

Support for Implementing Measures for the South East Core Regional Transport Network Multi Annual Plan (EuropeAid/125783/C/SER/MULTI)

The Albanian Reform in Railway and the Preparation for Network Statement

prepared by

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Total length of network 425 km, normal gage

Single track, not electrified

Number of operating stations 45

For passengers service actually 360 km

Average speed 40 km/h

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- From year 1985 there is one international link, with Montenegro, which has only ever been used for freight traffic
- Last five years international railway transport increased five time more.
- Actually about 200 000 tones per year

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Albanian Railway restructuring Process is finished

Holding model:

- Cargo,
- Passengers,
- Infrastructure Business
- Rolling Stock Maintenance
- Economic Management Unit
- Facility Management Unit
- Total staff 1920 persons, in end of year 1860 persons

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In process not finished

- Legal framework adaptations
- 1- We have programmed to review Railway Low in order to implementation all the directive of CE.
- 2- We are preparing the rule on the principle and criteria for capacity on the allocation of railway infrastructure according to the Direktive 2001/14/CE

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In process not finished

- Legal framework adaptations
- 3- We prepare the rule on the licensing of railway
- 4- We prepare the rule for safety certificates and the safety Authority according to the Directive 2004/49/CE.

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In process not finished

- Regular functions
- Balance sheet clearing
- Contract development for PSO and Infrastructure



Network Statement

- The work to prepare the NS begun in January 2009
- Till now is prepared full draft (54 pages)
- In this draft are not included the appendixes
- Draft is composed by 7 chapters (the seventh is the Appendix)
- This draft is not approved, we are waiting the improvement of Railway Law



Network Statement

- The Albanian Railway Network Statement is prepared according the standards RNE (RailNetEurope)
- A team from IM under the care of Technical Assistance Consultant is working on draft according to Slovenian example



Network Statement

- Chapters number 1 and 2 are prepared in 90% by TA
- Chapters number 3 is preparing in 60% by a team of IM. We have difficulty in old technical documentation and archive for:
 - difference between schematic drawing and real situation in track
 - missing technical documentation and we are obligated to do the measurement in track
 - our forecasting is in two month to complete



Network Statement

- Chapters 4 and 5 are 80% ready
- This chapters are prepared by TA consultant and IM team
- Problems is preparation of low framework (Adoption the Directive for allocation of capacity of infrastructure, License for operation, Safety certificate)



Network Statement

- Chapter 6 for tariff access charging
- Approved tariff is:
 - 3.85 euro/train km for passengers
 - 4.23 euro/train km for freight
 - Approved by Supervisor Board (Nominated by Ministry of Economy- our owner)
 - For year 2009 only statistical, may be changed
 - From beginning of 2010 reality



Network Statement

- Chapter 7 is ready 80% prepared by TA and IM team
- The most difficult issues phased in preparing NS are:
 - Decisions on legal framework
 - Decisions about ownership of stations and land
 - Decisions on access charging system



Network Statement

The stakeholders involved in the adoption phase of NS are:

- Board of executive directors in railway state company
- Railway policy sector, and Safety railway inspectorate in Ministry of Public Work Transport and Telecommunication
- Supervisors board of Albanian Railway Company nominated by Ministry of Economy (our owner)

We expect that this process will be completed in the end of this year



Network Statement

- Till now in Albania don't exist Regulatory Body independent from Ministry of Public Work Transport and Telecommunication, Railway Undertaking, Infrastructure Manager



Network Statement

- In our adopted version of the NS we hope that there are no essential changes from the versions of SEETO Participants that already have adopted NS
- There are differences in technical characteristic of Albanian railway track.



Thank You

