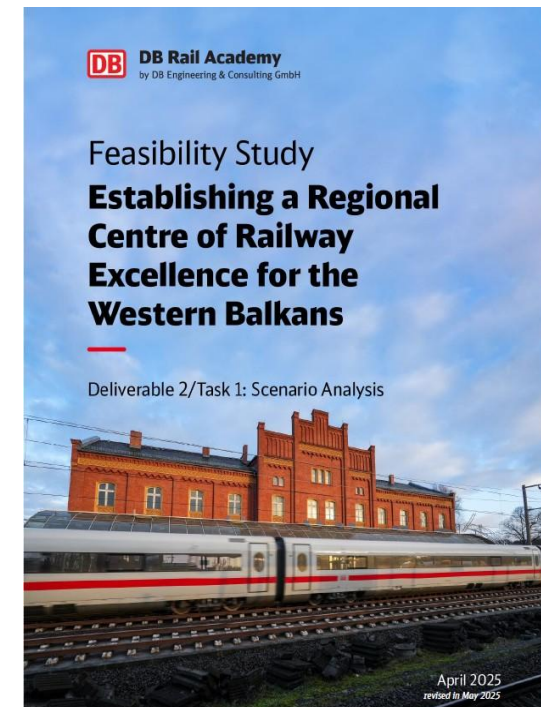
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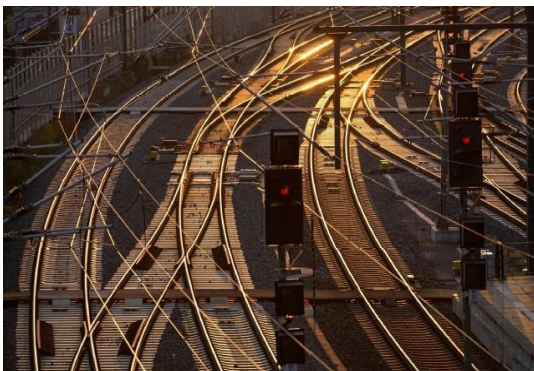
- ✓ Modernization of rail network infrastructure, as in the Next gen plan for the western Balkans
- ✓ Railway Infrastructure Asset Management System (RIAMS) - established
- ✓ Adopt a national rail infrastructure development strategy/ action plan- currently in the public consultation with the national Transport sector Strategy and Action plan (2026-2030)
- ✓ Level-Crossings Safety Improvement – preparation of tender dossier
- ✓ Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:
 - ✓ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012.
- ✓ Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.
- ✓ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.

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- Albania participated with the Railway Companies and Infrastructure Managers in the FS study with the TCT and DB
- Albanian Railways (HSH)- endorsee of the Memorandum of Understanding
- AlbRail concessionary Ltd - endorsee with Memorandum of Understanding
- Official signing of Memorandum of Understanding (MoU) with partners
- Institutions (Technical universities, training centers, Railway Companies)
- Regulatory and Educational Institutions (i.e. UPT- endorsee of the MoU)
- Faculty of Mechanical Engineering (Polytechnic University of Tirana, etc.
- International Experts and Organizations
- DB Training, assessed the needs on Training on how to implement the EU norms and standards
- Focus on: Safety Management Systems, Accidents Reporting, Dangerous Goods, and the ECMs.
- ERA Academy
- STAFFER Initiative
- Rail Cluster for South-East Europe (SEE)
- GIZ
- EBRD
- KfW



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways



Annexes

ANNEX 1: LIST OF CONDUCTED INTERVIEWS

DB DB Rail Academy
by DB Engineering & Consulting GmbH

Country	Name of company/ institution	Date of the interview	Attendees / Position
Albania			
Albania	Faculty of Mechanical Engineering, at the Polytechnic University Tirana	Interview held on 17.12.2024	1. Prof. Genti Guxho - Vice dean for scientific research 2. Prof. I. Kazani - Professor 3. Prof. Dh. Sotja - Professor 4. Isabel Schmidt - DB E&C
Albania	Albanian Railways	Interview held on 22.11.2024.	1. Eneida Elezi - Albanian Railways S.A., Human Resources Sector, Internal Supportive Services Unit 2. Kire Dimanovski - Transport Community 3. Elvira Kanichay - DB E&C 4. Jelena Stankovic - DB E&C 5. Ivana Krstic - DB E&C
Albania	Albrail	Interview held on 26.11.2024	1. Dritan Spahiu - Chief Executive Officer at Albrail 2. Elvira Kanichay - DB E&C 3. Isabel Schmidt - DB E&C

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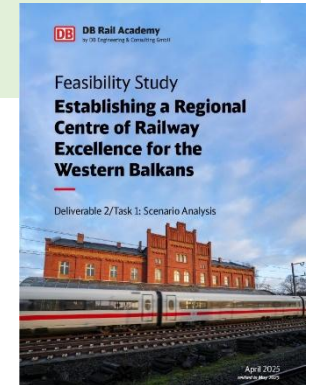
- Feasibility study establishing the regional center of excellence
- Session 4.1.3 National Legal Requirements in Western Balkan
- The Vocational Education and Training (VET) Systems
- Vocational Education Training (VET) - Transport Cases
- Across the Western Balkans structured to aligning with
- The Labor market needs and its economic development
- In Albania, the VET is regulated by the Law No. 15/2017
- Offering a 2+1+1 structure that leads to a vocational certificate
- Incl. vocational schools and short-term training Centers (VTCs), with the National Agency for VET and Qualifications (NAVETQ) ensuring quality assurance, with the Ministry responsible of Economy oversees policy on vocational training programs (VTC)
- Funding from state budgets, provider income, donor contributions, and sponsorships.



Analysis

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- Feasibility study establishing the regional center of excellence
- Thematic priority objectives related to the Railway Regulations
- Railway training and certification in the Western Balkans align with EU standards
- Ensuring safety, interoperability, and compliance at rail regulatory requirements
- In Albania, professional training and licensing of train drivers are regulated by the Railway Code and Railway Safety Authority Law
- The Railway Regulatory Authority oversees market competition and infrastructure access, while the Railway Safety Authority ensures licensing of train drivers and compliance to TDD
- Train driver licenses are valid for 10 (ten) years, with ongoing training obligations and VTCs
- Currently there are no trainings provided, since the rules for trainings are rewritten and the railway companies cannot meet standards defined in the Guideline for training issued by the Ministry responsible for Transport (*Guidelines of MIE, no. 24, date 13 December 2022*)
- Foreign train driver licenses only recognized through bilateral agreements, (*Law 142/2016*)

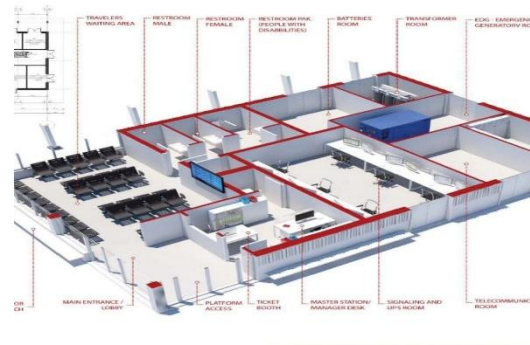


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- Feasibility study establishing the regional center of excellence
- Session 4.3.1 Infrastructure Overview
- The railway infrastructure in the region varies significantly in terms of electrification, modernization, and available training facilities
- Several electrification projects are ongoing or planned, aiming to expand electrified railway networks and modernize rolling stock and maintenance depots:
- Albania Railway is working towards electrifying 42 km of railway (by 2025 - 2026), with a long-term plan to extend to 120 km.



ALBANIAN RAILWAYS



The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- Feasibility study Excellence regional Center, Sec. 4.3.2 Existing Training Equipment
- Albania: The Faculty of Mechanical Engineering, University of Tirana has Physical-Mechanical Laboratory and CAD/CAM Technology Laboratory but lacks workshops
- The Faculty relies on partnerships with national Railway Companies for Internships
- Faculty for Civil Engineering, UT incl. laboratories related to Civil Engineering studies, such as Geodesy and Geometric Laboratories and Computer Laboratories.
- Certification and accreditation of the Excellence Centers
- ISO 21001 for educational organizations, ERA recognition
- New modules, digital systems, ETCS, sustainable logistics
- Train-the-Trainer program to long-term capacity building

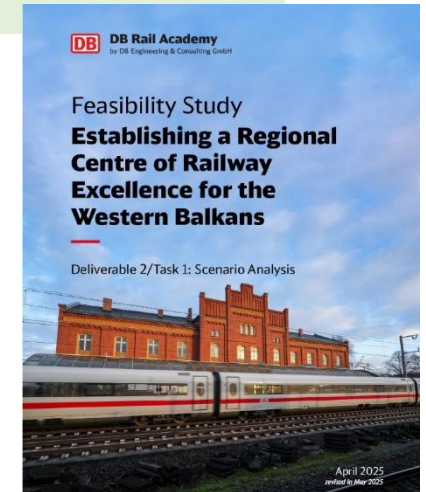


Conclusion

The availability of training equipment and infrastructure for railway education varies across the region. While some institutions have access to simulators, laboratories and specialized equipment, many rely primarily on theoretical classroom instructions and on-the-job training. The lack of modern simulators, test tracks, and dedicated training facilities limits the practical skills development of railway professionals. Efforts are being made to modernize training capabilities, but overall, the need for substantial investment in technical training infrastructure remains to enhance workforce preparedness and industry standards. Most advanced technical training infrastructure by universities as well as operators can be found in Serbia, Bosnia-Herzegovina, followed by North Macedonia.

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- Feasibility study establishing the regional center of excellence
- FS study of the railway Session 4.4 Operational Factors- **Albania**
- Sub-session 4.4.1 Analysis of Universities and Educational Curricula
- Faculty of Civil Engineering, Tirana, offers comprehensive education
- In civil and construction engineering, and transport of dangerous goods
- The Faculty provides a solid foundation in various civil engineering disciplines
- It does not specialize in railway engineering, in the Faculty of civil engineering
- It aligns its curriculum with EU standards through participation in initiatives like the Bologna Process and the Erasmus+ program
- The faculty has laboratories and research facilities for civil engineering subjects but lacks a strong focus on specialized railway systems



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- Mechanical Engineering Faculty, Tirana offers:
- A 3–4-year university diploma with a focus on mechanical engineering
- A mandatory subject, Railway Transport, is included in both the professional and scientific master's programs
- Faculty has involvement in modernization projects, still there is a limited job market for students in Albania's railway transport field
- Practical training opportunities are scarce due to the lack of the specialized equipment
- Harry Fultz Institute offers: Combined high school, community college-level education
- Providing relevant programs in electronics
- Automotive mechanics, and the applications
- Business with its curricula aligned with EU standards
- It does not offer specialized education in Railway Engineering.



Figure 2: Strategic Vision for the Regional Centre of Railway Excellence

By DB Rail Academy

Feasibility study establishing the regional center of excellence

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Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

ALBANIA

I. Introduction

For the purpose of establishing a Regional Railway Excellence Centre, the legal framework regulating educational institutions and training centers in the Western Balkan jurisdictions is to be evaluated, with the aim to determine whether proposed recognition of certificates issued by the Regional Railway Excellence Centre would be possible in jurisdictions of the Western Balkans, analysis of relevant provisions has been performed, pertaining to:

1. Certification competences of educational institutions and training centers
2. Mandatory certifications for railway occupations, in particular for train drivers

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Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

Legal acts analyzed in Feasibility study on regional center of excellence:

REGULATIONS	ADOPTED BY	ENTRY INTO FORCE
Law Railway Code of the Republic of Albania No. 142/2016	Parliament	January 2018
Law on the Establishment of the Railway Safety Authority of the Republic of Albania No. 88/2021	Parliament	August 2021
Law on the Establishment of the Railway Regulatory Authority of the Republic of Albania No. 89/ 2021	Parliament	August 2021
Guidelines of the Minister of Infrastructure and Energy on Professional Training in Professional Training Centers for Railway Personnel Performing Safety Functions, Conditions and Procedures for Testing, Licensing and Certification of Train Drivers No. 24 as of 13.12.2022	Ministry of Infrastructure and Energy	December 23, 2022
Vocational Education and Training Law No. 15/2017	Parliament	June 15, 2017

Table 1: Legal Framework - Albania

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Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

- ✓ Feasibility study establishing the regional center of excellence
- ✓ Vocational Education and Training

1. Status and aim of VET

In Albania, Adult Education and Training aims to provide an integrated and flexible system to professional qualifications in accordance with economic and social changes, with labor market needs. Adults enter education, training or learning by their own choice, for the purpose of improving their knowledge, skills and competences or acquiring an adequate qualification for a more successful life, work and personal development.

- ✓ *The Vocational Education and Training (VET) regulations in Albania are primarily governed by the Vocational Education and Training Law No. 15/2017 adopted on May 18, 2017, ("VET Law").*

2. VET Regulations

- ✓ *The primary legislative framework governing the VET system in Albania is the VET Law, which outlines the guiding principles, structure, and standards for VET provision, assessment, and certification.*

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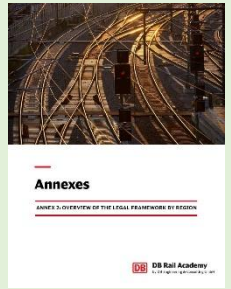


- ✓ Feasibility study establishing the regional center of excellence key aspects of the VET Law incl.:
 - i. Purpose and Objectives: Aligning VET with labor market needs and promoting economic growth
 - ii. Structure and Organization: Vocational Schools: Offering initial VET programs with a 2+1+1 structure
 - ✓ Leading to both a vocational certificate and State Matura Diploma.
 - i. Details of the 2+1+1 Structure: 2 Yrs. of basic education, 1 Year of specialization, 1 of consolidation
 - ✓ With certifications awarded after each year.
 - ✓ Training Centers (VTCs): Providing short-term training courses for adults.
 - i. VTC Focus Areas: Technical short-term of 3-6 months, incl. a module for soft skills (Start SMART) for unemployed job seekers.
 - ✓ On-the-Job Training: Encouraged through Development Units in vocational schools, facilitating cooperation with local companies
 - i. Development Units: Responsible for organizing internships and promoting school-company cooperation.
 - iii. Public and Non-Public VET: The law governs both, with a focus on increasing autonomy for public VET providers.
 - iv. Quality Assurance and Standards: Emphasizes the importance of quality assurance, with NAVETQ responsible for occupational standards, qualification standards, and unified framework curricula.
 - v. Funding and Resources: Sources include the state budget, income generated by public VET providers, donor contributions, and sponsorships, with a move towards decentralization and financial autonomy for providers.
- ✓ Decentralization: Public VET providers allowed to use 100% of generated income, transfer to the next year if not fully spent.

Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways



✓ Competent Institutions and Providers

i. Competent Institutions for VET:

- ✓ Ministry responsible for Economy (MFE): *National policy formulation and supervision.*
- ✓ National Agency for Employment and Skills (NAES): *Management of VET providers and performance monitoring.*
- ✓ National Agency for VET and Qualifications (NAVETQ): *Development of national VET standards and quality assurance.*

ii. Main Providers: Public Upper Secondary VET Schools: *Offering initial VET programs.*

- ✓ Public Vocational Training Centers (VTCs): *Providing short-term training for adults.*
- ✓ Private Training Providers: *Licensed providers offering lifelong learning opportunities.*
- ✓ iii. Licensing: *Private providers must obtain a license to offer VET courses.*

✓ Competent Bodies

✓ i. Railway Regulatory Authority:

- ✓ *Established by law and independent in its organization, financing, legal structure, and decision-making; Responsible for monitoring the competitive situation in the rail services markets, ensuring non-discriminatory access to infrastructure, and handling appeals and complaints.*

✓ ii. Railway Safety Authority:

- ✓ *Ensures the level of rail safety is maintained and improved; Oversees compliance with legal obligations regarding safety management systems; Issues safety certificates and authorizations for railway undertakings and infrastructure managers; Issues the licenses of train drivers.*

✓ iii. Railway Licensing Authority:

- ✓ *Established by the Decision of the Council of Ministers; Issues licenses to railway undertakings to provide rail transport services; Ensures that railway undertakings meet requirements related to good repute, financial fitness, professional competence, and cover for civil liability.*

✓ iv. National Investigation Authority of Accidents / Incidents:

- ✓ *Investigates railway accidents and incidents to improve safety and prevent future occurrences; Independent in its organization, legal structure, and decision-making.*

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- ✓ The Feasibility study establishing regional center of excellence on Railway Relevant regulations in Albania
- ✓ Education of train drivers /other railway occupations in the Republic of Albania regulated under Rail Code
- ✓ Competent bodies incl. trainings and certifications of railway occupations relevant also from legislation of:
- ✓ Establishment of Railway Safety Authority, and Law on Establishment of the Railway Regulatory Authority
- ✓ Organic laws define competences of Railway Safety Authority RSA, and Railway Regulatory Authority RRA
- ✓ Guidelines of Professional Training in Professional Training Centers for Railway Personnel Performing Safety Functions, conditions, Procedures for Testing, Licensing and Certification of Train Drivers providing
- ✓ 'Guidelines' of the detailed & structured approach to ensure the safety and competence of train drivers
- ✓ The guidelines include clear criteria for training centers, licensing, and certification processes from TDD
- ✓ Vocational Training Centers according to the Article 68 of the Rail Code the vocational training of railway personnel exercising safety functions is conducted in licensed schools - Vocational Training Centers (VTC)
- ✓ Schools can be established by infrastructure managers, railway undertakings / public and private trainers
- ✓ Training centers must operate independently, impartially, at ensuring equal treatment for all participants.



Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- ✓ Feasibility study establishing the regional center of excellence
- ✓ Provisions under the Guidelines

i. Purpose and Scope

- ✓ *Purpose: The guidelines aim to establish a structured framework for the following*
- ✓ *Professional training, testing, licensing, and certification of train drivers in Albania.*
- ✓ *Scope: The guidelines apply to train drivers, railway undertakings, infrastructure managers*
- ✓ *Training centers, and driver examiners.*
- ✓ *Exclude drivers of trams, privately owned railway lines, and temporarily closed railway lines.*

ii. Licensing and Certification of Train Drivers

- ✓ *Documents Required: Drivers need a license and one or more certificates indicating authorized lines and rolling stock.*
- ✓ *Validity: Licenses are valid for 10 years and must be renewed periodically.*
- ✓ *The license shall be the property of its holder and shall be issued by the Authority in the Albanian and English languages.*
- ✓ *Certificates are specific to infrastructures and rolling stock and are issued by railway undertakings or infrastructure managers.*

iii. Conditions for Licensing and Certification

- ✓ *Minimum Requirements: Candidates must be at least 22 years old, basic education, and meet medical and psychological fitness standards*
- ✓ *Periodic Checks: Regular checks are required to maintain the validity of licenses and certificates.*

iv. Tasks and Decisions of the Railway Safety Authority

- ✓ *Responsibilities: The Railway Safety Authority is responsible for issuing, updating, suspending, and revoking licenses, maintaining registers, monitoring the certification process, and conducting inspections.*
- ✓ *Delegation: Certain tasks can be delegated to third parties under strict conditions to ensure transparency and non-discrimination.*



Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways

- ✓ Feasibility study establishing the regional center of excellence
- ✓ Provisions under the Guidelines (cont.)

v. Training of Train Drivers

Training incl. general professional knowledge and specific knowledge related to vehicles and infrastructure.

Continuous Training: Ongoing training is required to maintain and update competencies.

vi. Examiners and Examination Centers

Competence: Examiners must be competent, experienced, and certified.

Recognition: Examination centers must be recognized by the Railway Safety Authority

Criteria of independence, competence, and impartiality must be met.

vii. Medical Requirements

Criteria: Train Drivers must meet specific medical and psychological criteria, incl. vision, hearing, and general health standards.

Periodic Checks: Regular medical checks are required to ensure ongoing fitness for duty.

viii. Geographical validity of the train driver's licenses

A train driver's license shall be valid throughout the territory of Albania and in border countries as bilaterally agreed. Taking into account the findings of the analysis considering the aim to establish a Regional Railways Excellence Center in one of the Western Balkan jurisdictions that should issue railway certificates which recognition should be regionally accepted, the conclusions are drawn:

- 1. Setting up of a railway academy in Albania would need to be in accordance with the VET Law and preconditions set by the Railway Code and Guidelines on Professional Training in Professional Training Centers for Railway Personnel Performing Safety Functions, Conditions and Procedures for Testing, Licensing and Certification of Train Drivers.*
- 2. Partnering with an existing VTC should be taken into consideration due to already existing recognition.*
- 3. Acceptance of regional certificates for train drivers and other railway occupations, which are pre-conditions for issuing train driver licenses, could be reached only through bilateral agreements.*



Annexes

ANNEX 2: OVERVIEW OF THE LEGAL FRAMEWORK BY REGION

The Joint 21st Transport of Dangerous Goods Technical Committee Meeting and the 27th Technical Committee on Railways



- ✓ Feasibility study establishing the regional center of excellence
- ✓ Rail Operations and Maintenance with the external and internal Maintenance Guidelines
- ✓ ETCS: Adaptation Training for Dispatcher The ETCS regulations to adapt training “European Train Control System (ETCS) for Dispatchers”
- ✓ Key Components: Maintenance of Each Component
- ✓ Maintenance Information System managing long-term sequence non-scheduled work and depot management
- ✓ Rail Quality, Safety & Security, Safety Management in Railway Business (SMS1/3) – Legal Basics European basics for a railway operation
- ✓ Safety Management System (SMS) and risk management process and stakeholders at Common Safety Methods-Risk Assessment (CSM-RA)
- ✓ Technical specifications and monitoring methods with SMS and working as safety officers / managers
- ✓ Safety Management in Railway Business (SMS2/3)– Basics & function to implement the requirements of the relevant EU directives and EU regulations for the SMS and ECM in the processes of their companies
- ✓ The risk-oriented approach and learn the procedures and methods from the relevant CSM regulations
- ✓ Special aspects of continuous improvement in the SMS
- ✓ Task and roles of the SMS officer, emergency, crisis and continuity management (BCM-Business Continuity Management).

- ✓ Safety Management in Railway Business(SMS3/3)– Leadership, Task-Competences-Responsibility with the legal requirements and tasks of companies when dealing with accidents/incidents in railways
- ✓ Practical case study, about the first steps of accident investigation, the resulting analysis (including human factors), the derivation of recommendations and the monitoring of accidents.
- ✓ Safety / Risk Management & Incident Investigation, the core processes of Safety-and Risk Management Systems (I+II) and the core processes of incident investigation and the integration in safety management systems.
- ✓ Safety / Risk Management & Incident Investigation incl. Quality & Audit II, with the principal elements of rolling stock and trams implications
- ✓ Innovation & Digitalization for Railways: Artificial intelligence (AI) offers endless possibilities for rail companies in terms of using data more efficiently, refining processes developing new business models.
- ✓ Basics: Digital Planning & Construction (BIM), Core Technologies of Digital Railways, with the core technologies as the basis for connected rail and mobility companies in the digital age.
- ✓ Core Technologies of Digital Railways II, tools and aspects influencing the employees and the basis for connected rail and mobility companies in the digital age i.e. Cyber security for rail companies.

Questions?

Thank you!