



## **MINISTRY OF INFRASTRUCTURE AND ENERGY**

*ADDRESS: Boulevard "Dëshmorët e Kombit", 1001, Tirana, Albania website: [www.infrastruktura.gov.al](http://www.infrastruktura.gov.al)*

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# **SECTORIAL STRATEGY OF TRANSPORT & ACTION PLAN 2016 – 2020**

## **FIRST MONITORING REPORT**

*June 2018*

*Tirana, Albania*



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## Abbreviations

<b>AADT</b>	Annual Average Daily Traffic
<b>ACAA</b>	Albanian Civil Aviation Authority
<b>ADF</b>	Albanian Development Fund
<b>AGFIS</b>	Albanian Government Financial Information System
<b>AL</b>	Republic of Albania
<b>ALBCONTROL</b>	Air Navigation Services of Albania
<b>ANALTIR</b>	Albanian International Road Transport Association and Training Institute
<b>ANS</b>	Air Navigation Services
<b>ANTP</b>	Albanian National Transport Plan
<b>ARA</b>	Albanian Road Authority
<b>ARTS</b>	Albanian Road Tolling Strategy
<b>ATM</b>	Air Traffic Management
<b>BCA</b>	Border Crossing Agreement
<b>BCP</b>	Border Crossing Point
<b>CEF</b>	Connecting Europe Facility
<b>CEFTA</b>	Central European Free Trade Agreement
<b>CCS</b>	Control-Command and Signalling Systems
<b>CRM</b>	Country Reform Measures
<b>DLI</b>	Disbursement Linked Indicator
<b>EASA</b>	European Aviation Safety Agency
<b>EBRD</b>	European Bank for Reconstruction and Development
<b>ECAA</b>	European Common Aviation Agreement
<b>EEAS</b>	European External Action Services
<b>EIB</b>	European Investment Bank
<b>EMSA</b>	European Maritime Safety Agency
<b>ERTMS</b>	European Rail Traffic Management System
<b>EUD</b>	European Union – Delegation to Albania
<b>Eurocontrol</b>	European Organization for Air Navigation Security
<b>GDRTS</b>	General Directorate of Road Transport Services
<b>GMD</b>	General Maritime Directorate
<b>HSH</b>	Albanian Railways
<b>IALA</b>	International Association of Marine Aids to Navigation and Lighthouse Authorities
<b>IAPH</b>	International Association of Ports and Harbours



<b>ICAO</b>	International Civil Aviation Organization
<b>IFI</b>	International Financial Institutions
<b>ILO</b>	International Labour Organization
<b>IMO</b>	International Maritime Organization
<b>IoT</b>	Albanian Institute of Transport
<b>INSTAT</b>	Albanian Institute of Statistics
<b>IPA</b>	Instrument for (EU) Pre-Accession Assistance
<b>IRBD</b>	International Bank for Reconstruction and Development
<b>IRI</b>	International Roughness Index
<b>ISPS</b>	International Ship and Port Security (Code)
<b>ITF</b>	International Transport Forum
<b>ITS</b>	Intelligent Transport Systems
<b>IWW</b>	Inland Waterways
<b>JSPA</b>	Joint Service Provision Area
<b>KPIs</b>	Key Performance Indicators
<b>LPI</b>	Logistics Performance Index
<b>LRIT</b>	Long Range Identification and Tracking System
<b>LSCI</b>	Liner Shipping Connectivity Index
<b>MARPOL</b>	Maritime Pollution (Int. Convention for the Prevention of Pollution from Ships)
<b>MSC</b>	Maritime Safety Committee (of IMO)
<b>MTBP</b>	Medium-Term Budget Program
<b>MIE</b>	Ministry of Infrastructure and Energy
<b>MoU</b>	Memorandum of Understanding
<b>NCTS</b>	New Computerized Transit System
<b>NSDI-II</b>	National Strategy for Development and Integration 2015-2020
<b>NEEAP</b>	National Energy Efficiency Action Plan
<b>OKIIA</b>	National Investigation Body of Air Accident/Incidents in Civil Aviation
<b>PBC</b>	Performance-Based Contracts
<b>PFM</b>	Public Financial Management Strategy
<b>PKIE</b>	National Plan for European Integration
<b>PSSA</b>	Particularly Sensitive Sea Area
<b>REBIS</b>	Updating the Regional Balkan Infrastructure Study
<b>RCC</b>	Regional Cooperation Council
<b>RFC</b>	Rail Freight Corridor
<b>RNE</b>	Railway Network Europe



<b>RSA</b>	Railway Safety Authority
<b>SAR-A</b>	Air Search and Rescue
<b>SAR-M</b>	Maritime Search and Rescue
<b>SARPs</b>	Standards and Recommended Practices of ICAO annexes
<b>SBS</b>	Sector Budget Support
<b>SEA</b>	Strategic Environmental Assessment
<b>SES</b>	Single European Sky
<b>SEETO</b>	South-East Europe Transport Observatory
<b>SSPP</b>	Single Sector Project Pipeline
<b>STCW</b>	Standards for Training Certification and Watch Keeping
<b>TA</b>	Technical Assistance
<b>TEN-T</b>	Trans-European Transport Network
<b>TEU</b>	Twenty-Foot Equivalent Unit
<b>ToR</b>	Terms of Reference
<b>TSTS</b>	Maritime and Industrial Training Centre
<b>UNCTAD</b>	United Nations Conference on Trade and Development
<b>UNECE</b>	United Nations Economic Commission for Europe
<b>UNFCCC</b>	United Nations Framework Convention on Climate Change
<b>USCG</b>	United States Coast Guard
<b>USOAP</b>	Universal Safety Oversight Audit Program of ICAO
<b>VTMIS</b>	Vessel Traffic Management and Information System
<b>WB</b>	World Bank
<b>WEF</b>	World Economic Forum
<b>WTO</b>	World Trade Organization



## Introduction

Government of Albania adopted the Sectorial Strategy of Transport and Action Plan 2016-2020 through the Decision of the Council of Ministers, No 811, date 16<sup>th</sup> November 2016 “For the approval of the Transport Strategy and Action Plan 2016-2020”.

The main goal of the strategy is to have an efficient transport system, integrated in the region and in the EU network, which promotes economic development and upgrades the citizens’ quality of life.

The overall objective of the National Transport Strategy and Action Plan 2016-2020 is to (i) further develop Albania’s national transport system, and in addition (ii) to significantly improve its sustainability, interconnectivity, interoperability and integration with the international and European wider transport system and region.

The Transport strategy includes the Transport Action Plan 2016-2020, listing the strategic priority actions and identifying the related list of tasks. The priorities are designed to address the main challenges as well as the weaknesses in the sector, and are listed below:.

- SP1. Increase the transport sector governance to provide better transport services to citizens and businesses alike;
- SP2. Develop and implement measures to improving the utilisation rate of transport infrastructure by removal of physical and non-physical bottlenecks and unnecessary technical cross border barriers;
- SP3. Ensure harmonisation with the EU transport regulatory framework for creating common market conditions and safety standards at national level and within the neighbouring region;
- SP4. Develop co-modal solutions by optimisation of individual transport modes and focus on energy- efficient and environmentally friendly transport modes;
- SP5. Introduce measures for reducing energy consumption and costs per unit of transport service;
- SP6. Put forward measures to improve the ratio of railway and waterborne transport, foster liberalisation of railway services and open the rail transport market to competition;
- SP7. Enhance aviation transport activities and air traffic cooperation in the region and implement the JSPA initiative to facilitate air transport (strongest air carriers taking advantage of using Tirana airport as a regional hub for air transport in South East Europe); and
- SP8. Increase the use of Intelligent Transport Systems in the transport sector.

This is the first monitoring report of the Strategy. Its aim is to measure the progress achieved so far in the implementation of the action plan of the strategy, as well as to identify the challenges and the issues that need to be reviewed in the action plan. This monitoring report covers the progress achieved during 2016-2017, and it gives also information on ongoing projects and planned activities.



The methodology used is based on information gathered from different institutions which are involved in the implementation of this strategy. The main information provided is related to the progress done on the activities of action plan. The working team established for monitoring the strategy implementation reviewed the draft report in several steps. The technical secretariat, IPA sector has coordinated all the process. The draft report was distributed for comments and suggestions to other stakeholders such as EUD, Department of Good Governance in Prime Minister Office and to the Ministry of Finance. The main suggestions and comments are considered and reflected in the monitoring report. Some suggestions and comments will be reflected in the second monitoring report. A list of passport indicators is prepared and a detailed methodology for monitoring is needed.

On June 20th, 2018, Ministry of Infrastructure and Energy organized an event to present the progress shown in the Monitoring Report for the implementation of the Transport Strategy and Action Plan. In this activity led by the Minister of Infrastructure and Energy, there were wide participation from various groups of interest, public institutions, the Prime Minister Office, the Ministry of Finance and Economy, the Ministry of Europe and Foreign Affairs, the implementation agencies, NGOs, as well as senior representatives of the EU Delegation. During the presentation of the monitoring report, the satisfactory progress achieved so far in the implementation of the Transport Strategy and Action Plan 2016-2020 was highlighted in all modes of transport: road, air, sea, rail and intermodal and of ongoing infrastructure projects, as well as progress made in the framework of regional cooperation initiatives and the Connectivity Agenda. This event was an official endorsement of the first Monitoring Progress Report on the Implementation of the Transport Strategy and Action Plan 2016 – 2020.



## CHAPTER 1

### OVERVIEW IN TRANSPORT STRATEGY REFORMS

The **43 Policies** (*Priority Actions*) identified for the 5-year period are deeply interlinked, and strike a balance between soft measures and investments, and have been selected in order to define a solid National Transport Strategy and Action Plan that meets the following criteria:

- *Relevance*: to what extent are the Strategy's objectives relevant in relation to the evolving needs and priorities at national and EU level?
- *Effectiveness*: how realistic is the Strategy in achieving its specific and global objectives by 2020 or earlier?
- *Efficiency*: how are the resources (investments, maintenance and human resources) allocated with respect to outputs or results?
- *Consistence and Coherence*: are the proposed objectives and measures logically linked to the socio-economic analysis, are they mutually consistent (consistence) and are they well embedded in the regional, national and Community (e.g. SEE 2020 Objectives) policy objectives and interventions (coherence)?
- *Utility*: are the expected and unexpected effects realistic and globally satisfactory in the context of wider social, environmental and economic needs?
- *Sustainability*: will the effects obtained in the proposed programs remain, even after the end of the Strategy's implementation?
- *Management and monitoring arrangements*: how may they affect the achievement of the Strategy's objectives, and in addition contribute to positive results?

The Strategy of Transport and its Action Plan 2016-2020 is being implemented under the leadership of the Ministry of Infrastructure and Energy (ex-Ministry of Transport and Infrastructure in now merged with the Ministry of Energy), along with its subordinated institutions, in close cooperation with other related ministries and many international development partners.

*The European Union has selected the transport policy area with focus in road transport to receive Budget Support through a Sector Reform Contract (SRC) approved by DCoM no 740 dated 13.12.2017.*

The Thematic Group for monitoring the implementation of the Strategy was set up according to the Order of Minister of Infrastructure and Energy No. 157 of 30.10.2017 "On the establishment and functioning of the working Group for the monitoring of the implementation of the Transport Sector Strategy, its Action Plan 2016 – 2020, and indicators of the Sector Reform Contract IPA 2016" (annex 4).

Progress in the sector is measured and monitored through different indicators of achievements (input, process, output/ outcome and impact indicators).



This report provides an accurate account of achievements as measured by corresponding indicators, the difficulties encountered and the changes introduced.

Minister Damian Gjiknuri responsible for Infrastructure and Energy further orientates on national strategic priorities in correlation to the Governance Program 2017-2021, strongly relating to their interconnection of trans-European Transport networks, interoperability of transport services, digitalization of ICT information and communication technology networks and the related-Infrastructure, in order , to create the premises for traffic volume growth, ease of access and cost reduction in the mobility of passengers, transport of goods and service delivery that improve daily life of every citizen.

Our current reporting includes Road Safety strategy reforms such as safety and security. The Road Infrastructure has undertaken wide-range actions across the territory disciplining the access to entry and exit in national and trans-national axes. Road spaces are in the process of being released from any unprotected and/or unauthorized facilities, not related to road signaling, Intensive cooperation is required from all the institutions and from the citizens to put in action this national initiative to secure above all the safety of life and property.

In autumn 2017 it is intervened at some of the most problematic spots for road accidents, known as "black spots". The intensification of the road lighting process, the deployment of the SOS Emergency System and the completion of full signaling for each national axis, have started during the year 2017 and onwards. The Albanian Road Authority will be restructured with a view to enhance performance, contract management and supervisory role.

The short-term objective is to ensure the implementation of the cross-border agreement with Montenegro as part of the Adriatic-Ionian highway project, while the medium term is linked to the increased efficiency of other cross-border agreements. Among the most priority projects of the Government of Albania is the Adriatic-Ionian corridor for which the work for the feasibility study continues with the EU team of Consultants and Montenegrin partners.

All these aspects are included in the Connectivity Reform Measures Plan, aiming at aligning with the EU policy and standards. The implementation of these Connectivity Reforms will maximize the economic development benefits expected from the investment in costly transport infrastructure by removing and addressing the non-physical barriers, including the regulatory, management and procedural constraints of the transport system. More detailed information, on the progress regarding the implementation of the Connectivity Reform Measures Plan, is shown at the Annex. 3.

All the investments in roads sector (Foreign Financing and Albanian Budget), during the period 2016-2018, are mainly concentrated on the Albanian Core Network (see Annex. 2).

The winner of the procurement procedure for the construction of “Rruga e Arberit” has been publicly announced in autumn 2017. On funding sources, a large part of these projects will be funded by the well-known public-private partnership scheme and the 1 Billion EUR Program already announced by the Albanian Government. All infrastructural works are paid by the users, in order to maintain financial stability within budget spaces, as we are making the absorption of private capital possible and a good job has begun already.



In the pursue of a series of effective practices are the financial incentives for cleaner and more efficient vehicles; promoting ecological transport to the environment; intelligent transport system; roundabouts and the implementation of by-passes on national roads as well as in rural areas.

The railway strategy reforms implementation is ongoing process for establishing the new railway bodies, opening rail market in the TEN-T corridor and RFCs rail freight corridors as well as planning deployment of the ITS/ERTMS. The Parliament of the Republic of Albania approved the Law No 142/2016 of 22.12.2016 “The Railway Code of the Republic of Albania”, published in the Official Journal 265 of 12.01.2017. It is in force one year after its publication, on 12 January 2018. As in its transition provisions, as already approved the railway package is to be completed with implementing acts accruing by it. The new code is partially aligned with the SERA directive for establishing the single EU rail area, and certification of train drivers machinists as per the TDD and EU directives of technical pillar from the 4th railway package on railway safety and interoperability within the EU, as well as it has also transposed several EU regulations on public transport services and PSOs.

The joint railway station of Tuzi has been opened jointly on 10 July 2017 with the Montenegrin partners and it is already operational, for the common control procedure of all authorities of railways and official institutions. The implementation of Adriatic-Ionian initiative project and opening of joint railway border station of Tuzi, was a key condition for granting soft loans and grants from WBIF in the Route 2 within the framework of the Berlin Process (see Annex. 3).

The Government of Albania has approved the development of the transit triangle Hani i Hotit - Durrës - Macedonia and vice versa, which will significantly increase transport volumes with neighboring countries by rail. The Pre-feasibility and Feasibility studies are ongoing for Durres-Elbasan-Pogradec-Lin and construction of the missing link with FYROM and financed under WBIF. Albania have also encouraged the use of rail transport for cases of dangerous goods or hazardous substances transport or that affect the environmental pollution by easing the country's roads from this type of transport. Albania will act as a transit center for neighboring countries such as Macedonia and Kosovo.

Strengthening the administrative capacity and performance of the Civil Aviation Authority ensures an increase of oversight in accordance with international standards. The National Training Plan for 2017, which included the training of ACAA technical staffs in charge of oversight duties, was implemented. Under the assistance of the European experts of the IPA 2013 Twinning Project “Strengthening of the Albanian Civil Aviation Authority”, the policies and processes (including SAFA Manual, OPS Manual, NSA Manual and Aerodrome Manual) were updated. In July 2016, a Standardization Visit on Safety Assessment of Foreign Aircraft (SAFA) was carried out by the European Aviation Safety Agency. The purpose of the visit was to monitor the implementation of these policies and processes by ACAA.

Over this period, Albania is committed to advancing infrastructure projects in the south of the country; Vlora Airport and the potential tourist airport of Saranda. To this end, MIE together with AAC prepared the ToR for the “Feasibility Study of an airport in the south of the country”. This Feasibility Study is finalized in March 2018, yielding Vlora as the most favorable location; on this regard a PPP procedure for the construction of Vlora Airport is at the negotiation phase.



Also, in order to develop the northern part of Albania, in March 2018, a PPP proposal was submitted, for the operation of Kukësi Airport, and the procedure is ongoing, according to the Albanian PPP Law.

Since the Berlin Process was launched, Albania has shown its commitment to improve the regional cooperation and at the same time to increase the economic stability of the country, aiming at reaching the European standards and fulfilling the EU accession criteria. The excellent commitment of Albania in the framework of SEETO Cooperation has been noted in the European Commission Progress Reports and with the signing of the Transport Community Treaty (TCT), this cooperation is expected to further deepen.

The Transport Community Treaty was signed by the Prime Ministers of Western Balkan countries at the WB6 High Level Summit, held on 12 July 2017, in Trieste. This can be considered as the biggest achievement in the transport sector at regional context, which clearly demonstrates the political will of all WB6 countries to start the implementation of the TCT, such a milestone in the region cooperation and an added commitment for the future of WB6 to the European Union.

The Transport Community Treaty aims the establishment of an integrated market in the transport sector, and enhances further transport operations within the region and with the EU. It will support the accession process of the WB6 countries to the EU.

At the same time, it aims at harmonizing national legislations of the Western Balkan countries with the Acquis, as regards transport and relevant environmental and social policies, thus providing us with a consistent and common framework for moving forward on the transport Acquis in the region. In parallel with this process, the Development of Core network by 2030 and Comprehensive by 2050 as per TEN-T guidelines remains a second key priority for Albanian Government. In this framework, we have prioritized our transport infrastructure projects through the Single Sector Project Pipeline process, thus identifying and approving the national and regional short-term and mid-term goals, related to our transport network.

Albania has approved the provisional implementation of the Transport Community Treaty and currently, started the ratification process of the Treaty by the Albanian Parliament, in compliance with the national legislative procedures. Currently, the draft law for its ratification has been approved by the Council of Ministers and will be sent for further approval to the Parliament.

Concerning the Financial Contribution to TCT for Albania, it is foreseen in the Mid Term Expenditure Budget program for the Ministry of Infrastructure and Energy.

In addition, Albania has expressed the support of Belgrade to hold the seat of the new TCT secretariat and at the same time provides its commitment to work together for setting up of the new structure and the smooth transition from SEETO towards fully functional TCT.

It is imported to emphasize that is the first reporting document on the monitoring of the Strategy implementation and is prepared without a proper monitoring methodology. The indicators passport methodology to measure the degree of the fulfilment of the indicators (i.e sigma model) is missing, also.



This documents is drafted keeping the same structure as the strategy document including an executive summary with key developments, coordination actions for the monitoring of the strategy, key institutions and stakeholders for monitoring and implementation, budget planned versus implementation, challenges and how they are mitigated, developments as per Action Plan

Having in mind the difficulties faced during the drafting of the different parts of the report came out an urgent need for TA support for the strengthening of the capacity in drafting future monitoring reports.



## CHAPTER 2

### 2.1. Albanian Transport Sector

The present “National Sector Strategy for Transport 2016-2020” has been aligned with the National Strategy for Development and Integration which defines Albania’s vision for its national social, democratic and economic development over the period 2015-2020.

The development and modernization of Albania’s transport infrastructure has been and remains one of the top priorities of the GoA. The aim has been i) to create the preconditions for the development of other sectors of the economy, ii) to increase the accessibility of freight and passengers in trade and service delivery, and iii) to significantly contribute to overall economic growth and development of the economy.

The strategic priority is to accelerate the integration of Albania’s transport system and the establishment of an integrated market comprised of transport infrastructure by land (road and rail), by sea and by inland waterways. Despite significant investments especially in improving road infrastructure, the transport sector has yet to become a significant promoter of economic development in Albania. The timely and adequate funding of annual and medium-term programme investments remains problematic. Further, the quality of transport related public works is still not yet up to EU standards.

Aligning Albania’s transport policy with the European Transport Policy and coordinating its transport infrastructure with its neighboring countries – the **Western Balkans** countries comprising Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia (FYROM), Montenegro, Serbia, and Kosovo - have become two must-do’s for Albania’s transport decision-makers.

As regards European Transport policy, EU members have adopted a roadmap to a Single European Transport Area, towards a competitive and resource efficient transport system. From the environmental point of view, EU transport policy is focused on the development of an integrated multimodal transport system that is environmentally safe.

**The South-East Europe Transport Observatory (SEETO)** is of special relevance in this trans-national context. This regional transport organization was established by the Memorandum of Understanding for the development of the Core Regional Transport Network (MoU) signed on 11 June 2004 by the Governments of the Western Balkans countries and the United Nations Mission in Kosovo and the European Commission. The aim of the SEETO is i) to promote cooperation on the development of the main and ancillary infrastructure on the multimodal SEETO Comprehensive Network , and ii) to enhance local capacity for the implementation of investment programs.

In the context of the Regional Cooperation Council (RCC), the South-East Europe 2020 Strategy (SEE 2020) has set up some ambitious targets for the transport sector, including: (i) decrease of the cost of transport per unit of transport service for 20%, and decrease in TEU transport costs to the EU average ; (ii) improve transport infrastructure utilization rates to over 40% of designed capacity; (iii) higher energy efficiency by decreasing energy consumption per unit of transport service for 20%; and (iv) increase railway/ waterborne share to country specific targets to be defined in the national Action Plans and (v) facilitate air transport.



A significant donor coordination effort is taking place around the **Western Balkans Investment Framework (WBIF)**. The WBIF is a joint blending facility of the European Commission, participating Financial Institutions (FIs), bilateral donors and national budgets from Western Balkans governments to deliver funding for strategic investment projects in beneficiary countries. Eligible sectors include transport infrastructure development. The WBIF usually funds selected projects as grants for studies and preparation.

Currently Albania has been following the valid recommendations of EU Sub-Committee on Transport, Energy, Environment and Regional Development (TEERD) on Albania's needs with the preparation of the 2<sup>nd</sup> Review of the Albanian National Transport Plan in line with the 2016 – 2020 National Transport Sector Strategy and Action Plan, covering all modes of transport. Currently, the EU Delegation –Albania in Tirana (EUDA) has signed in December 2017 the assignment to be start in January 2018 with one year of duration.

### **2.1.1. Implementation status and levels**

Albania is focused on the development of the WB6 transport networks aiming to improve connectivity throughout the region. Albania is a committed supporter of the 'Western Balkans 6 process' and is fully engaged to achieve its goals, particularly the Connectivity agenda.

Regarding transport networks, Albania has already identified and approved the national and regional short and medium-term goals and sub-measures on transport sector. Investments in the core transport network and corridors are being prioritised through the single sector project pipeline SSPP/SPP.

#### **Concerning Road Transport**

The main challenges in the road sector for the 2016-2020 planning period are:

1. Harmonize the national legislation with the EU acquis for road transport of goods and passengers;
2. Complete the construction of the national road network, including strategic arteries;
3. Complete the feasibility study for the Adriatic-Ionian Highway North-South,
4. Reform the intercity passenger road transport network;
5. Accelerate the amelioration of Albania's road safety performance (maintenance of road transport infrastructures according to EU technical standards, regular implementation of Road Safety Audits & Inspections, elimination of Black Spots, deployment of ITS systems).

Regarding the first strategic objective there are some developments in the approximation of the legislations, as follows:

- Accordingly to the Law No 8308 of 18.03.1998 "On road transport" as amended by Law No 10/2016 of 11.02.2016 "On some addenda and amendments to Law No 8308 of 18.03.1998 'On road transports'", there were included two articles on ITS elements. So, this Law is partially aligned with the Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport. Following the amendment of the Law, the Minister of Transport and Infrastructure issued the Guideline of Minister of Transport and



Infrastructure No 3616/3 of 20.07.2017 “On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport”, which further approximated the Directive 2010/40/EU.

- Guideline of Minister of Transport and Infrastructure No 328 of 20.01.2017 “On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings”. The Guideline approximates the Article 16(1) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC.
- The Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 “on road infrastructure safety management” is partially approximated in the Albanian Legislation by CDM no. 815, dated 23.11.2011 “Amendments of CDM No. 153, dated 7.4.2000 “On the approval of the implementation regulations of the Road Code” and Joint Instruction of the Minister of Internal and Minister of Transport No. 9, dated 3.7.2012 “On audit and inspection of road safety”.

As regards the road infrastructure in the core transport network and corridors investments have been prioritized through the Single Sector Project Pipeline, a process launched in 2015. For the years 2016–2017, 29 transport infrastructure projects, mainly part of Core and Comprehensive Network have been prioritized and are included in the priority list. In April 2015, in the framework of TEN-T days in Riga, the Ministers of Transport of the WB region together with the European Commission discussed and approved the indicative extension of the TEN-T core and comprehensive Network to the Western Balkan which was officially formalized by our PMs during the Vienna High Level Summit in August 2015. Our Core Transport Network is now part of the TEN-T Network (Trans-European Network) and according to its methodology shall be completed by 2030, while the Comprehensive Transport Network shall be completed by 2050.

All the investments in roads sector (Foreign Financing and Albanian Budget), during the period 2016-2018, are mainly concentrated on the Albanian Core Network (see Annex. 2), as follows:

- **Adriatic – Ionian Highway/Expressway (Route 2b/Corridor VIII/ Route 2c)** 305 km – Feasibility Study to be completed within May 2019. Some of the projects in this Corridor include:
  - Construction of Lezha by – pass, 4 km, estimated cost EUR 24.6 million. Currently, the ToR for the Feasibility study for the construction of the Lezha Bypass in Albania and Environmental and Social Impact Assessment (ESIA), funded under WBIF, with a grant of EUR 350,000, are approved;
  - Construction of Tirana by – pass, 22 km, estimated cost EUR 109 million. Currently, the Preliminary Design has been completed and the Detail Design is foreseen to be completed within 2018;
  - Upgrade of Thumane – Kashar; Length 20,4 km; FS and Concept Design completed, estimated cost EUR 169.3 million;



- Construction of Tepelena by – pass, estimated cost EUR 38 million; Length 3.5 km, Technical status – preparatory;
- Construction of Gjirokastra by – pass, estimated cost EUR 14 million; Length 8.7 km; Technical status – Feasibility Study, Detail Design, Environment Impact Assessment are completed.
- **Corridor VIII:** 236 km of motorway connecting the Adriatic to the Black Sea:
  - Construction of Tirana - Elbasan Road Segment (ongoing);
  - Construction of “Qukës Qafë-Plloçe” Road Segment (ongoing);
  - Construction of Fieri By-Pass (in tendering procedures);
  - Construction of Vlora By-Pass (in tendering procedures);
- **Route 7:** 129.4 km segment from Durres to Morine, connecting the existing Corridor X to the Adriatic coast;
  - Milot – Morine road section under concession for the maintenance;
  - Doubling of Milot - Rreshen road (Detailed Design completed);
- **National Network:**
  - Vlora River Road (reconstruction)
  - Arbri Road (to be granted with concession)
  - Kardhiq – Delvina
  - Tirana Ring (to be completed)
- **World Bank Project on Results-Based Road Maintenance and Safety**, 4 Contracts (ongoing).

- Regarding the Improvement of Road Safety, targeting the reduction of fatalities by 20% compared to reference year 2014 (by 2020), the course of Road Safety Auditors/ Road Safety Inspectors is finalized in July 2017 and 26 auditors/inspectors are certified. Regarding the Road Safety inspection, the mission of CONNECTA Project in Albania network (Vore – Durres, Shkodra – Koplik, Fier – Vlora and Fushe Kruje – Milot road sections) is carried out on 25 – 28 September 2017. Also, the Road Safety Audit of Gjirokastra bypass is carried out from CONNECTA consultant (together with the Albanian Experts), on the first week of December 2017;

Under IPA 2013, the project “TA for the improvement of road safety” started in April 2017 with the contract duration of two years. Further, the contract "Supply and installation of equipment for roadside technical checks spots", was signed on November 2017. This contract will supply one mobile unit/container equipped with devises for road side checks. The project’s objective is to set up roadside checks in Albania according to the respective EU acquis.

Regarding the Road Maintenance ensuring no section in poor/very poor condition by 2020 (by 2020) –MIE/ARA is currently working on 5 year maintenance plan and for the creation of a



Road Asset Management System (RAMS), under WB Project. The CONNECTA Consultant is also engaged in this issue and they organised a mission in Tirana, on 4th of October 2017 with Albanian Road Authority and MIE.

## **2.2. Rail transport**

The main challenges in the rail sector for the 2016-2020 planning period are:

1. Reform the rail system to set up an open market for public and private investors whether in terms of market regulation, infrastructure management or rail operations;
2. Strengthen human capacities and resources at all levels, in particular to effectively build up the legal and institutional structure that are necessary to ensure a smooth operation of an open market;
3. Create favourable legal and institutional conditions for attracting foreign investment; and
4. Create a level playing field with other modes of transport.

Regarding the Reform of the rail system and as it is foreseen in the Connectivity Reform Measures Management Plan 2017 (see Annex. 3), good progress is reached as follows:

- Implementation of the rail reform strategy (by 2020): The Parliament of the Republic of Albania approved the Law No 142/2016 of 22.12.2016 “The Railway Code of the Republic of Albania”, which entered into force on 12th January 2018. and this will make possible the implementation the rail reform strategy by 2020 For the implementation of the Railway Code, new implementing acts will be adopted in order to establish the new structures such as the National Safety Authority (NSA), the Infrastructure Manager (IM), the Railway Undertakings (RUs), the Railway Regulatory Authority and the National Authority for Investigation of Accidents and Incidents in railways, and the independent Railway Licensing Authority in Albania. These legislations are under preparation phase.
- The new code partially aligned with SERA directive, and certification of train drivers machinists TDD and EU directives of technical pillar from the 4th railway package, has also transposed several EU regulations on public transport services and PSOs.
- Based on its principle of open market and transparent and non-discriminatory access, it aims to open the railway market on pilot basis in TEN-N MED corridor in Albania, which for, Albania is including both the Route 2 and CVIII.

For the time being, only a private railway operator is licensed in Albania, for domestic freight transports. This railway carrier has been recently delivered to infrastructure management, its expression of interest to carry out international freight transport, in the core transport network in Albania, part of Route 2 in direction toward Montenegro.

In addition, Albania has carried the internal consultations and has asked officially Montenegro to be involved and support the implementation of the Freight Corridors in the Western Balkans. This project must involve the other WB6 countries, as well as neighboring EU Member States. The European Commission has contracted an expert who is developing a study on the extension of the Rail Freight Corridors to the WB region. This study on the Rail Freight Corridor passing through Western Balkans is ongoing;



For the Railway maintenance the 5 years Rail Maintenance Plan, the CONNECTA Consultants are supporting the Albanian Railway and MIE on this matter.

As part of the CRMMP, the Effective Border Crossing Agreements, the joint operation of Joint Railway Station of Tuzi started on 10th of July 2017 (before the Trieste Summit, held on 12 July 2017), so the national Measure “Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project” is accomplished. The future work will be focused on completion of internal and mutual consultations with our Montenegrin partners regarding the extension of One-Stop Shop in Murriqan for freight transport, even though we know that huge investments are needed.

The Paris High Level Summit, held on 4 July 2016, produced concrete results for Albania.

The rehabilitation/construction of the railway Tirana – Rinas – Durrësi was one of the projects selected to be supported from the EU and the EBRD, applied under the first call for investment of WBIF (2016). This decision reflected the fulfilment of the Vienna Summit obligations and the existence of the strategic documents in the field of transport. Further the project Detailed Design of Vora – Hani i Hotit Rail section, with a fund of 4.5 million euros supported by WBIF. The project is under implementation.

### **2.3. Maritime transport:**

In the maritime sector the main strategic objectives are:

1. Improvement of technical capacities of maritime administration and the institutions involved;
  2. The development of maritime legislation to achieve EU standards;
  3. Development of port infrastructure;
- 1.1 The TA (IPA 2012 – EuropeAid/134513/C/SER/AL), produced a Gap Analysis report for the number of employees necessary in maritime administration in order to well perform the obligation on the implementation of legislation in the field of Maritime Transport. Following the first phase of these recommendations the total number of the maritime administration was increased with 20 employees more enforcing the sensitive sectors like Port State Control, Flag State Control, Maritime Safety and Security, protection of marine environment etc.
- On the other side, with the beneficial assistance of EMSA the actual employees were trained in their respective duties. On 16th -17th November 2016 in Albania was completed the “In-country Training for Albania on Port Reception Facilities”, and on 7th – 9th November 2017 in Albania was completed the “In-country training, on Flag State Implementation and Port State Control”.
- 2.1 A major issue of policy and regulatory intervention in shipping and ports is the issue of maritime and port safety, security, labour regulation, and environmental sustainability. Examples of regulated activities in the maritime sector include, but are not limited to, flag and port state control, maritime safety and security, environmental protection, maritime training and labour, and port health and safety. Several regulatory standards have been developed to ensure the safety, security, and environmental sustainability of maritime and port operations. Many of these regulations are set by international organizations such as the IMO, the ILO and the EU. The regulations adopted during the reporting period are:



- Council of Minister Decision No. 809 of 16.11.2016 “On the approval of the regulation “the implementation of International Safety management Code (ISM Code)”, which fully approximates the Regulation (EC) 336/2006 of European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 with CELEC No 32006R0336, amended by Commission Regulation (EC) No 3051/95 CELEX-32008R0540. This Regulation facilitates the implementation of management and safe operation of ships as well as the prevention of pollution from ships, not only ensuring that companies operating those ships comply with the ISM Code, but also the establishment, the implementation and proper maintenance by companies of the shipboard and shore-based safety management systems and the control thereof by flag and port State administrations.
- Council of Minister Decision No. 13 of 11.01.2017 “On the approval of the regulation on “Port State Control”, which fully approximates the DIRECTIVE 2009/16/EC of European Parliament and of the Council of 23 April 2009 on port state control, CELEX-32009L0016, published in the Official Journal of the European Union L131 date 28.05.2009 page 57 – 100, amended by DIRECTIVE 2013/38/EU of European Parliament and of the Council of 12 August 2013 amending DIRECTIVE 2009/16/EC on port state control, CELEX-32013L0038, published in the Official Journal of the European Union L218 date 14.08.2013, page 1 – 7. This Regulation sets up rules on PSC inspection, to make progress in compliance with the qualitative criteria for adherence to the ‘Paris MOU’, to reduce substandard shipping in the waters under the jurisdiction of Albania by increasing the compliance with international legislation on maritime safety, maritime security, and protection of the marine environment and on board living and working conditions of ships of all flags, establishing procedures on inspection and detention and Implementing a port State control system.

3.1 Development of port infrastructure is one of the priorities of the Government. Up to now Rehabilitation of Port of Vlora with the financing from Italian Cooperation has started, and has been completed almost 80% of constructional works, currently the construction work is paused from Italian Cooperation side and planned to start again soon. Reconstruction of Passenger Terminal (berths 7 & 8) and Processing square in Durres Port Authority – This project is already finished. Dredging of Durres Port basin feasibility study is finished. DPA and MIE is looking for possible investors for financing the implementation of the project. The expanding of Passengers’ Terminal in Port of Vlora has already started and planned to be operable in 2018.

Regarding the priority infrastructure projects, along with the projects mentioned above several other improvements were achieved in the Albanian Road Network. In addition the rehabilitation and expansion of port infrastructure and superstructure (the ports of Durrësi and Vlora) is being carried out in order to increase capacity and standards of operation, service effectiveness and tourism development. The first multimodal terminal in Albania at the port of Durrësi is operational. Our priority for the coming years is to increase the standards in the Port of Vlora and probably even Port of Saranda so that they can meet the requirements for their inclusion in



the Core TEN-T Network. Regarding the railway infrastructure, the rehabilitation of the sector is intended, initially through some internal measures, aiming to increase the transport volumes, mainly from the Port of Durrësi railway connection.

For the reporting period from 2015 in Albanian maritime ports: the cargo handling was increased by 1.06%; transported passengers were increased by 1.29 %; and the volume of container processing was increased by 1.14 %.

One of the priorities of the Government in the field of development of port infrastructure is the construction with PPP of the new ports (touristic and commercial). During the reporting period the status of concession is as follows:

- ☐ The Concession with BOT contract of the touristic port in Spille, the Turre's Castle in Kavaje is finished and the contract was signed. The operator finished with all the government licenses and permissions, the construction works have started and planned to finish in 2019. Project is progressing according to the time schedule of the concession contract.
- ☐ The Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2019. Project is progressing according to the time schedule of the concession contract.
- ☐ The Concession with BOT contract of the touristic port in Durres project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start in 2019. Project is progressing according to the time schedule of the concession contract.
- ☐ The Concession with BOT contract of the touristic port in Shengjin project is finished and the contract was signed. The operator is in the process of collecting all the government licensees and permissions and the construction works are expected to start in 2019. Project is progressing according to the time schedule of the concession contract.

#### **2.4. Air transport**

The main challenges in the aviation sector for the 2016-2020 planning period are:

1. The development and construction of new airport infrastructure in the South of the country;
2. The creation of suitable conditions for a more competitive market with liberalized air services which will bring the possibility to reduce travel costs for passengers;
3. The implementation and unification of international standards for air safety.

During 2017, MIE together with AAC prepared the ToR for the “Feasibility Study of an airport in the south of the country”. In November 2017 Albanian Civil Aviation Authority signed the contract and the Feasibility Study was submitted in March 2018, yielding Vlora as the most favorable location



In compliance with Strategic Priority 2, Priority Action AIR 3, Transpose and implement EC regulations and directives in respect of market access, insurance requirements for carriers, and competition rules to enable mix of scheduled and low cost flights, and possible investments for air operators by Albanians and others, the following were undertaken:

- Albania has prepared the draft Law “The Air Code of the Republic of Albania”, which is a consolidated text of the current Law No 10040 of 22.12.2008 “Air Code of the Republic of Albania” as amended by Law No 10484 of 24.11.2011, and amendments to the provisions in force, according to recommendations of the experts of the European Commission, in the framework of the Multilateral Agreement, in particular its updated Annex I, findings of the European Aviation Safety Agency (EASA) standardization visits and the recommendations of the experts of IPA 2012 “Strengthening of the Albanian Civil Aviation Authority”. The draft Law also makes a linguistic clarification and standardizes all terms in the field of civil aviation. Currently, the draft law on the Air Code in the Republic of Albania is recently approved by the GoA;.
- Albania has completed the approximation of the legislation, foreseen in the first phase of the ECAA. Albania submitted a letter on 13.06.2017 to DG MOVE/ European Commission regarding the Final Assessment Visit for the fulfilment of the 1<sup>st</sup> Phase obligations of European Common Aviation Area ECAA. This Assessment Visit is foreseen to be carried out in April 2019.
- Issuance of the Order of the Ministers of Transport and Infrastructure No 3746 of 10.07.2017 “On some addenda and amendments to the Order of Minister of Transport and Infrastructure No 151 of 9.04.2014 “On the approval of the regulation on technical requirements and administrative procedures for air operations”. The Order is partially aligned with the following EU acts: Commission Regulation (EU) No 800/2013; Commission Regulation (EU) No 71/2014 of 27 January 2014, Commission Regulation (EU) No 379/2014 of 7 April 2014, Commission Regulation (EU) 2015/140 of 29 January 2015, Commission Regulation (EU) 2015/1329 of 31 July 2015 and Commission Regulation (EU) 2015/2338 of 11 December 2015 which amend the Regulation (EU) No 965/2012; and Commission Regulation (EU) No 965/2012 of 5 October 2012.
- Guideline of the Minister of Transport and Infrastructure No. 1362 of 16.03.2016 “On rules in settings of the airport charges”, that is fully approximated with Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges.

## CHAPTER 3

### Action Plan goals achievements

<b>Strategic Priority 1</b>	Create the adequate coordination and governance conditions for an efficient implementation of the National Strategy and Action Plan 2016 – 2020	<b>Implementation status</b>
<b>Goal 1.1</b>	<b>Expected Result</b>	
Ensure the implementation and monitoring of the National Transport Strategy and Action Plan 2016 – 2020	The accomplishment of the goals of the National Transport Strategy 2016 – 2020 by an efficient execution of its Action Plan The correct securitization of Sector Budget Support from IPA	
<b>Priority Action</b> <b>TRANSVERSAL 1</b>	<b>Specific tasks</b>	
<b>Creation and operation of an Integrated Policy Management Group (IPMG) for transport sector</b>	<b>Institutional &amp; organizational</b> – <b>2016:</b> Establishment of an Integrated Policy Management Group (IPMG) <sup>1</sup> , depending on MIE, which shall serve to develop, coordinate and monitor the implementation of the National Strategy and Action Plan 2016-2020, prepare the	The strategy was approved by Decision of CoM no 811 dated 16.11.2016. After the approval of Strategy, the Ministry of Transport and Infrastructure started the implementation of the strategy document in cooperation with all stakeholders. A working group with representative of each mode of transport and units in ministry (MTI).

<sup>1</sup> The IPMG will put into practice the three principles of NSDI-II, that is: i) sustainability; ii) entrepreneurship; and iii) good governance.

	<p>annual report and organize consultation with non-state actors, and which will gradually replace the Sector Working Group.</p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Set up a full-time Technical Secretariat to serve IPMG by providing the managerial, communication, coordination and administrative support as well as, access to technical assistance to the IPMG and any thematic work groups.</li> <li>– <b>2017 -2020:</b> The IPMG develop, by IPMG, transport sector support programs that contain the elements of the National Strategy and Action Plan 2016-2020 national program supported by EU and other development partners with financing instruments such as Technical Assistance, loans, grants, budget support etc.</li> <li>– <b>2017 – 2020:</b> In particular, the IPMG to secure the annual payments from IPA’s Sector Budget Support from IPA approved under the Albania Road Transport Sector Reform Contract (IPA 2016, Annex to Action Document) by ensuring activities of Priority Action TRANSVERSAL 2 and a regular monitoring of budget support eligibility criteria.</li> </ul>	<p>starting the work to prepare the monitoring report.</p> <p>On September 2017 the new government was established after the elections. Ministry of Infrastructure and Energy is responsible for transport sector.</p> <p>The Interinstitutional working group for monitoring the implementation of the Strategy was set up with the Order of Minister of Infrastructure and Energy No 157 of 30.10.2017 “On the establishment and functioning of the working Group for the monitoring of the implementation of the Transport Sector Strategy, its Action Plan 2016 – 2020, for monitoring transport Strategy, its Action Plan 2016-2020 and indicators of the Sector Reform Contract IPA 2016”.</p> <p>Since the establishment the Interinstitutional working group held several meetings to prepare the monitoring report. The IPA unit was defined as technical secretariat of interinstitutional working group. the monitoring report is yearly basis.</p> <p>Regarding to IPA’s Sector Budget Support from IPA approved under the Albania Road Transport Sector Reform Contract (IPA 2016, Annex to Action Document) , Key performance indicators is was establish a working group in ARA with experts for each KPI. ARA has nominated a coordinator for close collaboration with MIE during the year. It was required to report quarterly for the progress with KPIs from</p>
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		ARA to MIE.
<b>Strategic Priority 1</b>	Create the adequate coordination and governance conditions for an efficient implementation of the National Strategy and Action Plan 2016 – 2020	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Implement transport strategy reforms and align Transport sector with PFM Reform and other practices	Ameliorate procurement process, contract management, monitoring of works, clearance of arrears and medium-term budget planning Extend the use of Government Financial Information System (AGFIS)	
<b>Priority Action TRANSVERSAL 2</b>	<b>Specific tasks</b>	
<b>Implement the transport strategy reforms and adopt PFM and contract management practices in the transport sector</b>	<b>Institutional &amp; organizational</b> <ul style="list-style-type: none"> <li>– <b>2016:</b> Promote the following activities: i) political and policy dialogue with the GoA in the area of transport policy and particularly in road; ii) continued effort to reinforce GoA's institutional capacities to implement the transport strategy reforms; iii) continued effort to reinforce GoA's capacities in the area of PFM; and iv) continued donor coordination in view of further aligning development cooperation and relieving the GoA from multiple reporting duties;</li> </ul>	-DoCM no. 908 date 17.12.2014 on approval of Sector strategy on PFM 2014-2020 and published in Off. Gazette 204-2014  -The Council of Ministers decision no. 683, dated 22.11.2017 On Approval of the Mid-Term Debt Management Strategy 2018-2020 with 3 alternative financing strategies. As per <a href="http://www.qbz.gov.al/botime/fletore_zyrtare/2017/PDF-2017/209-2017.pdf">http://www.qbz.gov.al/botime/fletore_zyrtare/2017/PDF-2017/209-2017.pdf</a> and based on Law 43/2016

	<ul style="list-style-type: none"> <li>– <b>2016:</b> International technical assistance to align Ministry responsible for Infrastructure and Energy (MIE)'s PFM (Public Financial Management) practice with the Albanian Public Financial Management Strategy 2014-2020 and with international best-practice in terms of: i) project and procurement management and audit; ii) contracts management; iii) ITC management; iv) safeguards management; and v) financial management, in line with recommendations from international organizations such as WB and IMF<sup>2</sup>. The technical assistance will also include technical and analytical support for medium-term budget planning.</li> <li>– <b>2016:</b> Promote and extend the use of state-of-the-art AGFIS in all the Budgetary Institutions depending on the Ministry responsible for Infrastructure and Energy (MIE).<sup>3</sup></li> </ul>	<p>date 21.04.2016 on International Agreements in RA linked with co-financing of our priority projects in transport sector.</p> <p>Regarding to policy dialogue, there are several meetings from Minister of Infrastructure and Energy in different districts of the country focused on infrastructure projects. These meetings are an open public dialogue with citizens in different regions in order to discuss and receive their feedback on strategic projects developments. More information on these meetings is given in <a href="http://infrastruktura.gov.al/">http://infrastruktura.gov.al/</a>;</p> <p>Several meetings are held with main stakeholders such as ARA, MFE, MEPJ, EUD regarding implementing of SRC and its key performance indicators.</p>
<b>ROAD TRANSPORT</b>		
<b>Strategic Priority 1</b>	Create the adequate legal and governance conditions for an efficient transport system	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Finalise the alignment of the Albanian transport legislation to the EU <i>acquis</i>	A national transport legislation body sustaining the achievement of a highly developed transport sector	

<sup>2</sup> Recommendations from the arrears clearance audit for ARA should also be taken into account as an example for the whole transport sector.

<sup>3</sup> As of 2015, according to the arrears clearance audit, only Ministry responsible for Infrastructure and Energy (MIE) and ARA have online access to load their annual procurement plan and contracts, and subsequently process their invoices in the system.

Priority Action ROAD 1	Specific tasks	
<p><b>Implement the roadmap for transport legislation alignment defined by the EU-funded Technical Assistance EuropeAid/134513/C/SER/AL, based on PKIE 2016-2020</b></p>	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2016 – 2017:</b> Proceed with further approximation of the Albanian legislation to the <i>acquis communautaire</i>, according to the short and medium-term actions described in the EU-funded Technical Assistance report called “Draft road map for alignment of legislation” (EuropeAid/134513/C/SER/AL).</li> <li>– <b>2018 – 2020:</b> Proceed with further approximation of the Albanian legislation to the <i>acquis communautaire</i>, according to the long-term actions described in the EU-funded Technical Assistance report called “Draft road map for alignment of legislation” (EuropeAid/134513/C/SER/AL).</li> </ul> <p><i>Note: It is highly recommended to prioritise the approximation of every piece of legislation connected to road safety and road security.</i></p>	<p>During 2016 -2017 the following legislation is approved</p> <ul style="list-style-type: none"> <li>• Accordingly to the Law No 8308 of 18.03.1998 “On road transport” as amended by Law No 10/2016 of 11.02.2016 “On some addenda and amendments to Law No 8308 of 18.03.1998 ‘On road transports’”, there were included two articles on ITS elements. So, this Law is partially<sup>4</sup> aligned with the Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.</li> <li>• Following the amendment of the Law, the Minister of Transport and Infrastructure issued the Guideline of Minister of Transport and Infrastructure No. 3616/3 of 20.07.2017 “On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport”, which further approximated the Directive 2010/40/EU.</li> <li>• The Ministry of Infrastructure and Energy of Albania has included in its legal framework the core provisions of the EU Regulation 1071/2009 on access</li> </ul>

<sup>4</sup> Based on guideline of table of concordance for transpositions of EU acquis the terminology used is “full”, “partial” if any article not applicable for non EU, MS or n.a.

		<p>to the profession of road transport operators and other EU Legislation; {new legal act: DCoM no. 520 of 13.7.2016. (OJ of the Republic of Albania no 135/2016, p.10594), which amends DCoM no.325 of 19.03.2008 “On approval of rules for admission to the occupation of road transport operator for goods and passengers, and recognition of official documents, set for these operators”, as amended}.</p> <ul style="list-style-type: none"> <li>Guideline of Minister of Transport and Infrastructure No. 328 of 20.01.2017 “On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings”. The Guideline approximates the Article 16(1) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC.</li> </ul>
<b>KPIs</b>	<b>Stakeholders involved</b>	
– Legislation published	MoTI	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	N/A	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 0.3 million	National budget (technical assistance contract)	

<b>Strategic Priority 1</b>	Create the adequate legal and governance conditions for an efficient transport system	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Ameliorate the existing governance structure	The operation of efficient public structures supporting the deployment of the transport strategy defined by the Government of Albania.	
<b>Priority Action ROAD 2</b>	<b>Specific tasks</b>	
<b>Adopt PFM and contract management practices at ARA and increase number of staff assigned to the MoTI and its subordinated structures in charge of road transport, and in addition undertake new training and capacity-building programmes</b>	<p><b>Institutional &amp; organisational</b></p> <ul style="list-style-type: none"> <li>– <b>2016 – 2020:</b> Follow recommendations from the arrears clearance audit for ARA, the main ones being: <ul style="list-style-type: none"> <li>i) <u>Procurement process</u>: ensure that, in all instances, the minutes for procurement procedures (evaluation minutes) are signed by all members of the procurement committee, and, that all members of the evaluation committee sign a declaration of independence and impartiality;</li> <li>ii) <u>Contract management and use of contingencies</u>: amendments to a contract must be signed before the expiration date of the initial contract and by all relevant parties; all invoices should be signed by the contracting authority; the designer should be included and retain responsibility until the completion of the execution of the project; the reporting on the reserve fund should be separated from the reporting on the use of the rest of the budget of the works contract; and, the contracting authority to ensure that all pages of a works contract are signed by all</li> </ul> </li> </ul>	<p>Fulfilled. This activity is completed.</p> <p>Fulfilled. This activity is completed.</p>

	<p>parties;</p> <p>iii) <u>Monitoring and work contracts</u>: The supervisor should provide to ARA interim work progress reports, together with quality reports of materials used; and, all interim work progress reports should also be signed by the topographer and the supervisor;</p> <p>iv) <u>Allocations of engineers to project</u>: ARA should implement a clear delegation of projects to each of its engineers;</p> <p>v) <u>Final Handover Protocol for completed contracts</u>: The Handover Committee is to make sure that, in all instances, the final measurements, such as, the layer thickness and carrying capacity for the completed project are always documented and to make sure the necessary comparisons and quality evaluations as required by the contract are made;</p> <p>vi) <u>Government Financial Information System (FIS)</u>: to be used by all Budgetary Institutions to capture their invoices and solve potential unknown and unreliable arrears record; to be integrated with the Public Procurement Agency System to provide a strong control over contractual commitments made by Budgetary Institutions;</p> <p>– <b>2017</b>: Increase the budget line allocated to the staff assigned to the MoTI and its subordinated structures in charge of road transport, with a special focus on the General Directorate of Road Transport Services (GDRTS) and the Albanian Road Authority (ARA).</p> <p>– <b>2017</b>: Undertake the following 2-day capacity-building programmes: “Effective Asset Management &amp; Performance-Based Maintenance</p>	<p>Partially completed.</p> <p>Due to low value of the Contracts not all the Supervisors provide reports as requested.</p> <p>ARA do this to each project.</p> <p>Fulfilled. ARA do this to each project.</p> <p>The budget for 2017 is increased compared with previous year for General Directorate of Road Transport Services (GDRTS) and the Albanian Road Authority (ARA).</p> <p>The Institute of Transport organized training course for auditors and inspectors of road safety during</p>
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	<p>Contracts”, “Road Infrastructure Safety Management: Training for Road Safety Auditors and Inspectors”, and “Access to the road transport operator profession in the framework of the EU”.</p> <ul style="list-style-type: none"> <li>– <b>2018:</b> Undertake the following 2-day capacity-building programmes: “Safety issues in road transport in the framework of the EU”, “Social issues in road transport in the framework of the EU”, “Pavement Construction and Maintenance”.</li> <li>– <b>2018:</b> Undertake the following 2-day capacity-building programmes: “Vehicle issues in road transport in the framework of the EU”, “Driving licences and safety issues in road transport in the framework of the EU”, and “Access to the road transport market in the framework of the EU”.</li> <li>– <b>2019:</b> Undertake the following 2-day capacity-building programmes: “Road infrastructure charging and taxation issues in road transport in the framework of the EU”, “Sustainable Roads”, and “Intelligent Transport Systems for Road Transport”.</li> <li>– <b>2020:</b> Undertake a 2-day capacity-building programme on “Public-Private Partnerships”.</li> </ul>	August 2017.
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Budget line for MoTI staff increased in 2017 and onwards</li> <li>– Best-practice training programmes delivered</li> </ul>	<p>MoTI – ARA and GDRTS</p> <p>Prime Minister’s Office &amp; MoF</p> <p>International organisations (i.e. IRF, IRU, STA...) and/or consultants</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	<u>All</u> road-related Priority Actions (ROAD 1-10)	

Budget (estimation)	Sources of financing	
EUR 1.2 million	National budget. Additional staff hiring: EUR 1 million (EUR 0.2 million per year); Training programmes: EUR 0.2 million in total	
<b>Strategic Priority 2</b>	Complete and modernise Albania's primary and secondary road network	
<b>Goal 2.1</b>	<b>Expected Result</b>	
Complete the "missing links" and upgrade the standards of the existing road infrastructures	A comprehensive road network in alignment with SEETO commitments and securing the connectivity of the primary and secondary network	
<b>Priority Action ROAD 3</b>	<b>Specific tasks</b>	
<b>Complete ongoing construction projects and implement a structured pipeline of road projects over the period 2016-2020, in line with the SSPP for transport</b>	<p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Payment of the created debts of ARA from 2013 until Q1 2016, according to the information provided by MoTI-ARA, dealing with Road Constructions and Repairing/Paving, Supervising, Studies and Designs, Court Decisions, VAT and Local Costs.</li> <li>– <b>2016 – 2020:</b> Complete the ongoing construction projects according to the information provided by MoTI-ARA, namely: <ul style="list-style-type: none"> <li>1. <b>2016:</b> Construction of Tirana-Elbasan road</li> </ul> </li> </ul>	<p>Debt by the end of year 2017 for investment and maintenance contract is 2,974,122,378 ALL.</p> <p>The paid debt up to august 2017 is 2,223,419,360 ALL.</p> <p>Outstanding debt of year 2016 is 750,703,018 ALL.</p> <p>On 2016, the Plan is financed totally(100%) in the value 248,129,497 ALL</p> <p>On 2017, the project is financed 184,665,484 ALL from 204,636,166 planned. The shortfall coming because this segment is not taking over from Employer</p> <p>On 2018, are foreseen 14,970,000All for completing totally.</p> <p>On 2016, is financed 968,666,071All or 100% of the</p>

	<p>2. <b>2016 – 2017:</b> Construction of Plepa-Kavaje-Rrogozhina by-pass</p> <p>3. <b>2016 – 2018:</b> Construction of Tirana Ring (South-west Section)</p> <p>4. <b>2016 – 2018:</b> Reconstruction of Elbasan-Banje segment</p> <p>5. <b>2016 – 2019:</b> Construction of Fieri by-pass</p> <p>6. <b>2016 – 2019:</b> Construction of Qukes-Qaf Pilloce road</p> <p>7. <b>2016 – 2019:</b> Reconstruction of Qafe Thane-Lin-Pogradec segment</p>	<p>Planned Fund.</p> <p>On 2017, are completed and financed totally Lot-1&amp; Lot-2. The Plan Fund for 3-Lots was 1,396,364,269 All.</p> <p>On 2018, are foreseen 565,170, 000 All of which the value 107,419,125 All (debt from 2017)On 2016, the Plan was 400,000,000All</p> <p>Ongoing</p> <p>On 2016, for road section Korce - Erseke, the Plan is financed 100% with the value 123,054,018All</p> <p>On 2017, the Plan is financed 100% with the value 1,100,107,971All</p> <p>On 2018, is foreseen the value 700,000,000All, while app. the value 550,000,000All will be financed on 2019 because the project will be completed on June 2019</p> <p>To be completed on 2018</p> <p>Due to non-performance by the Contractor, ARA has terminated the Contract with Serenissima Costruzioni and this section is under new procurement. The new Contract will be signed within first half of 2018</p> <p>Ongoing – to be completed on 2019</p> <p>Mostly completed – The new Contract will be</p>
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	<p>8. <b>2016 – 2019:</b> Construction of Vlora by-pass</p> <p>9. <b>2016 – 2019:</b> Reconstruction &amp; Repairing/Paving (total others)</p> <p>10. <b>2017 – 2018:</b> Construction of Tirana Ring (Northeast Section K.Sauk-Bregu Lumit)</p> <p>11. <b>2017 – 2019:</b> Reconstruction of the road Korça-Erseka-Ileskovik</p> <p>12. <b>2018 – 2020:</b> Construction of Shkodra by-pass</p> <p>13.</p> <p>– <b>2016 – 2020:</b> Implement the SSPP for transport (road mode) and other projects included in the TEN-T Core Network<sup>5</sup>:</p> <p>13. <b>2016 – 2020:</b> Reconstruction of the Vlora River Road</p> <p>14. <b>2017 – 2019:</b> Construction of Skrapar-Permet road</p> <p>15. <b>2017 – 2020:</b> Construction of the segment Fushe Kruja - Thumana (doubling) road</p> <p>16. <b>2017 – 2020:</b> Construction of the Thumana – Kashar / Vora road</p> <p>17. <b>2017 – 2020:</b> Construction of Elbasan by-pass</p>	<p>completed 2019</p> <p>Due to non-performance by the Contractor, ARA has terminated the Contract with Serenissima Costruzioni and this section is under new procurement. The new Contract will be signed within first half of 2018</p> <p>Ongoing – to be completed on 2019</p> <p>More than 80% completed. All works to be completed by 2018</p> <p>Ongoing- to be completed on 2019</p> <p>The 2016 – 2017 NSPP was approved on 17 May 2017 by the National Investment Council (NIC)/Strategic Planning Committee. The 2016 – 2017 NSPP is composed of two project categories:</p> <ul style="list-style-type: none"> <li>Category I – Connectivity Balkan Projects •</li> <li>Category II – Projects of National/ Regional Relevance</li> </ul> <p>Feasibility Study is under preparation</p> <p>The “Albanian Road Tolling Strategy (ARTS)” funded by EBRD is completed in 2017</p>
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<sup>5</sup> See Chapter 4, pages 195 to 198, for a description of the prioritisation order criteria.

	<p>18. <b>2017 – 2020:</b> Construction of Tepelena by-pass</p> <p>19. <b>2018 – 2020:</b> Construction of Lezha by-pass</p> <p>20. <b>2018 – 2020:</b> Completion of bridge and tunnel Morine-Kukes</p> <p>21. <b>2018 – 2020:</b> Construction of Milot-Rreshen (doubling) road</p> <p>– <b>2016 – 2020:</b> Do the preparation of the SSPP for transport projects (only Feasibility, Preliminary Design and Detailed Design Studies):</p> <p>22. <b>2016 – 2019:</b> Feasibility Study of the Adriatic-Ionian Highway</p> <p>23. <b>2018 – 2020:</b> Detailed design for the construction of the Arbri Road section</p> <p>– <b>2016 – 2020:</b> Prepare an annual report monitoring the increase in AADT (annual average daily traffic) in the road sections with a high potential for tolling identified by the Albanian Road Tolling Strategy (ARTS).</p>	
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Feasibility, Preliminary Design and Detailed Design Studies finalised</li> <li>– Works tenders published</li> <li>– Works finalised</li> </ul>	<p>MoTI – ARA</p> <p>MoF</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	Priority Action ROAD 4	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	

EUR 840.79 million <sup>6</sup>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Created debts of ARA in the period 2013-Q1 2016 (EUR 8.17 million): National Budget;</li> <li><input type="checkbox"/> 12 ongoing road projects – Implementation (EUR 320.26 million): National budget (EUR 92.16 million); International donors (EUR 228.1 million);</li> <li><input type="checkbox"/> 9 prioritised road projects – Implementation (EUR 378.36 million ): National budget (% to be determined), International donors (% to be determined). WBIF grant (EUR 1 million); ADF loan (EUR 70.2 million);</li> <li><input type="checkbox"/> 2 prioritised road projects – Feasibility, Preliminary Design and Detailed Design Studies (EUR 20.5 million): National budget (% to be determined), International donors (% to be determined). WBIF grant to Joint Application Albania-Montenegro (EUR 2.5 million for Albania)</li> </ul>	
<b>Strategic Priority 2</b>	Complete and modernise Albania's primary and secondary road network	
<b>Goal 2.2</b>	<b>Expected Result</b>	
Secure a good maintenance of the existing road infrastructures and a good governance structure across the whole life cycle of a road infrastructure project	Operation and maintenance of a national road network satisfying the mobility needs of Albania in a safe, sustainable and competitive manner	
<b>Priority Action ROAD 4</b>	<b>Specific tasks</b>	
<b>Implement a Road Maintenance &amp; Black Spot Elimination Plan and a</b>	<b>Planning &amp; investment</b> – 2016 – 2020: Implement a National Road	The Albanian Road Authority, in the framework of improving road safety, after an inspection conducted

<sup>6</sup> For a detailed description of each project's budget, see Table 39 Chapter 4.

<p><b>detailed roadmap updating planning processes, standards in design and construction, operation and maintenance practices, and works supervision</b></p>	<p>Maintenance &amp; Black Spot Elimination Plan aligned with the current National Road Safety Strategy and aiming at decreasing i) the number of fatalities by 30%, and ii) the number of black spots from 240 to 185 in 2020. The Plan will comprise two main pillars of action:</p> <p>i) The Results-Based Road Maintenance and Safety Project (RRMSP) funded by the WB's International Bank for Reconstruction and Development (IBRD). The Highway Development and Management Model (HDM-4) will be used to optimise the work programme of preservation works for the Project's budget scenario and network coverage.</p> <p>ii) An additional road maintenance programme to preserve the average network roughness of at least 25% of the national road network not covered by the RRMSP Programme<sup>7</sup> at the same level as in 2014 for P and PS roads (4.5 IRI, m/km), co-financed by the IPA budget (high-priority investment as per the Vienna Western Balkans Summit). The objective is to gradually increase the current expenditure of EUR 3,000 per km to EUR 11,000 per year by 2020 (re-balance spending from capital investments toward maintenance and rehabilitation, in order to preserve past road investments).</p>	<p>in 2014, has implemented the implementation of a number of projects in the main axes of the country where the problem of collisions is higher, as the segments Tirana-Durrës, Kashar-Rinas, Tirana-Vora, Shkodër-Hani i Hotit, Rogozhinë- Lushnje, Sarandë-Butrint, Rogozhinë - Kapshticë and Fushë Krujë - Thumanë.</p> <p>These projects have significantly improved access to the main roads, which in many cases have been a danger point, some crossroads, intersections and more.</p> <p>From ARA is prepared the project for the improvement of all Black Spots of the list of 105 points, but it was not implemented because of the lack of funds despite the continuous demands of the Ministry of Finance for them.</p> <p>The World Bank Maintenance Project (1390 km) currently under implementation provides for road safety inspections as well as iRAP assessments (a star rating), processes that have been carried out and are in the processing phase of the material. Based on these inspections, there will also be improvements in black spots, which include these segments.</p> <p>At present, the "Technical Assistance for Road Safety" project underway, funded by IPA2013, one of the objectives of this project is to improve the</p>
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<sup>7</sup> The Secondary and ADF roads – which represent 56% of total road network –, plus 114 km of Primary roads, are not covered by RRMSP Programme.

	<ul style="list-style-type: none"> <li>- <b>2016 – 2020:</b> Implement a minimum of 2 new road-based ITS projects optimising the use and safety conditions of the existing road network, in alignment with the Multimodal National ITS Strategy to be developed under Priority Action INTERMODAL 4.</li> <li>- <b>2016:</b> Alignment of road operation and maintenance practices with the recommendations of the Results-Based Road Maintenance and Safety Project (RRMSP) funded by the WB's International Bank for Reconstruction and Development (IBRD). In particular, the alignment should include i) the adoption of Road Safety Audits &amp; Inspections practices, including adoption of guidelines and curriculum and delivery of trainings, and ii) a detailed roadmap for black spot elimination.</li> <li>- <b>2016:</b> Review the functional classification of the road network and reclassify roads in line with their functional requirements and the jurisdiction responsible for their preservation.</li> <li>- <b>2016:</b> Undertake a 3-day capacity-building programme on the "Road Construction and Maintenance Standards" Manuals recently adopted (August 2015) by the ARA, to secure their widespread outreach amongst MoTI and ARA staff.</li> <li>- <b>2017:</b> Set up – and update regularly - a GIS-based road asset management system as a basis for a more efficient and professional management of national road assets.</li> <li>- <b>2017 – 2020:</b> Promote and generalise the use of output and performance-based concessions (PPPs) for road operations and maintenance, not only for</li> </ul>	<p>situation of the black spots, which include: Preparation of the new black list , preparation of a methodology for their treatment, preparation of a priority list as well as improvement of 10 of them, whose projects will have several alternatives.</p> <p>Specifically, we are in the phase of clearly determining the list of black spots, the number of which, after road segment improvements, has been reduced</p> <p>For the implementation of the ITS, the following measures are being implemented:</p> <ul style="list-style-type: none"> <li>• Traffic Management System, which means a system that consists in installation of stationary tools for traffic-counter in the main axes of the national road network. This system provide to ARA traffic data in real time and is in implementation of obligation that derived from Law No 8378 of 22.7.1998 "The Road Code of the Republic of Albania", as amended, on traffic monitoring in national road network;</li> </ul> <p>The Traffic Management System is fully functional, and through 17 installed points, it provides accurate, real-time data for the number of traffic compiled by type of vehicle, in number and percentage, for the primary axes of the national network</p> <ul style="list-style-type: none"> <li>• Centre of Monitoring and Control of Road Traffic, which has as its goal ITS services and their realisation, in cooperation with the Institute of</li> </ul>
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	<p>the national network (RRMSP programme) but also for the regional and local networks.</p> <ul style="list-style-type: none"> <li>- <b>2017 – 2020:</b> Undertake a twinning with other Road Authorities of the EU countries (including Technical Assistance) and ensure the supply of equipment for ARA road works quality laboratory through indirect management with the Central Finance and Contracting Unit (CFCU) within the Ministry of Finance of Albania. (both actions financed by IPA II Programme)</li> <li>- <b>2018:</b> Study – via an international consultant - the possibility of earmarking a defined percentage of road user charges to the operations and maintenance of the road network (recommendation not aligned with the WB recommendation).</li> <li>- <b>2018:</b> Undertake a new edition of the 3-day capacity-building programme on the “Road Construction and Maintenance Standards” Manuals recently adopted (August 2015) by the ARA, to secure their widespread outreach amongst MoTI and ARA staff.</li> </ul>	<p>Transport Road Policy;</p> <p>Due to the lack of funds, there has been no further work for Centre of Monitoring and Control of Road Traffic.</p> <ul style="list-style-type: none"> <li>• “WEB-GIS” System, which is a system that serves as a detailed inventory of national road network, providing assistance in good administration of the respective data.</li> </ul> <p>Albanian Roads Authority has completed the installation of this system, as a platform, and it is ready for all services according the contract with data entry, layers and others.</p> <p>ARA has endorsed the best practice of Results-Based Road Maintenance and Safety Project (RRMSP to all contracts of maintenance financed by State Budget since 2015.</p> <p>The Classification of the roads remains the same in line with Albanian Road Code</p> <p>The GIS system has been installed for the inventory of the national road network including all the road elements. So far in this system has been upload, the lengths of the axes of the national road network, as well as the widths of the roads have been laid.</p> <p>ARA through World Bank Maintenance Project, which covers the Primary and Primary Secondary Road Network of 1390 km. This inventory is</p>
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		<p>available from the World Bank Project Unit.</p> <p>For the rest of the 2600 km national road network, work has been started, in cooperation with the Contractor and Supervisor, for the inventory of concrete works. After collecting these data, they will be uploaded into the GIS system, in order to create a data log for the entire National Road Network and its elements.</p> <p>During 2018 work will continue on the inventory of other road elements such as metal barriers, overpasses, underpasses, retaining walls, vertical signage etc. in cooperation with the Performance Contractor Supervisor and the maintenance contractors.</p>
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> <li>- National Road Maintenance &amp; Black Spot Elimination Plan in place</li> <li>- New road-based ITS systems in operation</li> <li>- DLIs for IRBD loan achieved</li> <li>- Road asset management system operational</li> <li>- Concession contracts for operation and maintenance in place</li> <li>- Maintenance expenditure per km raised to EUR 11,000 per year</li> <li>- Functional classification of the road</li> </ul>	<p>MoTI – ARA</p> <p>MoF</p>	

network updated – Training programmes delivered – Study on the earmarking of road user charges available – EU Road Authorities Twinning undertaken		
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	Priority Action ROAD 3, Priority Action INTERMODAL 4	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 207.47 million	<ul style="list-style-type: none"> <li>– RRMSP<sup>8</sup> (EUR 128.47 million): National Budget (EUR 62.57 million); IBRD (EUR 65.90 million);</li> <li>– Additional maintenance programme for roads not covered by RRMSP (EUR 55 million): National Budget</li> <li>– Albania Road Transport Sector Reform Contract (EUR 24 million): IPA Budget <ul style="list-style-type: none"> <li>▪ EUR 21 million for Sector Budget Support will be transferred to GoA in fiscal years 2017, 2018, 2019 and 2020 when disbursements are expected in accordance with Annex 1 and 2 of the Albania Road Transport Sector Reform Contract.</li> <li>▪ EUR 3 million for Complementary Support Sector Budget already reserved and that will be available after procurement processes to be launched in 2017 as follows: <ul style="list-style-type: none"> <li>• EUR 2 million for Technical</li> </ul> </li> </ul> </li> </ul>	–

<sup>8</sup> Source: Report No: 91351-AL about Results-Based Road Maintenance and Safety Project (RRMSP). International Bank for Reconstruction and Development. World Bank. March 2015.

		<p>Assistance service or twinning with other Road Authorities of the EU countries (process to be launched in Q2 2017);</p> <ul style="list-style-type: none"> <li>• EUR 0.6 million for Supply of equipment for ARA road works quality laboratory through indirect management with the Central Finance and Contracting Unit (CFCU) within the MoF (process to be launched in Q2 2017);</li> <li>• EUR 0.4 million for Technical Assistance service under direct management for monitoring, evaluation and visibility actions of the budgeted support implementation (process to be launched in Q3 2017).</li> </ul>	
<b>Strategic Priority 3</b>	Strengthen the regional cooperation via road connections		
<b>Goal 2.1</b>	<b>Expected Result</b>		
Reduce border crossing times and procedures	<p>Improvement of connectivity, safety and security on Border Crossing Points (BCPs)</p> <p>Increasing the average annual volume of goods with Kosovo, FYROM, Greece and Montenegro by 10% and that of passengers by about 15% by 2020</p>		
<b>Priority Action ROAD 5</b>	<b>Specific tasks</b>		

<p><b>Establish joint road BCPs following the principle of “single window” applied to the Muriqan-Sukobin BCP</b></p>	<p><b>Operational, regulatory &amp; licensing</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Open a dialogue with the Montenegro, Kosovo, FYROM and Greece authorities (bilaterally or in the framework of SEETO) to propose ‘joint’ road BCPs where police and custom control can be performed as a “single window” (one stopping) based on already established agreements and protocols on the Muriqan-Sukobin BCP between Albania and Montenegro.</li> <li>– <b>2016:</b> Open a dialogue with the Montenegro, Kosovo, FYROM and Greece authorities (bilaterally or in the framework of SEETO) to review the possibility of division of labour between geographically close road BCPs in order to reduce queuing and procedure times at the borders based on the Presevo-Tabnovce BCP between Serbia and FYROM.</li> <li>– <b>2017:</b> Draft an action plan for the implementation of the “single window” principle to Albanian road BCPs, including recommendations to enhance the implementation of the TIR agreement, overcoming custom brokers imposing a double guarantee to Albanian truck operators.</li> <li>– <b>2018 – 2020:</b> Implement the “single window” principle (border control is jointly performed by officials of both countries in one location, carrying out all procedures related to border control at the same time, including passport, customs, veterinary and phytosanitary control) to all existing and planned road BCP, at a progress rate of two BCPs per year:</li> </ul> <p><i>Albania - Montenegro</i></p> <p>Existing BCPs: (i) Muriqan (Shkodra, AL) - Sukobin (Ulcinj, MNE), (ii) Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) – The main BCP, (iii) Bashkim (Malesi Madhe, AL) - Gusninja (Plav, MNE).</p> <p>Previously-planned BCPs: (iv) Zogaj (Shkodra, AL) - Ckla (Bar, MNE), (v) Grabom (Malesi Madhe, AL) - Cijevna (Podgorica, MNE),</p>	<p>The process started on 2016. During 2017 the consultation process between Albanian and Montenegrin partners carried out. Both parties express the willing to expand Muriqan-Sukobin even for freight, but further investments are needed.</p> <p>The dialogues are open with Montenegro, Kosovo, FYROM, process is ongoing.</p> <p>The world bank project “trade and transport facilitation western Balkan” will be an important component on facilitating movements of goods.</p>
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	<p>(vi) Qafe Vranica (Tropoja, AL) - Plav (MNE).</p> <p><i>Albania - Kosovo:</i></p> <p>(i) Qafe Morine (Tropoja, AL) - Gjakova (Kosovo), (ii) Qafe Prush (Has, AL) - Gjakova (Kosovo),</p> <p>(iii) Morine (Kukes, AL) - Vernica (Prizren, Kosovo) – The main BCP, (iv) Orgjost (Kukes, AL) - Orgusha (pedestrian only, Kosovo),</p> <p>(v) Shishtavec ( Kukes, AL) - Dragash (opened on 10 May 2013, Kosovo)</p> <p><i>Albania - FYROM</i></p> <p>(i) Bllata (Dibra, AL) - Spas (Debar, FYROM), (ii) Qafe Thana (Pogradec, AL) - Kafasan (Struga, FYROM) – The main BCP,</p> <p>(iii) Tushemisht (Pogradec, AL) - Sveti Naum (Ohrid, FYROM), (iv) Gorica (Pustec, AL)- Stenje (Resen, FYROM).</p> <p><i>Albania – Greece</i></p> <p>(i) Kapstica (Devoll, Korça, AL) - Krystallopigi (Prespes, Greece) – Very relevant BCP,</p> <p>(ii) Tre Urat (Permet, AL) - Melissopetra (Konitsa, Greece), (iii) Sopic (Dropull, AL) - Drymades (Pogoni, pedestrian only, Greece),</p> <p>(iv) Kakvija (AL) - Ktismata (Pogoni, Greece) – The main BCP,</p> <p>(v) Rips (Finik, AL) - Sagiada (Filiates, Greece).</p>	
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Operational WG with Montenegro, Kosovo, FYROM and Greece</li> <li>– “Single window” BCPs in place</li> </ul>	<p>MoTI – GDRTS</p> <p>MoF-General Directorate of Customs</p> <p>Ministry of Interior</p> <p>Ministries of Transport from Montenegro, Kosovo, FYROM and</p>	

<ul style="list-style-type: none"> <li>– Truck operators not required to hold a double guarantee to implement the TIR agreement</li> <li>– Border crossing times are reduced by 40%</li> </ul>	Greece	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	Priority Action ROAD 6	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
To be determined case by case (depending of the adaptation needs of each BCP)	National budget	
<b>Strategic Priority 3</b>	Strengthen the regional cooperation via road connections	
<b>Goal 3.1</b>	<b>Expected Result</b>	
Reduce border crossing times and procedures	<p>Improvement of connectivity, safety and security on Border Crossing Points (BCPs)</p> <p>Increasing the average annual volume of goods with Kosovo, FYROM, Greece and Montenegro by 10% and that of passengers by about 15% by 2020</p>	
<b>Priority Action ROAD 6</b>	<b>Specific tasks</b>	
<b>Build dedicated parking infrastructure in BCPs in order to speed up border crossing procedures for trucks</b>	<p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Open a dialogue with the Montenegro, Kosovo, FYROM and Greece authorities (bilaterally or in the framework of SEETO) to propose the ‘joint’ development of new parking space for trucks and buses to avoid blocking the highway in the main road BCPs.</li> </ul>	The dialogues are open with neighbor countries and the process is ongoing;

<b>and buses</b>	<ul style="list-style-type: none"> <li>– <b>2017:</b> Draft a Feasibility Study and a Design Project for building new parking space in at least the main road BCPs: Hani Hotit (Malesi Madhe, AL) - Bozaj (Podgorica, MNE) Moline (Kukes, AL) - Vernica (Prizren, Kosovo) Qafe Thana (Pogradec, AL) - Kafasan (Struga, FYROM) Kakvija (AL) - Ktismata (Pogoni, Greece)</li> <li>– <b>2018-2020:</b> Build the parking space infrastructure.</li> </ul>	
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Parking space is available in the main road BCPs</li> </ul>	MoTI – ARA MoF-General Directorate of Customs Ministries of Transport from Montenegro, Kosovo, FYROM and Greece	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2017-2020	Priority Action ROAD 5	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 2.5 million (100 EUR/m2 of required parking space)	National budget (% to be determined); International donors (% to be determined)	
<b>Strategic Priority 3</b>	Strengthen the regional cooperation via road connections	
<b>Goal 3.2</b>	<b>Expected Result</b>	
Avoid the discrimination exerted to Albanian road transport operators	Harmonised or, at least, non-discriminatory axle load taxes between all SEETO countries (including Albania) and the EU member states	

Priority Action ROAD 7	Specific tasks	
<b>Prepare a Convention between the SEETO participants and the EU member states/the EU with respect to harmonised axle load taxation in order to avoid discrimination</b>	Pricing, taxation & subsidies – <b>2017:</b> Promote a Convention between the SEETO participants and the EU member states/the EU with respect to harmonised axle load taxation in order to avoid discrimination.	Transport Community Treaty signed in Trieste Summit 12 July 2017, include all legislation to be adopted from all WB6 countries for all transport modes.
KPIs	Stakeholders involved	
– Effective removal of discriminatory taxes to Albanian truck operators	MoTI – GDRTS SEETO Ministries of Transport SEETO Secretariat DG MOVE	
Calendar	Inter-dependence with other Priority Actions	
2017	N/A	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards	
Goal 4.1	Expected Result	
Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	

Priority Action ROAD 8	Specific tasks	
Promote the establishment of road hauliers' cooperatives and unions, and in addition taxation incentives for modernising the freight and passenger vehicle fleet	Pricing, taxation & subsidies <ul style="list-style-type: none"> <li>– <b>2018:</b> Develop a joint dialogue with ANALTIR in order to promote the establishment of road operators' cooperatives and unions creating economies of scale in the sector and overcoming the current sector atomisation.</li> <li>– <b>2019:</b> Launch taxation incentives for (i) the setting-up of road operators' cooperatives and unions, and for (ii) acquiring new-generation road transport vehicles (i.e. through the reduction/exemption of vehicle registration and/or vehicle circulation taxes).</li> </ul>	
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> <li>– Taxation incentives available to road transport operators</li> <li>– A maximum of 60 road transport operators active in the Albanian market</li> </ul>	MoTI – GDRTS	
Calendar	Inter-dependence with other Priority Actions	
2018-2019	N/A	
Budget (estimation)	Sources of financing	
N/A	National budget	
<b>Strategic Priority 4</b>	Ensure the functioning of the road transport market in line with EU standards	
<b>Goal 4.1</b>	<b>Expected Result</b>	

Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	
<b>Priority Action ROAD 9</b>	<b>Specific tasks</b>	
<b>Increase the frequency of vehicle road checks, and in addition toughen the license issuing procedure for road transport operators</b>	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2016 – 2017:</b> Increase the number of vehicle road checks by 25%, in order to secure the enforcement of vehicle legislation.</li> <li>– <b>2016 – 2017:</b> Reinforce the enforcement of the national legislation related to the license issuing for road transport operators, in line with Directive 2003/59/EC (Legislation on initial qualification and periodic training of drivers engaged in road transport) and Regulation 1071/2009 (Legislation on access to the profession of road transport operator).</li> <li>– <b>2019:</b> Increase the number of vehicle road checks by 50% in comparison to 2015 figures, in order to secure the enforcement of vehicle legislation.</li> </ul>	<p>Under IPA 2013 the contract “Supply and installation of Equipment for roadside technical check spot's is signed in November 2017. The new equipment will increase the number of vehicles road checks</p> <p>This activity is ongoing</p> <p>Under IPA 2013 the contract “Supply and installation of Equipment for roadside technical check spot's is signed in November 2017. The new equipment will increase the number of vehicle road checks</p>
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– 50% increase in vehicle road checks by 2020</li> <li>– Private and professional vehicles in circulation in full alignment with legal requirements</li> </ul>	<p>MoTI – GDRTS</p> <p>Traffic Police</p>	

Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Action ROAD 7	
Budget (estimation)	Sources of financing	
EUR 0.5 million (EUR 0.1 million per year)	National budget	
Strategic Priority 4	Ensure the functioning of the road transport market in line with EU standards	
Goal 4.1	Expected Result	
Completion of an efficient operational and institutional framework for road freight and passenger transport	The provision of efficient road transport services to Albania's citizens and businesses	
Priority Action ROAD 10	Specific tasks	
<b>Create a Road Transport National Innovation Programme, in cooperation with academic institutions and private businesses</b>	<b>Institutional &amp; organisational</b> <ul style="list-style-type: none"> <li>– <b>2018:</b> Mapping of relevant scientific and technological priorities for enhancing Albania's innovation capacity in the field of road transport. A stakeholder dialogue involving the Ministry of Education and Sports, Universities and private business actors should accompany the action.</li> <li>– <b>2019:</b> Launch of a 2-year National Programme offering a mix of grants and loans to road innovation projects led by Albanian organisations.</li> <li>– <b>2020:</b> Undertake a 3-day seminar to stimulate the involvement of Albanian organisations in transport-related</li> </ul>	

	Calls funded by the EC's R&D Framework Programme (Horizon 2020).	
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Mapping of innovation capacities available</li> <li>– Budget line for National Programme available</li> <li>– Best-practice training programme delivered</li> </ul>	<p>MoTI</p> <p>Ministry of Education and Sports</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2018-2020	N/A	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 1.25 million	National budget (% to be determined); International donors (% to be determined)	
<b>RAIL TRANSPORT</b>		
<b>Strategic Priority 1</b>	Reform the rail sector to set up an open market for public and private investors	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the	<p>Open up the railway sector in line with the European Directives and the European framework.</p> <p>Establish an attractive framework for the entrance of new railway undertakings.</p>	

capacities of all levels.	<p>Better control over the use of public funds in respect to HSH.</p> <p>Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced- facility providers).</p> <p>Establish a fair, non-discriminatory and transparent rail market</p>	
<b>Priority Action RAIL 1</b>	<b>Specific tasks</b>	
<p><b>Adoption and effective implementation of the new railway code in line with the respective EU Directives, especially EU Directive 2012/34/EU RECAST.</b></p>	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Effective implementation of the new Railway Code.</li> <li>– <b>2017:</b> Preparation and implementation of other relevant sub-legal acts (implementation acts/directives) in the realm of licensing, safety, accident and incidence investigation, interoperability and market regulation required by the new Railway Code.</li> </ul>	<p>The new Railway Code in line with the respective EU Directives was approved on December 2016. The new railway law enters into force on 12.01.2018.</p> <p>The draft laws are under preparation.</p> <ul style="list-style-type: none"> <li>- Under the Ministerial Order 5428/09.11.2016 so far is submitted for opinion from Ministry responsible for Infrastructure and Energy (MoIE) to line Ministries the New Draft Law on Safety, interoperability, organizing and functioning of the RSA.</li> <li>-The common WG with HSH is drafting the New Draft Law on Infrastructure Manager IM and a new Draft Law on Railway Undertakings RUs. These 3 new draft Laws are delivered in advance to Albanian Competition Authority with regard to Chapter 8 “Competition Policies”.</li> </ul>

		-These acts are including 5 new laws, on establishing the National Safety Authority NSA; law on Infrastructure Manager IM; law on Railway Undertakings RUs; law on Railway Regulatory Authority; law on National Authority for Investigation of Accidents and Incidents in railways, and one Decision of Council of Ministers on establishing the independent Railway Licensing Authority in Albania.
<b>Strategic Priority 1</b>	Reform the rail sector to set up an open market for public and private investors.	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels	<p>Open up the railway sector in line with the European Directives and the European framework.</p> <p>Establish an attractive framework for the entrance of new railway undertakings.</p> <p>Better control over the use of public funds in respect to HSH.</p> <p>Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced- facility providers)</p> <p>Establish a fair, non-discriminatory and transparent rail market</p>	
<b>Priority Action RAIL 2</b>	<b>Specific tasks</b>	

<p><b>Separation of HSH into:</b></p> <ul style="list-style-type: none"> <li>- <b>infrastructure manager,</b></li> <li>- <b>freight and passenger operator</b></li> <li>- <b>operator of rail services</b></li> </ul>	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>- <b>2017:</b> Total separation of the different entities: <ul style="list-style-type: none"> <li>o Set-up of new organization structure (i.e. Infrastructure manager is independent from operations – freight/passenger services -) be it complete separation or vertically integrated organization.</li> <li>o Separation of accounts of infrastructure manager and railway undertaking(s) in case of a horizontally integrated organization structure (no legal separation of infrastructure and operations).</li> <li>o Definition of tasks</li> <li>o Contract between rail infrastructure manager and Government (budget, investment...) Note this agreement will include all proposed priority actions, their financing, performance and monitoring, in particular the implementation of a preventive maintenance plan for improving the present state of maintenance of the rail infrastructure (permanent way, fixed installations – stations etc.) to support Priority Action RAIL 7.</li> <li>o Contracts between government entities (central government, provinces, municipalities) and service providers of public service obligations (PSO).</li> <li>o Publication of the first network statement by the infrastructure manager.</li> <li>o Training of staff on the new challenges of restructuring the HSH to accomplish the above-mentioned specific tasks.</li> </ul> </li> </ul>	<p>Separation of accounts of infrastructure manager and railway undertaking(s) is ongoing; (legal process);.</p> <ul style="list-style-type: none"> <li>- Separation of accounting is done in separate balance sheets and profit and loss accounts incl. Explanatory notes as in the applicable legislation.</li> <li>- The legal process is under lawful separation of management for railway infrastructure from the railway operations. In verge of submitting the proposals of the WG in MoIE and approvals of the new law on Infrastructure manager and new law on railway undertakings.</li> </ul> <p>vii) These new draft laws are finalized, what is expecting is the final approvals as appropriate.</p> <ul style="list-style-type: none"> <li>- Draft Contract between rail infrastructure manager and Government according to the Administrator Order of HSH, on basis of art. 11 of the new railway code with the established working group for preparation of 5 years maintenance plan incl. M &amp; R.</li> </ul> <p>The working group for renewal of Network Statement 2018/2019 is established under Order of Administrator of HSH no. 533 date</p>
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		15.09.2017. The WG is working upon renewal of NS IM which shall enter into force after 12 January 2018 with entering into force of the new railway code and refurbishing with its 5 annexes of the NS.
Strategic Priority 1	Reform the rail sector to set up an open market for public and private investors	
Goal 1.1	Expected Result	
Establish an open legislation for a fair, non-discriminatory and transparent railway market and strengthen the capacities of all levels	<p>Open up the railway sector in line with the European Directives and the European framework</p> <p>Establish an attractive framework for the entrance of new railway undertakings</p> <p>Better control over the use of public funds in respect to HSH</p> <p>Opening up the market also in the field of technical acceptance of EU standards (acceptance of EU notified bodies, cross border acceptance, etc., and ensure open and non-discriminatory access to the rail network and serviced- facility providers)</p> <p>Establish a fair, non-discriminatory and transparent rail market</p>	
Priority Action RAIL 3	Specific tasks	
Setting up the railway safety bodies (safety, licensing and accident investigation) and market	<p>Institutional &amp; organizational</p> <p>2017 – 2018: Setting up railway bodies (in order of priority: Infrastructure managers; Charging body; Railway safety body; Rail accident and incident investigation</p>	The process of setting up railway bodies has started with the drafting of the bylaws

regulatory bodies (incorporation of the Railway Regulatory Body within the Competition Authority), and  Training of staff	body; Rail market regulatory body; Licensing body; Interoperability body): Organization structure Job profiles/functional description Budget Training of staff at respective educational institutions in EU member states and European Railway Agency (ERA) for periods of one to three months (approximately, Ministry responsible for Infrastructure and Energy (MoIE): 4 persons, Rail market regulatory body :2 persons, Safety / Interoperability /Licensing / Accident bodies: 20 persons, Infrastructure / Charging: 20 persons)	
<b>Strategic Priority 1</b>	Reform the rail sector to set up an open market for public and private investors	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Create favorable legal and institutional conditions for attracting foreign investment to the Albanian ports	Attract new investments and new volumes Increase the attractiveness of Albanian ports	
<b>Priority Action RAIL 4</b>	<b>Specific tasks</b>	
<b>Clarify situation at the ports concerning port and railway law (clarify tasks and requirements of concessionaires, rail</b>	<b>Institutional &amp; organizational</b> – <b>2016:</b> Clarify/solve the legal and institutional issues with respect to ownership, management, operation and maintenance of rail infrastructure in the port: ○ Clarify/solve the legal and institutional issues with respect to rail operations, in light of the forthcoming	The service facility operators are approved in the new Law 142/2016 Railway Code of Rep. ALB. These requirements are also in preparation in the new law of Infrastructure manager in Rep.

infrastructure manager and port authority)	<p>updating of the Albanian Railway Law.</p> <ul style="list-style-type: none"> <li>○ Assess the market opportunities for commercial port operators or port authorities to establish their own rail operations inside and outside the ports. (Action No. 25, SEETO Strategic Working Program: <i>“Find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the port of Durrës”</i>).</li> <li>○ Study for the improvement the efficiency of loading and unloading of goods/ transfer of containers between ship and rail/road in the ports (organisational and technical barriers and possible solutions incl. action plan)</li> </ul> <p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2016 – 2018:</b> Feasibility study for a Port Community System for improvement of the electronic communication and interchange between port operators, port authorities, rail operators and other stakeholders involved in the transfer of goods.</li> </ul>	<p>ALB according to the PKIE 2017-2020.</p> <ul style="list-style-type: none"> <li>- The clarification of tasks regarding access conditions to facilities and operators of service facilities as Infrastructure managers are under preparation within the new law of IMs in Albania.</li> <li>- This task is underway in common meetings for discussions with Ministry responsible for Infrastructure and Energy (MoIE)</li> </ul>
Strategic Priority 2	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
Goal 2.1	Expected Result	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and	<p>Attract investments</p> <p>Reduce rail transit times and transport costs (less delays, competitive transport times)</p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	

SEETO Corridors		
Priority Action RAIL 5	Specific tasks	
Integrate SEETO Flagship Axes into the Rail Network Europe (RNE) corridor system and implement respective RNE procedures and RFCs	<p>Institutional &amp; organizational</p> <p>2017: Join RNE and join RNE international Working Groups.</p> <p>2016 – 2017: Find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the Port of Durrës. (interviews and talks with shippers, market study)</p> <p>2016 – 2020: Integrate SEETO Flagship Axes into the RNE corridor.</p> <p>2016 – 2020: Extension of RFCs in Albania (Action No. 2 of SEETO Strategic Working Program: “Establish corridor management on selected flagship corridor that have a Sub-group on a pilot basis by using the model of the corridor management for the European Corridors”). Reference/Best practice: Rail Freight Corridor management in the EU according to EU Regulation 913/2010 as in force, Reference Corridor: Corridor 1</p>	<p>NOT yet. In it under auspices of Ministry responsible for Infrastructure and Energy (MoIE) to start procedures.</p> <p>The new project on RFCs has involved also the other countries of WB6 as well as EU neighboring member states</p> <ul style="list-style-type: none"> <li>- As a conclusion the rail line connecting Podgorica, or better the Border with MNE to Vore and to Durrës and to Tirana has been already <u>proposed by the Consultant</u> to be designated as Future Expansion 1, The other Terminals mentioned, Tirana Business Park (TBP) and Elbasan Station, simply should be designated by Stakeholder</li> <li>- Anyway, the stakeholders have no problem to designate now these terminals and their rail links, even if more clarifications (e.g. on the connecting lines) and data are needed.</li> <li>- the identification and filling of these kind of gaps is exactly the scope of the present version of the PIP sent to the stakeholders</li> <li>- Therefore, to act timely and effectively</li> </ul>

	North-Sea Ports – Italy.	to conclude exhaustively and consistently the Designation Process, that was extensively explained in the last meeting at ALB Ministry responsible for Infrastructure in SEPTEMBER 2017
<b>Strategic Priority 2</b>	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
<b>Goal 2.1</b>	<b>Expected Result</b>	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors	<p>Attract investments</p> <p>Reduce rail transit times and transport costs (35 % time saving through electronic transmission system)<sup>9</sup></p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	

<sup>9</sup> Source: World Bank Study “Assessing options for establishing an EDI system in Border Crossing Points in South East Europe”, April 2015

<b>Priority Action RAIL 6</b>	<b>Specific tasks</b>	
<p><b>Build up attractive and competitive hinterland rail corridors for the Port of Durres in line with the SSPP for transport and actively involve the ports for promotion and marketing</b></p>	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Establish joint railway border crossings according to the existing BCA signed with the Republic of Montenegro by signing the subsequent protocols for border police, customs, phyto-sanitary and sanitary checking.</li> </ul> <p><b>Planning &amp; investment (approved by SEETO and the EU)</b></p> <ol style="list-style-type: none"> <li>1. <b>2016:</b> Establish the respective border crossing facilities for the Albanian border authorities (office, parking and other facilities) at the joint border station Tuzi.</li> <li>2. <b>2017:</b> Establish the electronic transmission system of the road sector (SEED or NCTS) or rail specific systems (RAILDATA, RNE systems. (Action No. 4 of SEETO Strategic Working Programme)</li> </ol> <p><i>Note: With respect to the sustainability and international integration in the TEN-T corridors and considering in particular the future position of the Port of Durres – see also the Strategic Priorities of intermodality -, the above priorities</i></p>	<p>Task 1-It is planned the budget for railway staff and its premises in the joint border station of Tuzi, MNE. The newest development include: Signing of document Modus Operandi is done at level of Chairmen of Interagency Working groups for both Albania and Montenegro. The offices and premises for officials is furnishing by the state authorities of Albania starting from 3 July 2017 and 10 July 2017 the Joint Railway border station of TUZI is operational with common border controls!</p> <p>Task no.2 YES, Signing in the Rules for procedure for Tuzi station art. 2 it is described the Systematized working places and skills are DONE. The Rules of procedure for Tuzi station drafted from Montenegrin parties and being subject to negotiations of all railway and official authorities. The authorized personnel held the common meeting in Tuzi for signing and last training with train on date 27/06/2017.</p> <p>YES, according to SSPP/SPP 2017 with matured investment of EUR 90.45 million for <u>Durres-Tirana and Rinas</u> for ALBANIAN</p>

	<p><i>1 to 2 are established based on the SEETO Strategic Working Program. They have the approval of the EU.</i></p> <p>Planning &amp; investment (pipeline projects from SSPP for Transport)</p> <ol style="list-style-type: none"> <li><b>2019:</b> Feasibility study and detailed design for the rehabilitation of railway line Durres-Rrogozhina-Elbasan-Pogradec-Lin and construction of new railway link to Macedonian border started in 2017 and is contracted to finish 2019</li> <li><b>2018-2020:</b> Feasibility study for the Construction for the new railway Pogradec-Korça-border to Greece. With the ToR ready, soon the contract shall be implemented for conducting the study in 24 months.</li> <li><b>-2018-2019:</b> Detailed design for the rehabilitation of the railway Vora – Hani Hotit frontier to Montenegro and signalling and communication system of the Albanian railway connection. ToR are finalized and approved.</li> <li><b>2018-2020:</b> Construction and modernisation of the railway lines Durres – Tirana Public Transport Terminal and the new railway missing connection to Tirana Rinas International Airport TIA.</li> </ol>	<p>RAILWAYS based on Economic/Financial appraisal of the whole railway network scenario S1 for evaluation from Tirana PTT to Port of Durres.</p> <p>For HSH the FS Study of EUR 0.720 million for Durres-Pogradec Lin-FYROM has kicked-off. Lately. For Port of Durres under round XVII WBIF/EC is applied for new project Feasibility Study for reconstruction of quays 1 &amp; 2 in the Durres Port TA 208,000 EUR et al.</p> <p>For DR-TR-Rinas it is approved and ratified the Financing Plan under Law 29/2017 as of 23.03.2017 official journal 75-2017 for the project in EUR 90.45 million including grants, loan and state contribution on VAT and local costs. The Signing of Project Agreement between Administrator of HSH and EBRD is DONE. The 3 TAs for the project are closed with their collection of Expression of Interest EOI on Supervision works, another TA for International consultant for ESIA implementation and the 3<sup>rd</sup> on TAC and AMP review. The list of consultant companies' bodies or firms or consortium is already delivered with no objection from our Ministry responsible for Infrastructure and Energy (MoIE) to EBRD.</p> <p>For the DD <u>Vora-Hani Hotit</u> is delivered the final ToR by the Consultant to the Ministry responsible and relevant feedback from the</p>
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		beneficiary is submitted to the ToR Consultant.
<b>Strategic Priority 2</b>	Positioning of Albania within the European railway market as a player in South-East Europe transport corridors and Rail Freight Corridors RFCs	
<b>Goal 2.1</b>	<b>Expected Result</b>	
Increase the competitiveness and visibility of extensions of TEN-T Corridors and SEETO Corridors	<p>Attract investments</p> <p>Reduce rail transit times and transport costs (35 % time saving through electronic transmission system)<sup>10</sup></p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	
<b>Priority Action RAIL 7</b>	<b>Specific tasks</b>	
<b>Ensure a high level of maintenance with a preventive maintenance system on core and comprehensive rail networks</b>	<p><b>Planning &amp; investment</b></p> <p>– <b>2016 - 2020:</b> Improvement of the present state of the Core and Comprehensive rail lines taking part of the TEN-T Indicative Extension to Neighbouring Countries Comprehensive/Core network to Western Balkans Region :</p> <p>1. <u>Core network:</u></p> <ul style="list-style-type: none"> <li>▪ Tirana – Durrës: 37 km</li> </ul>	It is YET to be ensured a high level of maintenance with a preventive maintenance system for 5 yrs on core and comprehensive as per DoCM 811, 16.11.2016 official Journal 230-2016. The state budget program including the annual corrective maintenance in 4 yrs for railway infrastructure and rolling stock is approved in annex 2 Table V of investments under LAW 130/2016 as of 15.12.2017 published in Off. Journal 251-2016. From Railways maintenance to be done

<sup>10</sup> Source: World Bank Study “Assessing options for establishing an EDI system in Border Crossing Points in South East Europe”, April 2015.

	<ul style="list-style-type: none"> <li>Vora – Hani Hotit: 119 km</li> </ul> <p>2. <u>Comprehensive network:</u></p> <ul style="list-style-type: none"> <li>Durres – Lin – Pogradec: 152 km</li> <li>Rrogozhina – Fier: 84 km</li> </ul> <p>In all cases the distance will be extended by 10% of extra track in stations and yards. The improvement actions will include:</p> <ul style="list-style-type: none"> <li>Introduction of a preventive maintenance system (2017) in the organisation of the Infrastructure Manager (IM) – see Priority Action RAIL 2 –;</li> <li>Inclusion of the preventive maintenance plan in the (medium-term) Contract between rail infrastructure manager and Government (budget, investment...) required by the new rail code – see Priority Action RAIL 2 –; and</li> <li>Implementation of the rail maintenance, for permanent way (including bridges and tunnels), fixed installations (including stations, yards and signalling and communication system).</li> </ul>	<p>even with funds of private sector, private railways carrier licensed in Albania is delivered official letter of interest on partial funding in several points of railway session in core network SEETO Route 2 which presents high risks for operations with trains in that line.</p> <p>According to article 11 of new Law 142/2016 Railway code of Rep. ALB.</p> <p>The drafting of 5 yrs maintenance and renewal plan has started with EC TA ongoing with CONNECTA.</p> <p>The purpose of the project is to undertake an assessment of institutional and budgetary framework[s] for the road/rail maintenance, to propose best practice solutions with regard to the situation in the Western Balkans and to prepare the maintenance plan for 2019 - 2023 for the indicative extension of the TEN-T Road/Rail Core/Comprehensive Networks in the Western Balkans.</p> <p>-</p>
<b>Strategic Priority 1</b>	Promote intermodal and combined transport	
<b>Goal 1.1</b>	<b>Expected Result</b>	

Reinforce the creation of an efficient and integrated transport system through inter-modality.	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life.</p> <p>Create favourable conditions for the intermodal and combined transport and logistics.</p> <p>Attract investments.</p> <p>Reduce rail transit times and transport costs.</p> <p>Establish joint border crossings.</p> <p>Reduce logistics costs.</p>	
<b>Priority Action INTERMODAL 1</b>	<b>Specific tasks</b>	
<b>Coordinate national policy measures to promote intermodal and combined transport</b>	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Increase the budget line allocated to Institute of Transport (IoT), to further its role as a public body acting as a research and analytical centre to assist and support the Ministry responsible for Infrastructure and Energy (MoIE) and other governmental entities. Hire new staff and undertake capacity-building programmes for the team. Additionally, promote IoT's role as GoA/Ministry responsible for Infrastructure and Energy (MoIE) coordinator in order to comply with UNECE's national policy measures to promote intermodal and combined transport.</li> <li>– <b>2017 – 2020:</b> Apply the recommendations of the Albanian Sustainable Transport Plan</li> </ul>	<p>-Currently, on the preparation of the 2<sup>rd</sup> Review of the Albanian National Transport Plan in line with the 2016 – 2020 National Transport Sector Strategy and Action Plan, covering all modes of transport.</p> <p>The EU Delegation in Tirana has completed the tender evaluation. Contract is expected to be signed in December 2017 and the assignment will start in January 2018 with one year duration.</p> <p>- In addition, an Albanian Sustainable Transport Plan also funded by the European Bank for Reconstruction and Development (EBRD) in finalization. The ASTP Plan with international consultancy of Price Water Cooper, identifies</p>

	<p>(ASTP) financed by the European Bank for Reconstruction and Development (EBRD) to all policies promoted by the Ministry responsible for Infrastructure and Energy (MoIE).</p> <p>– <b>2018:</b> Drafting of a National Strategy for the Promotion of Inter-modality and Combined Transport in Albania by an international Consultant. A stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MoIE), local authorities and businesses should accompany the action.</p>	<p>best- practices of special application to Albania, according to a set of 4 key sustainability intermodal drivers identified. ASTP intermodal objectives integrated in the Transport Sector Strategy to 2020 i.e. Road infrastructures optimization measures; traffic demand management; behavioural demand management measurements; for other modes of transport also land use strategy (e.g. rail) and logistic/transport efficiency (intermodal-combined) as well as all modes vehicles fleet renewal and management.</p> <p>-The Albanian Institute of Transport (IoT), as part of its annual work plan, with Ministry's request, prepared a "Study on regional areas in Albania for the construction of logistic terminals of freight transport", completed in February 2017. This study identifies the need for a minimum two potential locations for construction of intermodal freight terminals - in central north Albania and southeast Albania, in line with railway network and connected to the main Albanian ports. These terminals need to be considered as part of above discussed rail in improvements/rehabilitation on Corridor VIII and Adriatic - Ionian European corridor, part of the SEETO Core Network. These facilities</p>
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		will be considered as part of the investment package required for this project and as such they will be the subject of a feasibility study, cost - benefit analysis and preliminary design.
<b>Strategic Priority 1</b>	Promote intermodal and combined transport	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Reinforce the creation of an efficient and integrated transport system through intermodality	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life</p> <p>Create favourable conditions for the intermodal and combined transport and logistics</p> <p>Attract investments</p> <p>Reduce rail transit times and transport costs</p> <p>Establish joint border crossings</p> <p>Reduce logistics costs</p>	
<b>Priority Action INTERMODAL 2</b>	<b>Specific tasks</b>	
<b>Create intermodal logistics centres to facilitate multimodal transport</b>	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Develop a level playing field for all modes of transport (strengthening the position of multimodal and rail transport).</li> <li>– <b>2017:</b> Carry out feasibility studies for logistics centres for the facilitation of multimodal transport.</li> </ul>	As in the NIC decision of 14/02/2017 after submission of SRA for the project, from the Ministry responsible of Infrastructure it is delivered the GAF grant application form of the project for study and construction of two multimodal centres in cooperation to IoT and HSH. The beneficiary of the Ministry

	<ul style="list-style-type: none"> <li>– <b>2018:</b> Decide on needed logistics centres and definition of financing (increase in budget, PPP models).</li> <li>– <b>2017 – 2020:</b> Integrate existing logistics centres in the corridor management.</li> </ul> <p>Planning &amp; investment (in reference to the priority action under rail transport):</p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Review of potential logistics centres (Milot and Elbasan) in the region of Port of Durres and provision of rail access for various projects (less than 5km from Port of Durres and very close to industrial areas on the Durres-Tirana highway), in line with i) the EU Strategy and SEETO strategy to improve multimodal transport between the Port of Durres to the hinterland region (via Corridor VIII and Route 2 – see Actions No. 11 and 25 SEETO Strategic Working Program in Priority Action 15 -), ii) EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime), and iii) national development objectives e.g. establishment of a multimodal transport network.</li> <li>– <b>2017 – 2018:</b> Feasibility study for potential logistics centres in Elbasan and Milot.</li> <li>– <b>2018 – 2020:</b> Construction of two logistics centres (intermodal dry port, storage 1000 TEU in the first phase) in the Elbasan and Milot areas in respect to the rehabilitation of the railway line. In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durres to the</li> </ul>	<p>responsible for MoIE and IoT.</p> <p>The project is included in the SPP, following the decision of NIC on 14 February 2017 and listed in the Single Project Pipeline 2016 – 2017 as adopted by NIC on May 17th, 2017. PRJ-ALB-TRA-023 Feasibility Study, ESIA and Preliminary design for the construction of two logistics centres in Albania (WB18-ALB-TRA-04) (EIB)</p>
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	<p>hinterland region (via Corridor VIII and Route 2). In line with national development objectives e.g. establishment of a multimodal transport network. Supports the attractiveness of the railway line.</p> <p>– <b>2019:</b> Invest or participate (via joint ventures) in hinterland bi-modal logistics centres alongside the corridors, with the aim of establishing seamless supply chains to their ports (hinterland logistics centres should be built up in line with the “Durana” region project). In line with the EU Strategy and SEETO strategy to improve multimodal transport between Port of Durrës to the hinterland region (via Corridor VIII and Route 2). In line with the EU Regulation 1315/2013 on multimodal transport with dimension (Rail – Maritime). In line with national development objectives e.g. establishment of a multimodal transport network.</p>	
<b>Strategic Priority 1</b>	Promote intermodal and combined transport	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Reinforce the creation of an efficient and integrated transport system through intermodality	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life.</p> <p>Create favourable conditions for the intermodal and combined transport and logistics.</p> <p>Attract investments.</p>	

	<p>Reduce rail transit times and transport costs.</p> <p>Establish joint border crossings.</p> <p>Reduce logistics costs.</p>	
<b>Priority Action INTERMODAL 3</b>	<b>Specific tasks</b>	
<b>Construction of the missing link from the western terminal in Durres to the national railway network<sup>11</sup></b>	<p><b>Planning &amp; investment</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Feasibility study</li> <li>– <b>2016:</b> Carry out the public tendering (Durres Port Authority).</li> <li>– <b>2017:</b> Invest or participate (via joint ventures) in the railway link of the western terminal to the Albanian national rail network with the aim to increase the attractiveness of the port and the hinterland transport by rail.</li> </ul>	<p>As in the NIC decision on 14 Feb 2017 the GAF on quays 1 &amp; 2 in Durres port is submitted in the WBIF XVII round and the application is approved in ST meeting in June 2017.</p> <p>The project is ongoing for preparing the ToR. The beneficiary has already applied to increase the necessary financing from the EU.</p>
<b>Strategic Priority 1</b>	Promote intermodal and combined transport	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Reinforce the creation of an efficient and integrated transport system through intermodality	<p>An efficient transport system, integrated in the region and in the EU network, which promotes economic development and the citizens quality of life.</p> <p>Create favorable conditions for the intermodal and combined transport and logistics.</p>	

<sup>11</sup> Action No. 10, SEETO Working Programme: “Enhance rail operations in the entire port operations of the ports on SEETO Flagship Corridors Bar, Durres and Ploce by improving the railway infrastructure, the efficiency of rail operations and the logistics between maritime and rail transport”.

	<p>Attract investments.</p> <p>Reduce rail transit times and transport costs.</p> <p>Establish joint border crossings.</p> <p>Reduce logistics costs.</p>	
<b>Priority Action INTERMODAL 4</b>	<b>Specific tasks</b>	
<b>Define a Multimodal National ITS (Intelligent Transport Systems) Strategy</b>	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>– <b>2019:</b> Drafting of Strategy by an international Consultant, in alignment with Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the fields of road, rail and maritime transport modes, including interfaces between modes. A stakeholder dialogue involving the Ministry responsible for Infrastructure and Energy (MoIE) and the traffic enforcement authorities should accompany the action. The ITS Strategy will take into account the strategic needs, budget commitments and systems already in place with regard to ITS for roads, ERTMS for railways and VTMS for the maritime transport mode. The Strategy will also include the implementation of two ITS pilots in the road core network.</li> </ul>	<p>-WG on planning the deployment of ITS/ERTMS in the WB6 is established by Order of the Administrator HSH no. 761, date 28.09.2017 with relevance on the Guideline on planning the ITS (art.10) and advisory group on the ITS (art.11) and referring its publication in the off. Gazette 151-2017</p> <p>-Project (sub-project) Title: Strategic Framework for implementation of ITS on the TEN-T Core/Comprehensive Networks in WB6 (CONNECTA-TRA-CRM-REG-03) has kicked-off. 12 June 2017 (Kick-off Meeting with SEETO at 26 June 2017).</p> <p>Sub-Project Duration: 15 months. Anticipated completion: 11 September 2018. Project Code: EuropeAid/13785/IH/SER/MULTI. Area: Connectivity Transport Reform Measures in WB6. Contracting Authority: European Commission - DG NEAR. Main Beneficiary/Monitoring: South East Europe Transport Observatory – SEETO. The aim of this Connecta sub-project is to provide a strategic framework for the ITS (ERTMS, ITS, RIS, VTMS, e-freight) and IT system</p>

		<p>(e-documents, interfaces etc.) deployment in the SEE through targeted action plans for each mode and their interfaces. More precisely, it should provide a portfolio for enhancement of transport flows in the SEE region and integration of all transport modes together with the other public systems (customs, border police etc.). Most of the existing telematics applications in the region have been developed and implemented according to national norms and standards. This relates to the continuity of information services across borders, a key factor for ensuring the quality of international transport services, notably in the fast-growing segment of international freight services.</p> <p>-In view of national regulatory bodies and institution on research and development of innovation of line Ministries, it is valid the Council of Ministers Decision no. 710, dated 1.12.2017 on the adoption of the National Strategy for Science, Technology and Innovation, 2017-2022 as per <a href="http://www.qbz.gov.al/botime/fletore_zyrtare/2017/PDF-2017/215-2017.pdf">http://www.qbz.gov.al/botime/fletore_zyrtare/2017/PDF-2017/215-2017.pdf</a></p>
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<b>Strategic Priority 1</b>	Efficient and responsive maritime and port systems	Implementation status
<b>Goal 1.1</b>	<b>Expected Result</b>	



Enhanced maritime regulatory system in line with IMO and EU standards and regulations.	Align Albania maritime legislation to that of the IMO and the EU. Improve maritime regulatory performance and standards	
<b>Priority Action MARITIME 1</b>	<b>Specific tasks</b>	
<b>Ratify and endorse IMO regulations and EC rules on maritime safety, security, environmental protection, and coastal management.</b>	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Ratify missing major annexes of MARPOL and SOLAS.</li> <li>– <b>2017:</b> Initiate discussions on steps to ratify recent amendments to MARPOL and SOLAS, including GHG amendments (MARPOL) and Container Weight Verification Requirement (SOLAS).</li> <li>– <b>2017:</b> Initiate discussions on steps to ratify ICZM, IMO EU MRV regulation, and other related rules.</li> <li>– <b>2017 – 2018:</b> Ratify the above.</li> <li>– <b>2019 – 2020:</b> Review ratification process and outcome including any EU rules and IMO regulations that might be proposed or introduced during 2016-2020.</li> </ul>	<p>PARTLY DONE: Assistance from IMO is needed to prepare the the gap analysis of the status of the conventions MARPOL and SOLAS and recommendations on the latest version of the conventions including the drafting of secondary legislation on GHG amendments and Container Weight Verification Requirements (SOLAS). The IMO TA was approved and foreseen to come in Albania in December 2017. . The process of ratification and amendments will start after the final advice of IMO TA</p> <p>An official request for assistance on ratification of MARPOL Annex VI is sent to the Ministry of Europe and Foreign Affairs</p>
<b>KPIs</b>	<b>Stakeholders involved</b>	

<ul style="list-style-type: none"> <li>Dates and progress of ratification</li> <li>Steps put forward for review and monitoring</li> </ul>	<p>MoTI</p> <p>GMD</p> <p>Other relevant stakeholders including Coast Guard, Ministry of Environment, etc.</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2017-2020	Priority Action MARITIME 2	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
N/A	National budget	
<b>Strategic Priority 1</b>	Efficient and responsive maritime and port systems	
<b>Goal 1.1</b>	<b>Expected Result</b>	
Enhanced maritime regulatory system in line with IMO and EU standards and regulations	<p>Align Albania maritime legislation to that of the IMO and the EU</p> <p>Improve maritime regulatory performance and standards</p>	
<b>Priority Action MARITIME 2</b>	<b>Specific tasks</b>	
<p><b>Establish roadmap and action plan to approximate and accompany IMO and EC regulations in line with the recommendations of the EuropeAid/134513/C/SER/AL (E0397C)</b></p>	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li><b>2016:</b> Continue work on existing TAs with a view to identify main regulatory gaps and recommendations.</li> <li><b>2018:</b> Initiate a new TA tasked with developing a roadmap and action plan, and monitoring progress and achievement.</li> <li><b>2018 – 2019:</b> Start and implement new TA.</li> <li><b>2019 – 2020:</b> Conclude TA including approval of action plan.</li> </ul>	<p><b>PARTLY DONE:</b></p> <p>The existing TA (IPA 2012 – EuropeAid/134513/C/SER/AL) produced a Gap Analysis report for the level of Acquis of Albanian Maritime legislation and giving recommendation on the future acts. Following these recommendation were fully approximated Directive 2009/16/EC of European Parliament</p>

	<ul style="list-style-type: none"> <li>– <b>2020:</b> System and process in place for implementation, review and monitoring.</li> </ul>	<p>and of the Council of 23 April 2009 on port state control and Regulation (EC) 336/2006 of European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code.</p> <p>For the moment we are waiting the approved IMO- TA for development of a roadmap and action plan for further align of legislation.</p>
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Dates and progress of ratification/implementation</li> <li>– System and process put in place</li> </ul>	<p>MoTI GMD EMSA</p> <p>Other relevant stakeholders including Coast Guard, Ministry of Environment, etc.</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2020	Priority Action MARITIME 1	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 0.5 million	Foreign donor (IMO-EU Delegation )	
<b>Strategic Priority 1</b>	Efficient and responsive maritime and port systems	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Enhanced institutional and governance capability of the	Improve Institutional and human capacity of maritime administration	

maritime and port sectors	Enhance institutional port structures in line with modern port systems Ensure regulatory independence and sustained financing for public maritime and port agencies	
<b>Priority Action MARITIME 3</b>	<b>Specific tasks</b>	
<b>Strengthen the GMD institutional, governance, financial and human capacity</b>	<b>Institutional &amp; organisational</b> <ul style="list-style-type: none"> <li>– <b>2017:</b> Initiation of TA on developing institutional / regulatory structure and capacity of GMD towards establishing self sustained.</li> <li>– <b>2017:</b> TA implementation and support.</li> <li>– <b>2018:</b> TA outcomes and results approved and endorsed by the GoA.</li> <li>– <b>2019:</b> Implementation of institutional and regulatory reform of GMD, including possible changes in legal and financial status of GMD.</li> <li>– <b>2020:</b> New GMD status and structure fully operational.</li> </ul>	PARTLY DONE: Initiation for the TA has already been concluded with IMO for the development of institutional structure of GMD and approved by IMO. Now we are waiting for the implementation of TA and further support from IMO.
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Achieving staff &amp; institutional benchmark ratios for maritime administrations</li> <li>– GMD financially self-sustained</li> <li>– Double GMD's current budget (by 2020)</li> </ul>	MoTI GMD MoF	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	



2017-2020	Priority Actions MARITIME 2, MARITIME 3 and MARITIME 4	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 2,636,785 million for Technical Assistance and GMD budget from re-structuring	National budget: (Total EUR 2,303,452), - Salary + Social Insurances 2017+2019 = 1,918,051 EUR - The auxiliary equipments 2018 = 350,365 EUR - Separation of areas of competence 2019 = 35,036 EUR Foreign donors: Total 0.3 million Euro	
<b>Strategic Priority 1</b>	Efficient and responsive maritime and port systems	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Enhanced institutional and governance capability of the maritime and port sectors.	Improve Institutional and human capacity of maritime administration. Enhance institutional port structures in line with modern port systems. Ensure regulatory independence and sustained financing for public maritime and port agencies.	
<b>Priority Action MARITIME 4</b>	<b>Specific tasks</b>	
<b>Reform the institutional structure of Vlora, Shengjin and Saranda ports towards landlord port structures</b>	<b>Institutional &amp; organisational</b> – <b>2017:</b> Initiation of discussion/procedures for undertaking port reform in Vlora, Shengjin, and Saranda. – <b>2017:</b> Start implementing port reform. – <b>2018:</b> Full port reform undertaken.	<b>PARTLY DONE:</b> During 2016 a procedure/discussion have started for the revision of tariffs and operation services in ports. This discussion are still ongoing.

KPIs	Stakeholders involved	
– Landlord status granted	MoTI Ports of Vlora, Shengjin, and Saranda MoF	
Calendar	Inter-dependence with other Priority Actions	
2017-2018	Priority Action MARITIME 3	
Budget (estimation)	Sources of financing	
N/A	National budget	
Strategic Priority 1	Efficient and responsive maritime and port systems	
Goal 1.2	Expected Result	
Enhanced institutional and governance capability of the maritime and port sectors	Improve Institutional and human capacity of maritime administration Enhance institutional port structures in line with modern port systems Ensure regulatory independence and sustained financing for public maritime and port agencies	
Priority Action MARITIME 5	Specific tasks	
<b>Establish and implement the Albanian Vessel Traffic Monitoring and Information System (VTMIS)</b>	<b>Institutional &amp; organisational</b> – <b>2017:</b> Initiation of VTMIS development strategy: institutional, technical, legal and operational arrangements. – <b>2017:</b> Set up the VTMIS centre institutional set up,	PARTLY DONE: The establishment of the VTMIS is a top priority for the Ministry of Transport and Infrastructure and is included in SEETO MAP and also in the SSPP list for the Transport Sector. The feasibility study for the

	<p>ideally within or closely related to GMD.</p> <p><b>Planning and Investment</b></p> <ul style="list-style-type: none"> <li>– <b>2018:</b> Equipment procurement and personnel recruitment, twinning programmes</li> <li>– <b>2019:</b> VTMIS operational tests</li> <li>– <b>2020:</b> Further tests and operationalisation</li> </ul>	<p>establishment of the VTMIS is finished and now we are trying to find the necessary funds. The VTMIS legislation is drafted and it will be completed / approved once the funding for the set-up of the system becomes available.</p>
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Landlord status granted</li> </ul>	<p>MoTI</p> <p>GMD</p> <p>SAR-M centre</p> <p>MOD</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2017-2020	Priority Action INTERMODAL 4	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 5,005,967	National budget TVSH : 2017 - 2019 = 5,967 EUR; International donors 5 million EUR	
<b>Strategic Priority 1</b>	Efficient and responsive maritime and port systems	
<b>Goal 1.2</b>	<b>Expected Result</b>	
Enhanced institutional and governance capability of the maritime and port sectors	<p>Improve Institutional and human capacity of maritime administration.</p> <p>Enhance institutional port structures in line with modern port systems.</p>	

	Ensure regulatory independence and sustained financing for public maritime and port agencies.	
<b>Priority Action MARITIME 6</b>	<b>Specific tasks</b>	
<b>Establish and implement the Long Range Identification and Tracking System (LRIT)</b>	<p><b>Institutional &amp; organisational</b></p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Initiation of LRIT development strategy: institutional, technical, legal and operational arrangements.</li> <li>– <b>2017:</b> Set up the LRIT centre institutional set up, ideally within or closely related to GMD.</li> </ul> <p><b>Planning and Investment</b></p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Equipment procurement and personnel recruitment, twinning programmes</li> </ul>	PARTLY DONE: The Long Range Information and Tracking system (LRIT) is an obligation of IMO Member States set up by IMO International Convention for the Safety of Lives at Sea (SOLAS). The procedure for the establishment of LRIT has started in June 2017. Due to the approval of a Council of Minister Decision for stopping all the public procurements this project was stopped and postponed for the beginning of 2018.
<b>KPIs</b>	<b>Stakeholders involved</b>	
– Landlord status granted	MoTI GMD SAR-M centre MOD	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2017	N/A	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 292,000	National budget	
<b>Strategic Priority 2</b>	Sustained growth for maritime and port markets	

Goal 2.1	Expected Result	
Rehabilitation and modernisation of port infrastructure and services	<p>Assess existing port capacity and performance and service offerings.</p> <p>Assess traffic growth and future port markets.</p> <p>Review/update port strategic and long-term master plans.</p> <p>Develop action plan for port modernisation and growth.</p> <p>Implement ongoing and new maritime projects.</p>	
Priority Action MARITIME 7	Specific tasks	
<b>Assess port capacity planning and performance against future traffic growth and market trends</b>	<p><b>Planning &amp; investment</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Initiate TA study to review and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania.</li> <li>– <b>2017:</b> Implement TA study.</li> <li>– <b>2017:</b> Conclude TA and endorse its results as input for port action plan.</li> </ul>	PARTLY DONE: The task for the revision and update Albania ports' traffic forecasts, capacity planning, and operational performance; leading to a scientific, detailed and strategic master plan for the port sector in Albania was officially given to Albanian Institute of Transport. This study will be concluded by Institute by the end of 2018.
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> <li>– TA initiated</li> <li>– Outcome results endorsed and used as input for future investment plans</li> </ul>	<p>MoTI</p> <p>Port Authorities</p> <p>Ministry of Economy, Trade and Energy</p> <p>Other relevant Ministries</p>	
Calendar	Inter-dependence with other Priority Actions	
2016-2017	Priority Action MARITIME 8	



Budget (estimation)	Sources of financing	
EUR 0.25 million	National budget (% to be determined), International donors (% to be determined)	
<b>Strategic Priority 2</b>	Sustained growth for maritime and port markets	
<b>Goal 2.1</b>	<b>Expected Result</b>	
Rehabilitation and modernisation of port infrastructure and services	<p>Assess existing port capacity and performance and service offerings.</p> <p>Assess traffic growth and future port markets.</p> <p>Review/update port strategic and long-term master plans.</p> <p>Develop action plan for port modernisation and growth.</p> <p>Implement ongoing and new maritime projects.</p>	
<b>Priority Action MARITIME 8</b>	<b>Specific tasks</b>	
<b>Develop quantified and integrated operational and strategic action plan for port growth and modernisation</b>	<p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2017:</b> Purchase of the Crane of the Port of Saranda.</li> <li>– <b>2018:</b> Initiate and develop action plan based on results of 2.2.1.</li> <li>– <b>2018 – 2019:</b> Dredging of the Saranda Port Basin.</li> <li>– <b>2018 – 2020:</b> Implement modernisation and rehabilitation port investment plan.</li> </ul>	<p>PARTLY DONE: Purchase of the Crane of the Port of Shëngjin is finished. It was given from the port of Durrës. It is also finished the transport from Durrës Port Authority to the Port of Shëngjin. In present the crane is operable and fully effective. In port of Saranda for loading and unloading of cargo is being used one mobile crane which is effective and enough comparing with the cargo capacities processed in this port.</p> <p>The feasibility study for dredging of Saranda port basing is finished and port authority and</p>

		MIE is looking for possible financial sources.
<b>KPIs</b>	<b>Stakeholders involved</b>	
<ul style="list-style-type: none"> <li>– Landlord status granted</li> <li>– Purchase in Saranda finalised</li> <li>– Dredging in Saranda finalised</li> </ul>	MoTI Ports of Vlora, Shengjin and Saranda MoF Other Ministries where relevant	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2018-2020	Priority Actions MARITIME 5 and MARITIME 7	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 378,103	National budget : Deepening of the basin Saranda= EUR 204,380 Purchase of crane Saranda = EUR 173,723	
<b>Strategic Priority 2</b>	Sustained growth for maritime and port markets	
<b>Goal 2.1</b>	<b>Expected Result</b>	
Rehabilitation and modernisation of port infrastructure and services	Assess existing port capacity and performance and service offerings. Assess traffic growth and future port markets. Review/update port strategic and long-term master plans.	

	Develop action plan for port modernisation and growth. Implement ongoing and new maritime projects.	
<b>Priority Action MARITIME 9</b>	<b>Specific tasks</b>	
<b>Complete ongoing construction projects and implement new concession and preparation projects over the period 2016-2020</b>	<p><b>Planning &amp; investment</b></p> <ul style="list-style-type: none"> <li>- <b>2016 – 2017:</b> Complete the ongoing implementation projects according to the information provided by MoTI, namely:               <ol style="list-style-type: none"> <li>1. <b>2016:</b> Rehabilitation of Port of Vlora</li> <li>2. <b>2017:</b> Reconstruction of Passenger Terminal (berths 7 &amp; 8) and Processing square in Durres Port Authority</li> </ol> </li> <li>- <b>2016 – 2019:</b> Implement the new concessions according to the information provided by MoTI, namely:               <ol style="list-style-type: none"> <li>3. <b>2016 – 2018:</b> Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje</li> <li>4. <b>2017 – 2019:</b> Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano</li> <li>5. <b>2017 – 2019:</b> Giving in Concession with BOT contract of the touristic port in Durres</li> <li>6. <b>2018 – 2019:</b> Giving in Concession with BOT contract of the touristic port in Shengjin</li> </ol> </li> <li>- <b>2017 – 2018:</b> Do the preparation of the following projects (only Feasibility, Preliminary Design and Detailed Design Studies), according to to the information provided by MoTI:               <ol style="list-style-type: none"> <li>7. <b>2017:</b> Dredging of Durres Port basin</li> <li>8. <b>2017 – 2018:</b> Passenger Terminal in Port of Vlora</li> </ol> </li> </ul>	<ol style="list-style-type: none"> <li>1. Rehabilitation of Port of Vlora has started with the financing from Italian Cooperation, realized almost 80% of constructional works, The process is stopped from Italian Cooperation side because of some disputes with the GoA</li> <li>2. <b>2017:</b> Reconstruction of Passenger Terminal (berths 7 &amp; 8) and Processing square in Durres Port Authority – This project is already finished.</li> <li>3. Giving in Concession with BOT contract of the touristic port in Spille, Turre's Castle, Kavaje – The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2019</li> <li>4. Giving in Concession with BOT contract of a MBM (Multy Buoy Mooring) Port in Porto Romano - The concession project is finished and the contract was signed. The operator finished with all the government licences and permissions, the construction works have started and planned to finish in 2019</li> </ol>

		<p>5. Giving in Concession with BOT contract of the touristic port in Durres - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start in 2019</p> <p>6. Giving in Concession with BOT contract of the touristic port in Shengjin - The concession project is finished and the contract was signed. The operator is in the process of collecting all the government licences and permissions, the construction works expected to start in 2019</p> <p>7. Dredging of Durres Port basin feasibility study is finished. DPA and MIE is looking for possible investors for financing the implementation of the project.</p> <p>The expanding of Passenger Terminal in Port of Vlora has already started and planned to be operable in 2018.</p>
KPIs	Stakeholders involved	
<ul style="list-style-type: none"> <li>- Feasibility, Preliminary Design and Detailed Design Studies finalised</li> <li>- Works/concessions tenders published and finished</li> </ul>	<p>MoTI</p> <p>Ports of Vlora, Durres, Porto Romano and Shengjin</p> <p>MoF</p>	
Calendar	Inter-dependence with other Priority Actions	
2016-2019	Priority Actions MARITIME 7 and MARITIME 8	

Budget (estimation)	Sources of financing	
EUR 64,773,796	<ul style="list-style-type: none"> <li>– 4 new concession projects – Implementation (EUR 59.20 million): PPP schemes (Concessionary Company Porti MBM, Albania Bay Marina, Feriz Mazreku, FINSEC);</li> <li>– Durres Port Authority (EUR 4 million);</li> <li>– Port of Vlora Authority (EUR 1,573,796).</li> </ul>	–
<b>Strategic Priority 2</b>	Sustained growth for maritime and port markets.	
<b>Goal 2.2</b>	<b>Expected Result</b>	
Support and promote nautical tourism	<p>Develop integrated and multi-sector strategy for nautical tourism.</p> <p>Create favourable growth potential for nautical tourism.</p>	
<b>Priority Action MARITIME 10</b>	<b>Specific tasks</b>	
<b>Prepare and elaborate national policy statement and cross-sector strategy for nautical tourism</b>	<p><b>Institutional &amp; organisational</b></p> <ul style="list-style-type: none"> <li>– <b>2016:</b> Initiate discussion / preparation for national strategy for nautical tourism.</li> <li>– <b>2017:</b> Prepare and submit proposal for TA, TA approved, started and implemented.</li> <li>– <b>2018:</b> Nautical tourism strategy approved and endorsed by the GoA.</li> </ul>	DONE: The process has already started from as Ministry of Tourism in 2016. It was established with the order of Prime Minister the Interinstitutional Working Group for the definition of the legal framework of the nautical tourism..
<b>KPIs</b>	<b>Stakeholders involved</b>	



<ul style="list-style-type: none"> <li>– TA undertaken and completed,</li> <li>– Results approved and endorsed</li> </ul>	<p>MoTI</p> <p>Ministry of Tourism</p> <p>Port authorities</p> <p>Ministry of Economy, Trade and Energy</p> <p>Travel and tourism industry</p> <p>Industry stakeholders, including cruise shipping industry</p>	
<b>Calendar</b>	<b>Inter-dependence with other Priority Actions</b>	
2016-2018	Priority Action MARITIME 8	
<b>Budget (estimation)</b>	<b>Sources of financing</b>	
EUR 0.5 million (technical assistance contract)	National budget (% to be determined), International donors (% to be determined)	

<b>Strategic Priority 1</b>	Development of new airports	Implementation status
<b>Goal 1.1</b>	<b>Expected Result</b>	
Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a “Southern” airport for more air carriers to serve the region	<p>Develop a National Airport Master Plan.</p> <p>Start operations at Kukes Airport.</p> <p>Initiate development of Southern airport into a hub for Intra-European and Mediterranean flights.</p>	Overall ongoing and good progress at monitoring and evaluating the Results

Priority Action AIR 1	Specific tasks	
<p><b>MoTI to seek Consultancy for preparation of a National Airport Master Plan study for Albania for next 20 years with emphasis on airport in Southern Albania, Tirana airport expansion beyond 2025, and Kukes operational infrastructure upgrade</b></p>	<p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2016 – 2017:</b> MoTI and ACAA to prepare tender documents for initiating calls for tenders from bidders for a National Airport Master Plan studies for next 20 years for Albania. Study shall evaluate needs for any airport in south, expansion of Tirana airport beyond 2025, and degree of development for making Kukes airport operational and for type of operations. Study to also look at possibilities of low cost carrier options for the airports.</li> <li>– <b>2017:</b> ACAA to carry out in parallel and finalise technical studies for making Kukes operational as general aviation airport for flying club activities, aviation training and unscheduled flights with specific aircraft types of category B. Take policy decision for scope of civil works implementation and services equipment or no decision on any development of Kukes pending Master Plan.</li> <li>– <b>2018:</b> Review Airport Master Plan bids received and decide on starting a Master Plan Study by successful bidder.</li> <li>– <b>2019:</b> Decide works for Kukes. Complete works for upgrading Kukes to operational readiness. Award an entity to operate Kukes through public bidding.</li> <li>– <b>2019:</b> MoTI to decide airport developments in country further to Master Plan conclusions. Seek consultancy for</li> </ul>	<p>The ACAA has prepared the tender documents and has initiated calls for tenders in relation to the National Airport Master Plan for the next 20 years in Albania.</p> <p>After the procurement procedures in the MIE, Albanian Civil Aviation Authority in 27 November 2017 signed the contract for the project “Feasibility study of an airport in the south of the country.. This study will evaluate needs, expansion and degree of development in future operations In this contract it is foreseen that it will produce the following documents:</p> <p>Preliminary Report after assessment of documentation</p> <p>-Draft Feasibility Study Report</p> <p>-Final Feasibility Study Report.</p> <p>Little progress and still pending.</p>

	<p>assisting MoTI in preparation of Design Bids from bidders, and Calls for Tenders.</p> <ul style="list-style-type: none"> <li>– <b>2020:</b> Review Tenders for design of airport in south: and select Design Consultancy.</li> </ul>	
<b>Goal 1.2</b>	<b>Expected Results</b>	
<ul style="list-style-type: none"> <li>– Increase economic and tourism activity in the North and South, and competition between Tirana, Kukes and a “Southern” airport for more air carriers to serve the region</li> </ul>	<p>Develop a National Airport Master Plan</p> <p>Start operations at Kukes Airport Initiate development of Southern airport into a hub for Intra-European and Mediterranean flights</p>	Little progress and/or still pending.
<b>Priority Action AIR 2</b>	<b>Specific Tasks</b>	
<b>Upgrade of Kukes airport and development of southern airport for enhancing air transport operations in Albania and for promoting tourism growth</b>	<p>Planning &amp; investment</p> <ul style="list-style-type: none"> <li>– <b>2017:</b> MoTI to organize cross cutting initiatives with Tourism Ministry to develop and attract tourism services and enable appropriate measures to actively engage tourism service operators for air travellers visiting Albania and south of country.</li> </ul>	
<b>Strategic Priority 2</b>	Creation of a more competitive market with liberalized air services	
<b>Goal 2.1</b>	<b>Expected Results</b>	
More choices for passengers, cargo, flights, and destinations possible with	Consumers, including the Albanese diaspora, have wider range of fares and types of services, and more routes and frequency	

competitive services in quality and fares		
<b>Priority Action AIR 3</b>	<b>Specific tasks</b>	
Transpose and implement EC regulations and directives in respect of market access, insurance requirements for carriers, and competition rules to enable mix of scheduled and low cost flights, and possible investments for air operators by Albanians and others	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2016:</b> MoTI and ACAA to do the transposition of remaining EC regulations and directives, and to develop documentation and expertise on market access and competition rules.</li> <li>– <b>2017:</b> ACAA to implement the rules for the industry.</li> </ul>	<p>Albania has completed the approximation of the legislation, foreseen in the first phase of the ECAA. The Commission will soon prepare the ECAA assessment visit to Albania in 2018 with a view to verify that the requirements of Phase 1 are completed.</p> <p>-Issuance of the Order of the Ministers of Transport and Infrastructure No 3746 of 10.07.2017 “On some addenda and amendments to the Order of Minister of Transport and Infrastructure No 151 of 9.04.2014 “On the approval of the regulation on technical requirements and administrative procedures for air operations”. The Order is partially aligned with the following EU acts: Commission Regulation (EU) No 800/2013; Commission Regulation (EU) No 71/2014 of 27 January 2014, Commission Regulation (EU) No 379/2014 of 7 April 2014, Commission Regulation (EU) 2015/140 of 29 January 2015, Commission Regulation (EU) 2015/1329 of 31 July 2015 and Commission Regulation (EU) 2015/2338 of 11 December 2015 which amend the Regulation (EU) No 965/2012; and Commission Regulation (EU) No 965/2012 of 5 October 2012.</p>

		- Guideline of the Minister of Transport and Infrastructure No. 1362 of 16.03.2016 “On rules in settings of the airport charges”, that is fully approximated with Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges.
<b>Strategic Priority 2</b>	Creation of a more competitive market with liberalized air services	
<b>Goal 2.1</b>	<b>Expected Result</b>	
More choices for passengers, cargo, flights, and destinations possible with competitive services in quality and fares	Consumers, including the Albanese diaspora, have wider range of fares and types of services, and more routes and frequency.	
<b>Priority Action AIR 4</b>	<b>Specific tasks</b>	
Strengthen capacity building of policy, operational and oversight bodies involved in air transportation policies and decisions for assisting in the implementation of EU regulations	<b>Institutional &amp; organizational</b> - <b>2017:</b> ACAA to develop job profiles/functional description of these officers, and markets, competition issues, social aspects as per the transposed rules (so that policy decisions are formulated in full understanding of the rules).	Good progress has been made to this aspect working with Twinning II Project “Strengthening the Albanian Civil Aviation Authority”, through different directories inspectors have worked closely to define job descriptions etc.  The internal regulation is in drafting process.

<b>Strategic Priority 3</b>	Implementation and unification of international standards for air safety	
<b>Goal 3.1</b>	<b>Expected Result</b>	
Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs	Albania to complete the Phase I and II of the ECAA agreement in respect of rules listed in Annex I to ECAA agreement including air safety, security, market access and competition, and social and environmental rules.	Albania is very close to complete Phase I of the ECAA Agreement. EU legislation dated up to year 2015 has been transposed. New amendments and new legislation are on going.
<b>Priority Action AIR 5</b>	<b>Specific tasks</b>	
Transpose all outstanding EC regulations and directives within an adopted timescale and work on USOAP corrective action plan to further reduce the <i>lack of Effective Implementation</i> (EI)	<p>Operational, regulatory &amp; licensing</p> <ul style="list-style-type: none"> <li>– <b>2016 – 2020:</b> ACAA to accelerate efforts for transposing remaining SARPs and EC rules into Albanian aviation regulations. <ul style="list-style-type: none"> <li>○ Ensure that ACAA implements the rules through competent staff using documented procedures and guidance materials, audits are followed till closure, and sanctions taken against operators or aviation personnel for non-compliance or at worst authorizations/approvals are removed.</li> <li>○ ACAA to Work on the Corrective Action Plan established by Albania towards its response on USOAP audits to reduce non-compliance with SARPs. To ensure that ICAO Continuous Monitoring Approach (CMA) office is apprised of all positive</li> </ul> </li> </ul>	<p>The ACAA has made good progress in implementing the rules through competent staff (who have been undergoing the appropriate trainings) to handle documented procedures and guidance materials. In this process Audits have produced Corrective Action Plans and are followed until closure. It is foreseen that in case of noncompliance with Regulations and Law dispositions and appropriate actions are undertaken.</p> <p>Good progress has been made referring to USOAP Program, Albania has an ICAO National Coordinator</p>

	<p>actions taken on responding to Protocol Questions of the USOAP audit such that lack of Effective Implementation is continuously being reduced.</p> <ul style="list-style-type: none"> <li>○ ACAA puts efforts to improve areas where Albania is below the world average <i>legislation, licensing, operations, airworthiness, accident investigation and aerodromes</i>. In <i>organisation</i> and <i>air navigation services</i>, Albania has a good score above the world average but must continue the efforts further.</li> <li>○ ACAA must improve all the areas and by 2016 must be seen to have gone beyond the world average of 62.69% from its present average of 55.48%. Albania shall envision an effective implementation of 70% by end of 2017 or the second quarter of 2017. Aerodrome Certification must be completed by second quarter of 2016 while the exercise of ANSP certification must be re-activated and the ANSP certified again.</li> <li>○ ACAA shall initiate preparation of the State Safety Programme as part of the ICAO Global Aviation safety Plan. A draft shall be made ready by end of 2017. ACAA shall work with MoTI for developing a National FAL Committee responsible for the implementation of the FAL programme (to complete by 2017).</li> <li>○ Albania shall implement the Performance Based Navigation (PBN) in respect of instrument approaches at the Tirana Airport in accordance with ICAO Global Air Navigation Plan and with EC Regulations (Albania is member of ECAA agreement).</li> <li>○ In cooperation with Eurocontrol, ACAA to develop</li> </ul>	<p>and during this time has been making progress updating through the online platform even though the current percentage of Effective Implementation is 57.73% but we are confident the percentage will change in the next evaluation.</p> <p>Good progress has been made as referenced before in each category updates about Corrective Action Plans and Electronic Filing of Differences related to Annexes have been updated.</p> <p>Albania currently is at a 54.73% of Effective Implementation been making progress and since the last ICVM has been uploading the new changes and improvements in all fields required by ICAO, through the online programme Universal Safety Oversight Audit Programme (USOAP). The current percentage has not been affected but this due to the periodic evaluations by ICAO. We are confident that at the next online evaluation the percentage will see improvements. Since the last ICVM and Offline Evaluation Albania has been working effectively in all fields making us confident that on the next evaluation the effective percentage will be higher.</p>
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	<p>its five-year Strategic Business Plan for Albania for 2016 to 2020 in respect of SES and ATM with 7 strategic objectives of i) safety and ATM security; ii) optimisation of airspace capacity; iii) optimisation of cost services; iv) SES implementation and adoption of legislation; v) meet environmental standards, vi) excellence objective in national and international standards; and vii) enhancement of human resources management.</p> <ul style="list-style-type: none"> <li>o ACAA shall put in place a working website for dissemination of information to the public in respect of aviation matters, and for the public to communicate with the ACAA. The latter shall also arrange for its guidance materials, procedures and AIP/AIC to be made available on line.</li> </ul>	<p>The process is pending to the new Air Code approval. Little progress on the implementation point of view. AICAA has been part of a working plan, assisted by Eurocontrol, in this regard. Legislation on PBN is foreseen to be drafted in 2018 and after that implementation will follow.</p> <p>Very good progress has been made and the five-year Strategic Business Plan for Albania 2016-2020 has been completed.</p> <p>Very good progress has been made and the ACAA has a well functioning website for dissemination of information to the public in respect of aviation matters <a href="http://www.aac.gov.al">www.aac.gov.al</a></p>
<b>Strategic Priority 3</b>	Implementation and unification of international standards for air safety	
<b>Goal 3.1</b>	<b>Expected Result</b>	
Complete the transposition of EU regulations and Directives as per the latest version of the Annex to the ECAA agreement and ensure compliance with ICAO SARPs	Albania to complete the Phase 1 and II of the ECAA agreement in respect of rules listed in Annex I to ECAA agreement including air safety, security, market access and competition, and social and environmental rules.	Good progress for Phase I obligations. EC invited AICAA to welcome an assessment visit in 2018, in order to pass Phase I of the Agreement and continue with phase 2 obligations.

Priority Action AIR 6	Specific tasks	
Strengthen the ACAA capacity towards staff and inspector requirements, competency, and guidance materials for certification, approval, and for oversight/monitoring of the aviation industry in all areas of safety, security, and work towards the Albanian National Safety Programme and towards 'One Stop' Security procedures	<p><b>Institutional &amp; organizational</b></p> <ul style="list-style-type: none"> <li>- <b>2016 – 2020:</b> Continuously ensure that: guidance materials and procedures, inspectors' manuals, specific documentation for approvals and certification, are all kept up to date in line with changes to any rules as amended, ensuring quality in all documentation and procedures for certification and approval systems, and the surveillance of operators</li> <li>- <b>2016 – 2020:</b> Training systems shall continue to ensure competency of inspectors and that <i>initial, advanced</i> and <i>recurrent</i> training are essential components for inspector competency in their jobs.</li> <li>- <b>2016 – 2020:</b> ACAA shall continue to ensure that the critical elements for the safety oversight system are always maintained. ACAA shall ensure that sanctions and penalties are applied in cases of offenses against aviation regulations.</li> <li>- <b>2016 – 2020:</b> Albania shall work on implementing procedures for a 'One Stop' security for all flights from Albania as per EU regulation 2015/2426, on recognition of third countries applying security standards equivalent to EU common basic ones when Albania is added to the same regulation.</li> </ul>	<p>Good progress.</p> <p>Each directory has been making Yearly Training Plans approved by ED to be followed during the year in order to be up to date with Regulations ect.</p> <p>Good progress.</p> <p>Little progress is made. In One Stop Security Albania has sent a formal request to ECAC "Request for One Stop Security" on 5/12/2016 which has received an answer by ECAC on 16/12/2016 stating the elements needed to be fulfilled by Albania and that the ACAA will be informed on the steps needed to be undertaken.</p>
<b>Strategic Priority 4</b>	Reduction in travel costs for passengers	
<b>Goal 4.1</b>	<b>Expected Result</b>	

To make air travel more accessible to the citizens of Albania and to increase growth in air traffic, cargo and destinations	Affordable and easy air travel for Albanians (including diaspora), visitors and tourists, and businesses and have wider choices for air travel in respect of destinations, fares and airlines	Referring to easy air travel for Albanians charges are imposed by Tirana Airport through the Concessionary Agreement Nr.9312 date 11.11.2014 Article 19 point 2.
<b>Priority Action AIR 7</b>	<b>Specific tasks</b>	
Review of airport and air navigation charges with possibility of lowering these component charges as well as reduction in government taxes and aviation security surcharges, which will influence lower airfare pricing while more flights and increased economic activities leading to more government revenues	<p><b>Pricing, taxation &amp; subsidies</b></p> <p><b>- 2017 - 2018:</b> ACAA shall carry out such a methodology to validate the charges imposed by Tirana airport and the other surcharges such as aviation security and government taxes.</p> <ul style="list-style-type: none"> <li>○ It is expected that such reduction can only be achieved when more airlines provide the service and low cost carriers can enter the market at some stage, for example, when an airport is operational in the south of the country.</li> <li>○ The increase in tourists entering the country through other gateways like airport in the south and Kukes will certainly see traffic volume increase and possible load factor increase in flights through better tourism development in the south and the coastal areas, and the roads link up to the archaeological sites in the South.</li> </ul> <p>Tourism development and an airport in the South will assist for more air passenger traffic and more opportunities for movement of people for tourism or tourist travel thus spreading the extent of the busy traffic season, more load factor and possible fare reduction.</p>	<p>The formula used to this aspect is defined by the Tirana International Airport and can be influenced by PIU in the reduction of fares. The ACAA is working towards facilitating ground handling taxes which affects prices. With the liberalization and disposition of the exclusivity companies can undertake ground handling services thus affecting in the taxes of these services by the Airport.</p> <p>As per ANS route they are defined by the formulas of EUROCONTROL through a cost determined methodology. EU Regulation 390 and 391 transposed through Minister Order Nr. 17 have been revised and as a non EU country Albania has its tariffs decided by EUROCONTROL.</p>

## CHAPTER 4

### Resource implications

This chapter summarises the present broad distribution of resources across the Policies (Priority Actions) over the 5-year period covered by the National Transport Sector Strategy 2016-2020. The resources are regrouped in an Investment Plan that presents a consolidation of the budgets associated to each of the 43 Policies.

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	2019	2020 - indicative	International donors	Real/fact to 2017
	<b>ROAD</b>									
	<b>PAYMENT OF CREATED DEBTS OF ARA 2013-Q1 2016</b>		<b>8.17</b>	<b>8.17</b>						2,8
	<b>IMPLEMENTATION (ONGOING PROJECTS)</b>									
	Construction of Tirana-Elbasan road	276.00	25.00	25.00					BIZH Abu Dhabi: 25.00	

ROAD 3	Construction of Plepa-Kavaje-Rrogozhina bypass	33.00	5.00	1.00	4.00					1,9
	Construction of Tirana Ring (Southwest Section)	26.00	14.00	1.00	6.00	7.00				2.0
	Reconstruction of Elbasan-Banje segment	6.60	20.00	2.00	14.00	4.00				
	Construction of Fieri bypass	24.70	24.80	13.00	9.74	2.06			48.10	
	Construction of Qukes-Qaf Plloce road	6.78	69.11	21.2	47.8	5		0	Saudi Fund + BID: 124.00	69.0
	Reconstruction of Qafe Thane-Lin-Pogradec segment	16.00	13.90	0.50	1.40	3.00	9.00			7.80
	Construction of Vlora bypass	5.93	36.43	10.10	11.57	13.00	1.76		BEI + EBRD + EU Del.: 31.00	

Reconstruction & Repairing/Paving (total others)	54.60	15.20	1.00	6.30	5.00	2.90			
Construction of Tirana Ring (Northeast Section)	6.90	8.53		1.43	7.10				
Reconstruction of the road Korça-Erseka-Leskovik	8.40	4.70		0.30	1.00	3.40			4.68
Construction of Shkodra by-pass	5.00	23.50			6.00	6.00	11.50		1.78
<b>Sub-total</b>	<b>471.93</b>	<b>320.26</b>	<b>85.14</b>	<b>92.94</b>	<b>82.26</b>	<b>48.42</b>	<b>11.50</b>		

	<b>RAIL + INTERMODAL- COMBINED TRANSPORT</b>									
	<b>IMPLEMENTATION (NEW / REHABILITATION PROJECTS)</b>									
RAIL 6	Rehabilitation of railway Durres-Tirana and construction of Rinas branch		74.37		20.00	20.00	20.00	14.37	EBRD: 37.185 +WBIF: 37.185	0
INTERMODAL 2	Construction of a logistics centre in Elbasan		20.50		0.50	10.00	10.00			0
	Construction of a logistics centre in Milot		20.50			0.50	10.00	10.00		
INTERMODAL 3	Construction of missing link from western terminal in Durres to the national railway network		1.50		1.50					1.7 mln EUR
	<b>Sub-total</b>	<b>0.00</b>	<b>116.87</b>	<b>0.00</b>	<b>22.00</b>	<b>30.50</b>	<b>40.00</b>	<b>24.37</b>		
	<b>PREPARATION (NEW / REHABILITATION PROJECTS)</b>									1.7 mln EUR

RAIL 6	Detailed design for rehabilitation of railway Vora-Hani Hotit		4.68		3.50	1.18			WBIF: 0.80	4.5
	Rehabilitation of railway Durres-Pogradec-Lin and construction of new railway link to Macedonian border:									0.72
	- Feasibility study		0.72	0.10	0.62					0.36
	- Detailed design		5.20		4.00	1.20			WBIF: 0.72	
	Feasibility study for construction of railway Pogradec-Korça- border to Greece		0.65		0.65					
	<b>PREVENTIVE MAINTENANCE</b>									5.58
RAIL 7	Core rail network (Tirana-Durres & Vora-Hani Hotit)		9.10	1.23	1.53	1.82	2.11	2.41		
	Comprehensive rail network (Durres-Pogradec &		13.77	1.87	2.31	2.75	3.20	3.64		0.9
	Rrogozhina-Fier)		22.87	3.10	3.84	4.57	5.31	6.05		
	<b>Sub-total</b>									
	<b>Total Investment in Rail + Intermodal-Combined Transport Infrastructure</b>		<b>150.99</b>	<b>3.20</b>	<b>34.61</b>	<b>37.45</b>	<b>45.31</b>	<b>30.42</b>		8.18

Priority Action No.	Transport mode	Investments to 2015	Total Investment 2016-2020	2016	2017	2018	2019	2020 - indicative	International donors	Real/fac t to 2017
	<b>MARITIME</b>									
MARITIME 2	Legislation alignment		0,50	0,20	-	0,20	0,10			
MARITIME 3	Strengthen the GMD		2,64							
MARITIME 5	VTMIS implementation		5,00				3,00	2,00		-
MARITIME 6	LRIT implementation		0,29			0,19	0,10			-
MARITIME 7	Port capacity planning		0,25		-					-
MARITIME 8	Port growth and modernisation		0,38		-					-
MARITIME 9	Maritime projects (ongoing, new)		64,77		14,00	20,00	20,00	10,77		14,00 PPP

MARITIME 10	Nautical tourism		0,50		-		0,50	-		-
	<b>Total Investment in Maritime Transport Infrastructure</b>		<b>74,33</b>		<b>14,00</b>	<b>20,39</b>	<b>33,70</b>	<b>12,77</b>		<b>14,00</b>

## CHAPTER 5

### Monitoring indicators

Indicator		Type of indicator	Baseline - 2014	Target – 2017		Real	Target – 2020		Stakeholders involved
				Target number	%	To 2017	Target number	%	
ROAD	Budget allocated to road maintenance -in total- (EUR)	Input	8,847,684	32,955,287	272.47	15.243.793 (2,840,983,000.00 ALL (Investment incl. VAT)- World Bank) 1,830,000,000.00 ALL Current Expenditure	29,959,798	238.62	MoTI-ARA, MoF
	Budget allocated to road maintenance -per km-		2,914 <sup>12</sup>	10,416	257.44		9,469	224.95	
	Number of km of the road network as a whole	Output	13,848	16,964	22.50		20,079 <sup>13</sup>	45.00	

<sup>12</sup> Figures from IoT for 2012.

<sup>13</sup> Target of 45% increase in total road network (km) by 2020 as per NSDI-II.

	Length (km) of roads (National roads network) yearly surveyed, including inventory and status of the relevant components		0	1,500	100%	works has been started	3,850	100%	MoTI-GDRTS
	Number of registered road vehicles		490,899	480,485	-2.10	584,419	470,786	-4.10	
	Number of fatalities	Outcome	264	203	-23.20	206	185	-29.92	MoTI-ARA-GDRTS, Traffic Police, MoF, Ministry of Health
	Number of injured		2,353	1,994	-15.30	2238	1,587	-32.60	
	Number of 'black spots'		240	208	-13.30	208	185	-23.00	MoTI-ARA, MoF
	Average Roughness index (IRI) for road network as a whole		5.5 <sup>14</sup>	5.1	-7.27	This process has been in delay	4.5	-18.18	MoTI-ARA, MoF
	Share of tenders for design or works awarded		0%	50%	100.00		100%	100.00	MoTI-ARA

<sup>14</sup> Figures from WB's IRBD Report No. 91351-AL, about Results-Based Road Maintenance and Safety Project (RRMSP). March 2015.

						30%			
	Share of contracts where supervision progress report confirms adherence to technical specifications and contains laboratory and topography tests		0%	50%	100.00	50%	100%	100.00	MoTI-ARA
	Share of recommendations of annual external audit reports accomplished during the following year	Outcome	0%	60%	100.00	60%	100%	100.00	MoTI-ARA
ROAD	Share of tenders launched by ARA with standardised criteria about service, supply and works to enhance simplification and competition	Outcome	0%	50%	100.00	50%	80%	100.00	MoTI-ARA
ROAD	Goods road transport volume (thousand tons/year)	Outcome	17,655	21,203	20.10	21,000	28,450	61.10	MoTI-GDRTS, Customs Authorities Ministry of Industry

ROAD	Passenger road transport volume (passengers/day)-	Outcome	248,918	352,043	41.43	287,000	423,836	70.27	MoTI-ARA-GDRTS, Customs Authorities, Ministry of Tourism
ROAD	CO2 emissions - Road transport (million tons CO2)	Outcome		0.88	-8.40		0.8	-16.70	MoTI-ARA-GDRTS, Traffic Police, Ministry of Environment,
RAIL	Budget allocated to routine maintenance - in total- (EUR)	Input	2,360,000	3,100,000	31.27	900,000 EUR approved and procured less than 5,000 EUR	6,050,000	156.36	MoIE-HSH, MoFE
RAIL	Budget allocated to routine maintenance -per km- (EUR/km)	Input	1,950	8,896	356.21	2,369 EUR/km in 380 km operating kilometer of railway network both core and comprehensive	14,031	619.52	MoIE-HSH

RAIL	Goods rail transport volume (thousand ton-km)	Outcome	39.8 7.7	70.5	77.10	18,568.161 mln ton-km	105.4	164.80	MoIE-HSH
RAIL	Passenger rail transport volume (million passenger-km)		7.7	16.6	115.60	2,200.000 mln pass-km	32.2	318.00	MoIE-HSH
INTE RMO DAL	Number of logistics centers	Output	0	0	0	Pre-FS study for 2 logistic centers.	2	200.00	MoIE-HSH
RAIL	Number of ITS projects under implementation		0	0	0 0 0	Ongoing studies for deployment of ERTMS in five rail projects in preparation:	2		MoIE-HSH
INTE RMO DAL	Increase of share of railway in freight transport (share of transport performances of railway in %)	Outcome	1.79 %	2.23 %	25.00	4% Two fold increase of freight transport by rail in 2017 compared to 2016.	2.68 %	50.00	MoIE-HSH
MARI TIME	Number of ships/ferries/yachts/boats	outcome	4,538	5,864	29.20	5,622	6,894	51.90	MoTI, GMD, Port Authorities , Customs Police, Ministry of

									Tourism
MARI TIME	Number of ships/ferries/yachts/boats leaving Albanian ports	outcome	4,439	5,642	27.10	<b>5,630</b>	6,472	45.80	
MARI TIME	Passenger ferry transport (number of passengers)	outcome	1,094,786	1,458,654	33.20	<b>1,336,282</b>	1,878,116	71.50	
MARI TIME	Passenger ferry transport (ton)	outcome	806,013	1,218,614	51.20	<b>2,057,627</b>	1,548,139	92.10	
MARI TIME	Containers traffic – Port of Durres (TEU)	outcome	99,350	118,548	19.32	<b>106.400</b>	142,688	43.60	
Air Transp ort	International Passenger traffic (thousand passengers)	outcome	1,810	2,185	20.70	<b>2,185</b>	2,893	59.80	MoTI, ACAA, TIA, Ministry of Tourism
Air Transp ort	International air cargo (ton)	outcome	1,844	2,246	21.80	<b>2,246</b>	2,948	59.90	MoTI, ACAA, TIA, Ministry of Industry



## SUMMARY AND FORWARD LOOKING

The Ministry of Infrastructure and Energy is going to work hard to accelerate the integration of the transport system, and to establish an integrated market, consisting of infrastructure and transport by land, sea and inland waterways, in order to efficiently support the transport development. Considering that, the transport infrastructure is fundamental to the economic and social development of the country, as a direct contributor to the economic growth and employment, the public-private partnership model has proven to be an effective collaborator, aiding the governance of a country.

Albania continues to be a very important actor in the framework of Regional Cooperation and EU Commission has noted in several EC Progress Reports for Albania. With the launch of the Berlin Process in 2014, Albania considers connectivity within the Western Balkans and between the Western Balkans and the European Union (EU) as a key factor for economic growth and creation of jobs that will bring clear benefits for the quality of life of our citizens.

Currently, as it is foreseen in the NTSS we have already identified the national and regional short-term and mid-term goals and sub-measures, related to our transport network. Investments in the core transport network and corridors have been prioritized through the Single Sector Project Pipeline SSPP/SPP, a process launched on 2015. Having in mind the last developments in the region, our core transport network is now part of the TEN-T Network (Trans-European Network) and according to its methodology shall be completed by 2030.

In this framework the Government of Albania (GoA) has established the National Investment Committee with a special emphasis on the preparation and financing of concrete regional infrastructure investment projects, combined with the implementation of Connectivity Reform Measures, such as aligning and simplifying border crossing procedures, railway reforms, information systems (ITS), road safety and maintenance schemes, unbundling and third party access. More concretely, in order to Improvement of Road Safety, targeting the reduction of fatalities by 20% compared to reference year 2014 (by 2020), the course of Road Safety Auditors/ Road Safety Inspectors is finalized in July 2017 and 26 auditors/inspectors are certified. Also, regarding the Effective Border Crossing Agreements, after a huge work done by both Albanian and Montenegrin respective Authorities, the joint operation of Joint Railway Station of Tuzi started on 10th of July 2017 (before the Trieste Summit, held on 12 July 2017), so the national Measure “Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project” is accomplished and we are happy to have the only operational Joint Railway Station in the WB6 Region.



Our future intension is that Tuzi and Murriqani/Sukobin One – Stop – Shop experience must be extended in all border crossing points, all over the WB6 Region. Our work will be focused on completion of internal and mutual consultations with our Montenegrin partners regarding the extension of One-Stop Shop in Murriqani for freight transport, even though we know that huge investments are needed.

The major achievement in the transport sector was the signing by the WB6 Prime Ministers of the Transport Community Treaty (TCT) on 12 July 2017, at the WB6 Summit in Trieste. Albania approved in principle the Transport Community Treaty with the Decision of Council of Ministers No 484 of 11.07.2017, “On the approval in principle of the Transport Community Treaty”. Albania has starting the ratification process of the Treaty by the Albanian parliament.

The signing of the TCT marks the end of a decade of work for drafting and negotiating it. The TCT signing must be considered as the beginning of a new chapter in the framework of regional cooperation and with the EU. The Transport Community aims to establish an integrated market in the transport sector, and to enhance further transport operations within the region and with the EU. It will support the accession process of the WB6 countries to the EU. The Transport Community aims at fostering regional cooperation in the field of transport as well as in harmonizing national legislations of the Western Balkan countries with the transport acquis, as regards transport and relevant environmental and social policies. The Transport Community will provide a consistent and common framework to align the national legislation and policies with the EU acquis and policies.



## CONTACT INFORMATION

The Report does include information received by: ARA,

.....

The report does not include information from (if).....

Their information is available on their web sites. Availability you can see by clicking [www](#).

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Address .....

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## **ANNEX 1: THE LIST OF INDICATORS AS PER SECTOR REFORM CONTRACT**

### **1. Number of legislations approximated and adapted to EU Standards**

The inventory list of the existing road transport legislation which is in force and its origin is the EU legislation as per year 2014 is 14 legal acts. The Inventory list is attached at the end of this report. The progress achieved in the approximation of legislation has been maintained and advanced further during years 2016-2017, in order to meet all approximation obligations as below:

- Accordingly to the Law No 8308 of 18.03.1998 “On road transport” as amended by Law No 10/2016 of 11.02.2016 “On some addenda and amendments to Law No 8308 of 18.03.1998 ‘On road transports’”, there were included two articles on ITS elements. So, this Law is partially aligned with the Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.
- Following the amendment of the Law, the Minister of Transport and Infrastructure issued the Guideline of Minister of Transport and Infrastructure No. 3616/3 of 20.07.2017 “On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport”, which further approximated the Directive 2010/40/EU.
- The Ministry of Infrastructure and Energy of Albania has included in its legal framework the core provisions of the EU Regulation 1071/2009 on access to the profession of road transport operators and other EU Legislation; {new legal act: DCoM no. 520 of 13.7.2016. (OJ of the Republic of Albania no 135/ 2016, p.10594), which amends DCoM no.325 of 19.03.2008 “On approval of rules for admission to the occupation of road transport operator for goods and passengers, and recognition of official documents, set for these operators”, as amended}.
- Guideline of Minister of Transport and Infrastructure No. 328 of 20.01.2017, “On detailed rules for the list of data, which are kept in the national electronic register on road transport undertakings”. The Guideline approximates the Article 16(1) of Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC.

The works will continue with the intention to increase the number of legislations which are transpositions of EU legal acts official.



## **2. Share of works supervision contracts which include time based payment conditions and the requirement for providing confirmation on adherence to technical specifications as well as quality and quantity control records into the supervision reports**

According to the procurement law all the tenders are published in PPA but during last year also ARA has started to publish the results and advertisement for new tenders also in his website.

## **3. ARA Internal Audit is operational**

According to the Decision of Council of Ministers No 12 of 11.01.2017 “On some amendments to the Decision of Council of Ministers No 97 of 8.02.2012 ‘On the approval of structures and bodies of the Albanian Roads Authority”, in ARA, there was established the Internal Audit Sector (with three employees in total, one head of unit and two specialists). The ARA Internal Audit Sector started its activity on 15 July 2017. . Since the commencement of the operation, this sector, has been carried out an audit at the Central Regional Directorate, Tirana, for all economic and financial activity of this Directory. It is currently in the process of preparing the finally report regarding with this audit.

## **4. Number of Black spots in the National Road Network**

The Transport Institute has drawn up Black Spots lists of the entire National Road Network, based on the number of fatalities and serious road accidents.

In the number of 240 points, based on the selection of those points that are not in the municipal road network, it resulted that 191 of these points are located on the National Road network.

This list also includes 105 points from the old Black Lists list, prepared by the Transport Institute.

The Albanian Road Authority, in the framework of improving road safety, after an inspection conducted in 2014, has implemented the implementation of a number of projects in the main axes of the country where the problem of collisions is higher, as the segments Tirana-Durrës, Kashar-Rinas, Tirana-Vora, Shkodër-Hani i Hotit, Rrogozhinë- Lushnje, Sarandë-Butrint, Rrogozhinë - Kapshticë and Fushë Krujë - Thumanë.

These projects have significantly improved access to the main roads, which in many cases have been a danger point, some crossroads, intersections and more. From ARA is prepared the project for the improvement of all Black Spots of the list of 105 points, but it was not implemented because of the lack of funds despite the continuous demands of the Ministry of Finance for them.



The World Bank Maintenance Project (1390 km) currently under implementation provides for road safety inspections as well as iRAP assessments (a star rating), processes that have been carried out and are in the processing phase of the material. Based on these inspections, there will also be improvements in black spots, which include these segments.

At present, the "Technical Assistance for Road Safety" project underway, funded by IPA2013, one of the objectives of this project is to improve the situation of the black spots, which include: Preparation of the new black list, preparation of a methodology for their treatment, preparation of a priority list as well as detail design for elimination of 10 of them, are the scope of works of one of the components of this project.

Actually the Consultant is working on introducing the methodology of defined the black spot, cost-benefit analysis and prioritization of the proposed interventions and as final step will produce detailed design for the improvements of black spots,.

## **5. Length (Kilometres) of national roads covered by ITS systems in operation**

Length (Kilometres) of national roads covered by ITS systems in operation is 583 km.

SH1- 86.4 km; SH 2- 31.7 km; SH 3 - 21.6 km; SH 4 - 159 km; SH 6 - 64.5 km; SH 7 - 70.4 km; SH 8 - 23.4 km; SH10- 114 km

SH52 - 11.4 km; SH3 (Tr-Elbasan) -31 km; Totali - 583 km

## **6. Length (km) of national roads updated as a result of Road Safety Inspections (RSIs)**

As the result of Road Safety Inspections (RSIs) the length is for the year 2017 - 472.26 km.

Regarding the length of the National Road Network inspected (RSI), during 2017, in the framework of ConnecTA Assistance are inspected 112 km. The mission of CONNECTA Project in Albania network (Vore – Durres, Shkodra – Koplik, Fier – Vlora and Fushe Kruje – Milot road sections) is carried out on 25 – 28 September 2017 and we are waiting their assessment report.

## **7 Length (km) of the National roads network with status in good condition**

1392 km under the project RRMSPP, World Bank Maintenance Project are under “good” and “very good” condition and approximately 130 km part of route VII (Durres-Morine ) is in “good” condition

## **8. Length (km) of roads (National roads network) yearly surveyed, including inventory and status of the relevant components**



The GIS system has been installed for the inventory of the national road network including all the road elements. So far in this system has been upload, the lengths of the axes of the national road network, as well as the widths of the roads have been laid.

ARA through World Bank Maintenance Project, which covers the Primary and Primary Secondary Road Network of 1390 km. This inventory is available from the World Bank Project Unit.

For the rest of the 2600 km national road network, work has been started, in cooperation with the Contractor and Supervisor, for the inventory of concrete works. After collecting these data, they will be uploaded into the GIS system, in order to create a data log for the entire National Road Network and its elements.

During 2018 work will continue on the inventory of other road elements such as metal barriers, overpasses, underpasses, retaining walls, vertical signage etc. in cooperation with the Performance Contractor Supervisor and the maintenance contractors.



## Road Transport

### Inventory of Existing Legal Measures until 2014

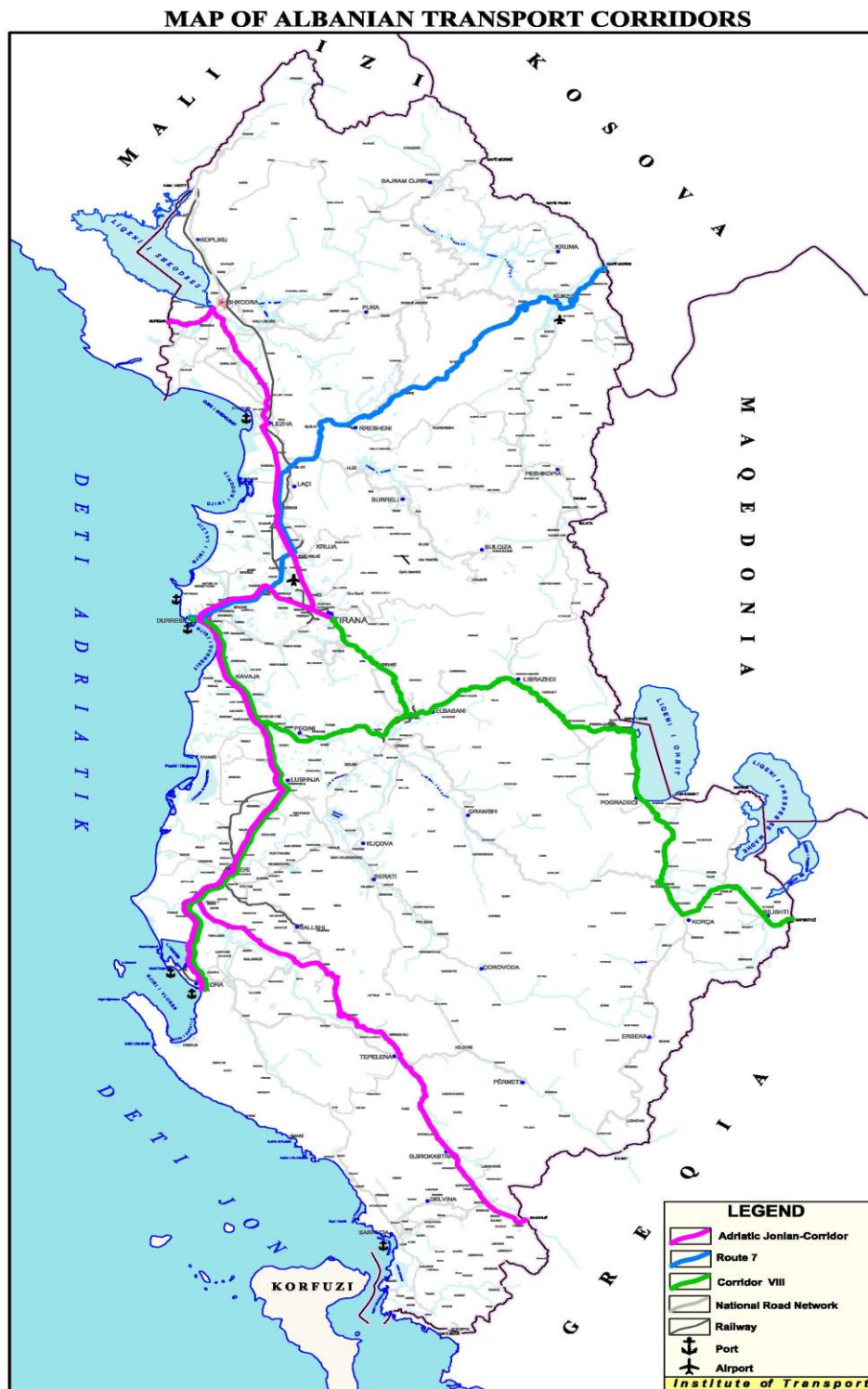
No.	EU acquis	Albanian Legislation	Main Institution	Level of approximation	Date of adoption (Albanian Legislation)	Entry into force (Albanian Legislation)
1	Regulation (EU) No 165/2014	Law No 8378 of 22.07.1998 "Rode Code of the Republic of Albania" as amended with Law No 10488 of 5.12.2011 "On some changes and amendments to Law No 8378 of 22.07.1998 "Rode Code of the Republic of Albania" as amended" (as amending of its article no. 177).	Ministry of Transport and Infrastructure	Partial	22.07.1998	21.7.1999
2	Regulation (EC) 1071/2009	Law No 8308 of 18.03.1998 "On Road Transports", as amended	Ministry of Transport and Infrastructure	Partial	18.03.1998	25.04.1998
3	Regulation 3821/85/EC	Law No 10211 of 23.12.2009 "On approval of the normative act no.9, date 11.12.2009, of CM "On the operation modalities and financing resources for the digital tahograph in Albania" for the production and distribution of digital tahograph cards.	Ministry of Transport and Infrastructure	Partial	23.12.2009	23.12.2009

4	Regulation (EC) 1071/2009	Decision No. 325 of 19.03.2008, on approval of rules for admission to the occupation of Road Transport Operator for Goods and Passengers, and recognition of official documents”, as amended with	Ministry of Transport and Infrastructure	Partial	19.03.2008	11. 04. 2008
	Regulation (EC) 1071/2009	DCM No 194 of 9.03.2011 “On some changes and addition to Decision No 325 of 19.03.2008		Partial	9.03.2011	17.04.2011
5	Regulation (EC) 561/2006	Decision of Council of Ministers No 1243 of 10.09.2008 "On approval of the regulation on the organization of working time for persons engaged in road transport, for driving working time and recording equipment”.	Ministry of Transport and Infrastructure	Full	10.09.2008	23.09.2008
6	Directive 2006/22/EC	Decision of CoM No 207 of 25.02.2009 "On approval of the regulations for road side checks and undertakings, as regards the application of working time rules for persons engaged in road transport, and for drivers working hours"	Ministry of Transport and Infrastructure	Full	25.02.2009	25.02.2009
7	Regulation 3821/85/EC	DCM No 1054 of 22.12.2010 “On approval of Regulation on recording equipment in road transport,	Ministry of Transport and Infrastructure	Full	22.12.2010	22.12.2010

8	Regulation (EC) 1072/2009	DCM No 101 of 9.02.2011 “On the approval of the rules for transport permits and to carry out the transport operations from foreign carriers, who haven’t residence in Albania (non-resident), for goods and passengers””	Ministry of Transport and Infrastructure	Partial	9.02.2011	2.03.2011
	Regulation (EC) 1073/2009					
9	Directive 2008/68/EC	Law No. 118/2012 “On the transport of dangerous goods”	Ministry of Transport and Infrastructure	Partial	13.12.2012	26.12.2012
	Directive 95/50/EC	Law No. 118/2012 “On the transport of dangerous goods”	Ministry of Transport and Infrastructure	Full		
	Directive 2010/35/EU	Law No. 118/2012 “On the transport of dangerous goods”	Ministry of Transport and Infrastructure	Partial		
10	Directive 2008/68/EC	Guideline no. 5 of 28.3.2012 “On the vehicles inspection and the issuing procedures of the approved ADR certificates”, as amended with Guideline no. 6, date 15.6.2012.	Ministry of Transport and Infrastructure	Partial	28.3.2012	28.3.2012
11	Directive 95/50/EC	Guideline no 3985/4 of 24.06.2013 “On the control procedures on road transport of dangerous goods”.	Ministry of Transport and Infrastructure	Full	24.06.2013	10. 07 2013
12	Regulation (EC) 1071/2009	Order of the Minister no.1 of 28.1.2009 “On obtaining the Certificate of	Ministry of Transport and		(OJ no.13/ 2009, p.	

		Professional Competence for the occupation of Manager of Road Transport Operator (OJ of the Republic of Albania no.13/ 2009, p. 947).	Infrastructure		947).	
13	Directive BE 2003/59/KE and Directive 2006/126/EC	Instruction of Minister no 3606/2 of 28.10.2011 “On Certificate professional trainings of drivers of vehicles category C, CE, D and DE”, (OJ 153/2011, p.7025), as amended by Instruction no.9, date 09.10.2015.	Ministry of Transport and Infrastructure		(OJ 182, p.12357).	

## ANNEX 2: THE MAP OF ROAD CORRIDORS



### ANNEX. 3 CONNECTIVITY REFORM MEASURES MANAGEMENT PLAN

MEASURE 2020	MEASURE 2016/2017		
1.1 Implementation of the rail reform strategy	1.1.1 Rail market opening on the pilot basis on the Orient/ East Med Corridor		
	<i>Sub-action 1 - Legislative changes to allow market opening to domestic carriers</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		Ministries of Transport supported by the Railway Regulatory bodies	<p>Concerning the implementation of the rail reform strategy (by 2020), the Law No 142/2016 of 22.12.2016 “The Railway Code of the Republic of Albania” was adopted, and entered into force on 12 January 2018. For the implementation of the Railway Code, it is foreseen the adoption of several implementing acts (with laws and by-laws), foreseen in the National Plan for European Integration (NPIE) within 4<sup>th</sup> quarter of 2018 for legal approval of the Government of Albania and Parliament with regard to:</p> <ul style="list-style-type: none"> <li>- Infrastructure Manager*;</li> </ul> <p>*Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area</p> <ul style="list-style-type: none"> <li>- Railway Undertaking**;</li> </ul> <p>**Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services (OJ EU L 239, 12.8.2014, p. 1).</p> <ul style="list-style-type: none"> <li>- Railway Regulatory Authority***;</li> </ul> <p>***Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation</p>

			<p>(EU) No 870/2014 (OJ EU L 3, 7.1.2015, p. 34).</p> <ul style="list-style-type: none"> <li>- Railway Licensing Authority;</li> </ul> <p>Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings (OJ EU L 29, 5.2.2015, p. 3).</p> <p>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 EU L 94, 8.4.2016, p. 1).</p> <ul style="list-style-type: none"> <li>- National Investigation Authority in Railways (jointly to air and maritime);</li> </ul> <p>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 (OJ EU L 138, 26.5.2016, p. 44).</p> <ul style="list-style-type: none"> <li>- Railway Safety Authority</li> </ul> <p>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 EU L 138, 26.5.2016, p. 1).</p> <p>Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety</p> <p>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 EU L 138, 26.5.2016, p. 1).</p> <ul style="list-style-type: none"> <li>- In the Decision of Council of Ministers DoCM 246, date 9.5.2018 on the Approval of National Plan for EU Integration 2018-2020.</li> </ul> <p>Since the rail priorities on the TEN-T corridors, and CNC, and RFC are already approved in WB6 incl. Albania, the Parliament has adopted its decision</p>
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			<p>84/2017 on governmental priorities program for rail transport linking the line between Albania, Kosovo and FYR Macedonia by introducing the railway network in the context of a regional rail transport network, which would affect the transformation of the Ports of Durrës, Shengjin and Vlora as regional reference ports, and thus, the Route VII by rail shall be taken into consideration.</p> <p>The Albanian government has the advantage of developing the transit triangle Hani i Hotit border with Montenegro- Durrës - FYR Macedonia and vice versa, which will significantly increase transport volumes with our neighboring countries.</p> <p>Furthermore involved in the newest study for rail priority project in rehabilitation of railway line Albania toward Montenegro and considered the possibility of connecting the line Vorë - Shkodër - Hani i Hotit to Kosovo* in the future.</p> <p>Even though Albania is not part of this specific measure, the existing legislative framework allows market opening to domestic carriers (Regulation of MoT 2638/10.06.2011 was the basis for providing a license issued from MoT to a new entrant Concrete Plus Ltd Koplik Albania), which is present in the railway market on the pilot basis on the TEN-T Mediterranean Corridor in Albania on July 18, 2016.</p> <p>Based on the principle of open market and transparent and non-discriminatory access, the Railway Code aims to open the railway market on pilot basis in TEN-N MED corridor in Albania, which for, Albania includes both the Route 2 and CVIII. Until now, a private railway operator is licensed in Albania, for domestic freight transports only. The Agreement on the implementation of rail transport of goods in the border section at the Zone according to the Inter-governmental Agreement is already signed between the HSH IM and RU Beton Plus Co. on 12.09.2017.</p> <p>The cross-acceptance of licenses, trains, rolling stock and drivers licenses are</p>
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			<p>already guaranteed through the protocol signed between both IMs for Albania and Montenegro. The official notice letter of confirmation is delivered to HSH IM and RU Beton Plus co from the ZICG Montenegro ref. 1968 date 06.03.2018.</p> <p>At the National Business Center there is also a registered legal subject ALBRAIL SHPK, a registered entity, which operates in public-private partnership with the state under the concession contract signed with MEI on 4.02.2016. Under the Number of Identification of tax person L61314003H the legal entity ALBRAIL Ltd has an overall Object of the Activity of the company according to the contract concession object (ROT) in Fier-Ballsh and Fier-Vlora lines and any other activity. Takeover of Existing Activities of the Concession Contract of Fier-Ballsh &amp; Fier-Vlore Railway Infrastructure for the Client: ALBRAIL Concessionaire Company Ltd was implemented for the whole 3M Period: March 2016 -June 2016</p> <p>In order to execute the ROT (Rehabilitation, Operation, Transfer) concession agreement entered into by the Ministry of Transport and Infrastructure and ALBRAIL Ltd, regarding the rehabilitation, operation and transferring of the railway infrastructure Fier-Ballsh and Fier-Vlore, ABKons has been tasked by the client with the process of verification and hand-over of all existing assets (tangible and intangible) as part of the concession agreement.</p> <p>Since In the Albanian comprehensive network CVIII, under a PPP scheme of ROT (rehabilitation, operation and transfer) the concessionary should be operational in the upcoming yearly period, according to its contractual terms with Ministry of Transport and Infrastructure Concessionary is studying the construction of its industrial rail branch in Fieri factory.</p> <p>Design Services for Crude-Oil Station Fier to the Client: ALBRAIL Concessionaire Company for the current Period: 01.04.2017 is ongoing. The object of this contract is to provide environmental consultancy for identifying and assessing the existence and future negative environmental and social impacts of potentially important industrial activities at the crude</p>
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			<p>oil station in Fier by providing for the client pre-approval of the EIA (for the issuance of the Environmental Declaration) for an environmental permit, type B, and a preparation of the MKZ fire protection project for the crude oil station.</p> <p>Work Supervision Services for Fier-Ballsh &amp; Fier-Vlore Railway Infrastructure is doing the their Client: ALBRAIL Concessionaire Company during actual Period: 01.09.2017-01.09.2018</p> <p>The work supervision tasks of the Supervisor shall entail: Periodic inspection of works and quality control in coordination with full-time field engineer; monitoring the construction process and ensuring that construction is carried out in accordance with project and technical specifications; establishment of monthly reporting system of controls carried out during construction process; ensuring that construction process is completed at the appointed time, required budget and required quality; determining manner and frequency of testing for construction works and materials and approval of completed works and materials used during construction; completing the documentation of the facility and approving object's completion documents.</p> <p>Albania Parliament approved the law no.8/2018 "On the ratification of the Transport Community Treaty". For an open, fair and non-discriminatory market access, Albania has been setting the objective targets among the Parties in the Transport Community (according to the ratified the TCT in the new Law 8/2018 date 26.02.2018) which is based on the progressive integration of SEE Transport markets in the EU rail transport market on the basis of the relevant legal framework of the acquis, including in the areas of technical standards, interoperability, security, social policy, traffic management, public procurement and the environment incl. rail transport services.</p> <p>Within the scope and conditions of this Treaty and within the scope and the conditions set by the relevant acts specified in Annex I of the TCT, railway undertakings licensed in an EU Member State, or by a South East European Party shall have the right of access to the infrastructure in all EU Member</p>
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			<p>States and South East European Parties for the purpose of operating international rail passenger or freight services.</p> <p>Within the scope and conditions of this Treaty and within the scope and the conditions set by of the relevant acts specified in Annex I, there shall be no restrictions on the validity of licenses of railway undertakings, their safety certificates, the certification documents of train drivers and rail vehicle authorisations granted by the EU or a Member State's competent authority or a South East European Party.</p>
	<i>Sub-action 2 - Regular consultation platforms with forwarders and shippers established</i>	Infrastructure managers consulting their users	<p>Within the Sub-Project Code: CONNECTA-TRA-CRM-REG-03 Area of Connectivity Transport Reform Measures for Strategic Framework for implementation of ITS on TEN-T in Core/Comprehensive Network on the WB6 the consultation have been held among the stakeholders.</p> <p>Under Connecta ongoing project TA to Connectivity in the Western Balkans EuropeAid/137850/IH/SER/MULTI on strategic planning of ITS/ERMS including stakeholders of ITS mission under SEETO and The SEETO/EC RWWG Working Group on Railways and Intermodal transport has been gathered the industry and operators. Different meetings with the Concessionaire of Albanian southern rail network AlbRail Ltd Tirana, for areas for network Vlora-Fier-Ballsh. Meetings with Tirana Chamber of Trade and Commerce; Italian-Albanian Concessionaire of Petrolifera Albania with fuels port of Vlora and new current connection constructed with the Albanian railway network in the framework of transport strategy and new railway code. Meetings were also attended by Durres Port Authority and private railway carrier Concrete Plus of Shkodra Albania and other regulatory authorities and competition and intermodal operators from the region.</p>
	<i>Sub-action 3 - Mutual recognition of train driver license</i>	Ministry of Transport, Safety authorities	<p>On 27 June 2018 ERA and MoIE and RID/DIH Railway Inspection Directorate in Albania responsible for oversight on safety, interoperability and train drivers licensing are holding a Workshop on these matters with HSH managers and train drivers and instructors.</p> <p>Albania is involved in the governmental deregulation reform as appropriate.</p>

			<p>This current process is vital to EU digital agenda and also working with less paper works/associating documentation. Applying for a Train driver's licence shall be done through e-Albania platform online.</p> <p>Article 11 of the Transport Community Treaty TCT, is the relevant section for rail transport of this treaty which regulates the issues involved regarding the licensing of drivers and certification of train drivers on international trains, the treaty does not provide further signing the agreement between the states signatory to the recognition of drivers licenses and so forth. Annex 1.2 of the TCT is the section on the licensing of railway train drivers etc. And Annex 1.7 on procurement applicable to transportation services (rail, etc.) Protocol Transitional Provisions Between The European Union, on the one hand and the Republic of Albania, of the other part, session I. Conditions Regarding the transition for rail transport.</p> <p>The 1<sup>st</sup> meeting of the TCT secretariat is already held in Mars 2018.</p>
	<p><i>Sub-action 4 - Review of national technical rules and safety rules for elimination or later reporting to ERA</i></p>	<p>Safety authorities</p>	<p>In the Railway Code of Republic of Albania, the RSA drafts in plain language and publish the mandatory rules of national railway safety, which are approved by the ministry responsible for transports. Ministry responsible for transport consults with all stakeholders if it wants to introduce national safety rules in a higher level than the common safety targets (CST).</p> <p>National safety rules are laid down in Article 62 of Law 142/2016, dated 22.12.2016, "Railway Code of the Republic of Albania" and notified as appropriate.</p> <p>According to the Railway Code the MoIE-RID/DIH has delivered in early April 2018 the Annual Report 2017 to the Agency with all recommendations on the railway safety and interoperability issues done to the RUs and IM and feedback is arrived as appropriate.</p>

	<i>Sub-action 5 - Network statement for the main infrastructure manager published</i>	Infrastructure managers	<p>According to the Law No 142/2016 of 22.12.2016 “The Railway Code of the Republic of Albania”, the track access charges (TAC) scheme was approved by the Minister responsible for transport on 20.04.2017 and the Minister responsible for finances on 7.03.2017.</p> <p>The NS is already published in the website portal of Albanian Railways as the main IM through:  <a href="http://hsh.com.al/wp-content/uploads/2018/05/Network-Statement-1.pdf">http://hsh.com.al/wp-content/uploads/2018/05/Network-Statement-1.pdf</a></p>
	<i>Sub-action 6 - Networks statements for rail freight terminals, including in sea ports and river ports published</i>	Infrastructure managers (railway, ports, terminal operator)	<p>Networks statements for rail freight terminals, including in sea ports and river ports shall be published as in the Recast directive already aligned within the new railway code into force in the Republic of Albania and further in support of the Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services as appropriate. Infrastructure managers should facilitate collection of information on service facilities and alleviate the administrative burden of service facility operators by providing a template in an easily accessible place such as their web portal.</p> <p>This template should be developed by the railway sector and regulatory bodies, in consultation with operators of service facilities as it is already aligned within the new railway Code of Republic of Albania. Operators of service facilities are under an obligation to supply all relevant information to the infrastructure managers in accordance with Article 31(10) and point 6 of Annex IV to Directive 2012/34/EU on established a single EU rail area as set out in the Article 28 paragraph 2.8 of the new railway Code of Republic of Albania into force since 12.01.2018.</p> <p>Where the infrastructure manager to whose network the facility is connected is exempted from the obligation to publish a network statement in accordance with Article (4) of Directive 2012/34/EU, aligned within the railway Code in force in tis art. 28.1.2 of the Code, where the “Network Statement” also contains information setting out the conditions for the right of access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities so the operator of a service facility shall provide the relevant link or ready-to-be-published</p>

			<p>information to the main infrastructure manager through <a href="http://hsh.com.al/wp-content/uploads/2018/05/Network-Statement-1.pdf">http://hsh.com.al/wp-content/uploads/2018/05/Network-Statement-1.pdf</a>.</p> <p>NS according to EU rules is -already published, in close consultation with the existing railway and intermodal actors.</p>
<b>1.1.2 Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</b>			
<i>Sub-action 1 – Consultation on the national level, between the IM and MoT on the willingness for inclusion in Rail Freight Corridors</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>	
	Ministry of Transport, IM	Albania also has carried out internal consultations and has asked officially Montenegro to be involved and support the implementation of the Freight Corridors in the Western Balkans. This project –have involved the other WB6 as well as the EU representing the neighbouring EU Member States. The European Commission has contracted an expert who is developing a study on the extension of the Rail Freight Corridors to the WB region.	
	Regional MoT, IM, EU neighbouring countries Mo and IM	At the 13 <sup>th</sup> Annual Ministerial Meeting, held on 6 <sup>th</sup> of December 2017, in Brussels, all the WB6 Ministers responsible for Transport agreed on the need of the RFC extension in the WB Region and expressed their interest to the EC for this process. This will be formalised through an official letter of expression of Interest of all WB6 Countries to the EC. The EC has contracted an expert who is developing the study on the extension of the Rail Freight Corridors to the WB region. In the framework of this Study a consultation meeting was held on 16 November 2017, in Belgrade with the participation of all WB6 countries. The aim of this meeting was to discuss particularities and to help to finalize the ongoing study on “Establishing of rail freight corridor in Western Balkans” as well as to set the basis for RFC cooperation framework between IMs in the region. This study is foreseen to be finalised in 2018.	
	Regional MoT, IM, EU neighbouring countries Mo and IM	At the 13 <sup>th</sup> Annual Ministerial Meeting, held on 6 <sup>th</sup> of December 2017, in Brussels, all the WB6 Ministers responsible for Transport agreed on the need of the RFC extension in the WB Region and expressed their interest to the EC for this process. This will be formalised through an official letter of	

			expression of Interest of all WB6 Countries to the EC.
	<i>Sub-action 4 – Consultant contracted<sup>15</sup></i>	DG MOVE and DG NEAR, Consultants,	The EC has contracted an expert who is developing the study on the extension of the Rail Freight Corridors to the WB region. In the framework of this Study a consultation meeting was held on 16 November 2017, in Belgrade with the participation of all WB6 countries. The aim of this meeting was to discuss particularities and to help to finalize the ongoing study on “Establishing of rail freight corridor in Western Balkans” as well as to set the basis for RFC cooperation framework between IMs in the region. This study is foreseen to be finalised - in 2018.
	<i>Sub-action 5 – Rail Freight implementation plan drafted</i>	Consultants, Regional Participants	The implementation plan is finalized by the consultant, after receiving and reflecting all comments from the WB6 countries.
	<i>Sub-action 6 – Inventory of rail facilities along the rail freight corridor prepared</i>	Consultants, Regional Participants	The specific objective of the above mentioned project is the extension of a EU rail freight corridor to one or more candidate countries of the Western Balkans (“SEETO region”) – transfer of best practice solutions. The main expected outputs are an inventory of rail freight facilities on the Core Network Corridors in Western Balkan including Alpine-West Balkan rail freight corridor including an implementation plan in accordance with Regulation EC 913/2010 concerning a European rail network for competitive freight, which will facilitate inclusion of the Western Balkans area into the Rail Freight Corridor initiative. An implementation plan is requested service and reported at expected results in accordance with Article 9(1) of the Regulation, with the exception of the investment plan referred to in Article 11 of Regulation (EU) No 913/2012. An inventory of rail freight facilities as referred to in Annex II of Directive 2012/34/EU points 2, 3 and 4 as they exist along the Core Network Corridors in Western Balkan including Alpine West Balkan corridor.
	<i>Sub-action 7 – Market study in accordance with Regulation EU No 913/2010</i>	Consultants, Regional Participants	A transport market study within the IP for the Core Network Corridors in Western Balkan including Alpine-West Balkans rail freight corridor in accordance with Article 9(3) of Regulation EU No 913/2010 considering

<sup>15</sup> Through already approved technical assistance to SEETO, consultant has been contracted to execute sub- actions 4-7

	<i>drafted</i>		<p>previously completed market studies for the existing nine rail freight corridors.</p> <p>The reported document version consists of one of three parts and has the following particularities, due to its declared main tasks:</p> <p>2<sup>nd</sup> part – Chap. 3 ‘Essential elements of the Transport Market study’ (TMS) that give indications for the development and finalisation of the 1st part– Cap. 1+2 ‘Introduction + Corridor description’ and 3<sup>rd</sup> part – Cap. 4+5 ‘List of Measures + Objectives’.</p> <p>Operational scenario: it occurs when all the bases to establish the whole RFC 10 ‘A-WB’ have been provided and the Corridor is ready to be offered to the rail transport market as a working unit.</p> <p>As recommended from the consultant in accordance to the Regulation, in the Rail Freight Corridors the international rail freight would have sufficient priority and competition between operators will be facilitated.</p> <p>To achieve this, the cooperation at all levels should be reinforced and particularly between IMs to obtain a suitable development of the selected lines in terms of infrastructure capacity and performance, with the objective to meet the market demand and to offer customers a good quality freight service.</p> <p>The railway IMs, RUs and other infrastructure-manager and capacity-allocation companies responsible for the establishing and running RFC 10 are committed to develop a railway corridor in harmony with freight market demand within this study.</p>
	<i>Sub-action 8 – Finalization of TA services and decision on next activities based on the results and recommendations</i>	DG NEAR and DG MOVE, Ministries of Transport	The study is foreseen to be finalised -in 2018. Stakeholders waiting its results and recommendations.
<b>2.1 Improvement of road safety – targeting the reduction of fatalities</b>	<b>2.1.1 Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</b>		
	<i>Sub-action 6 – Adoption of the Road Safety Inspection</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>

by 20% compared to reference year 2014	<i>guidelines from regional participants.</i>	DG MOVE, Ministries of Transport and with donors support – CONNECTA	The course of RSA/RSI auditors/inspectors is finalised in July 2017 and 26 auditors/inspectors are certified.
<b>2.1.2 Prepare three-year RSI plan for the core and comprehensive network and pilot RSIs on high accident sections</b>			
	<i>Sub-action 1 – Based on the adopted guidelines and results of the Action 2.1.1 to be prepared a three-year RSI plan for the Core and Comprehensive network</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action )</b>
		MoT and Road Authorities/Enterpr ises; support from donors - CONNECTA	<p>The Road Safety inspection mission of ConnectTA Project in Albania network (Tirane – Vore – Durrës, Shkodra – Koplik, Fier – Vlora and Fushe Kruje – Milot road sections) is carried out on 25 – 28 September 2017.</p> <p>Inspection Reports were submitted from ConnectTA during April, specifically on:</p> <p>Shkoder - Koplik, 23 April;</p> <p>Tirane - Durrës, 24 April;</p> <p>Fushe Kruje - Lezhe, 26 April;</p> <p>Fier - Vlore, 26 April.</p> <p>The inspected road segments are included in the list of the 5 year World Bank Maintenance Project, and for this reason the inspection report has been sent for opinion to the Unit responsible for the implementation of the above mention Project, with the aim that all the report findings to be taken into consideration in the future, during the implementation of project.</p>

2.1.3 Carry road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network			
<i>Sub-action 1 – Prepare a plan for carrying road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive and based on the SEETO RSA guidelines.</i>	IMPLEMENTING BODY (Stakeholders)	Description of the progress made (per sub-action )	
	MoT and Road Authorities/ Enterprises; with donors support - CONNECTA	<p>The Road Safety Audit Mission of Gjirokastra bypass is carried out from ConnecTA consultants, on 4<sup>th</sup> – 6<sup>th</sup> of December 2017. After that the Consultant prepared the Road Safety Audit Assessment Report and submitted (in mid-January 2018) to ARA.</p> <p>ARA has forward it to the project designer and currently we are still waiting their comments or his no-objection about their findings. <b>If the designer does not sent us any comment or suggestion, we will consider that all the findings have been accepted by the designer and they will be reflect in the project by ARA.</b></p>	
2.1.4 Establish a national system for continuous road crash data collection (by 2018)			
<i>Sub-action1 -Assessment of the current road crash data collection systems, and the opportunities for upgrade of the existing one's or setting up a new system.</i>	IMPLEMENTING BODY (Stakeholders)	Description of the progress made (per sub-action )	
	MoT and Road Authorities/Enterpr ises; Leading Agency (where possible), Ministry of Internal Affairs, with donors support -	<p>This is part of the Road Safety consultancies offered by the World Bank 5 years Results-Based Road Maintenance and Safety Project. In addition, the SEETO through SAFEGE Consultant is assessing the actual system of data collection and delivering recommendations for its improvement in the Albania.</p> <p>The road crash data collection system exist (Mol is in charge) but we agree</p>	

		CONNECTA	<p>to establish better channels of communications between all the institutions responsible for road safety and harmonise their data exchange and this was one of the conclusions of the 9<sup>th</sup> RSWG. Establish a national system for continuous road crash data collection is also subject of ConnectTA Assistance. The Regional Mission Meetings with the ConnectTA Consultants is carried out in mid-December 2017, in order to assess the existing road crash data collection system (Albanian Accident Information System) and to develop further this sub-measure. The ConnectTA Report was submitted on May 2<sup>nd</sup> and comments was sent from our side on May 17<sup>th</sup> ..</p> <p><b>The Government of Albania will take into consideration the ConnectTA report recommendation in order to fulfill all the steps foreseen in the Road Map for the improvement of the existing National System for continuous Road Crash Data Collection.</b></p>
	<i>Sub-action2- Road map for establishing a national system for continuous road crash data collection</i>	MoT and National Road Authorities; Leading Agency (where possible), Ministry of Internal Affairs, with donors support - CONNECTA	<p>ConnectTA Consultancy has assessed the actual data collection system in Albania (meetings were carried out during mid-December 2017) and on May 2018, MIE gave no objection regarding the draft Report, with the findings and recommendations, including a draft Roadmap for establishing a national system for continuous road crash data collection.</p> <p><b>The Government of Albania will take into consideration the ConnectTA report recommendation in order to fulfill all the steps foreseen in the Road Map for the improvement of the existing National System for continuous Road Crash Data Collection.</b></p>
<b>2.2 Trade and Transport Facilitation</b>	<b>2.2.1 Development and implementation of SEED+ to support the CEFTA Framework Agreement on exchange of data and simplification of inspections</b>		
	<i>Sub-action 1 – <u>Nov 2015</u> - meeting of TTFWG</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action )</b>

	- <i>SEED+ First phase ToR finalised</i>	CEFTA – Parties CEFTA Trade Facilitation Committee EC and CEFTA Parties (Ministries for Trade, Customs, Transport, SPS and TBT authorities)- SEED+	
	<i>Sub-action 2 – <u>Dec 2015</u> - financing agreement on SEED + project 1<sup>st</sup> phase concluded</i>	CEFTA – Parties CEFTA Trade Facilitation Committee EC and CEFTA Parties (Ministries for Trade, Customs, Transport, SPS and TBT authorities)- SEED+	
	<i>Sub-action 3 – <u>Jun 2016</u> Signed CEFTA Framework Agreement</i>	CEFTA – Parties CEFTA Trade Facilitation Committee EC and CEFTA Parties (Ministries for Trade, Customs, Transport, SPS and TBT authorities)- SEED	

	<b>2.2.1 Effective cross-border road transport</b>		
	<i>Sub-action 1</i> <i>Assessment of the opportunities for introducing one-stop shop on the Core road network's BCPs</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		Ministry of Transport, Mol, upon TA is effectively made available  Regionally coordinated by SEETO (TFWG); nationally coordinated by EU integration offices/Prime Ministers focal points	In all regional meetings, Albanian representatives of the MIE express the willingness to extend the Murriqan/Sukobin border crossing point even for freight transport. This issue is being discussed internally with the responsible authorities, operating in border crossing, in order to be prepared for the further discussions with our Montenegrin counter partners. Investments to improve the existing infrastructure might be needed in order to implement this initiative.  With the support of EC, CONNECTA Consultant is carrying out a Study for the Border Crossing Facilitation and Improvement of Cross Border Road Transport on the TEN-T Road Core / Comprehensive Network in the WB. In this framework, on 5 <sup>th</sup> of February, a team of ConnectA experts undertook the mission in Albania to discuss current state (institutional and technical) of the border crossing points located on the indicative extension of TEN-T Road Core and Comprehensive Network to the Western Balkans. . In order to proceed with any further steps we are expecting the outcome of the analysis carried out by ConnectA and their respective recommendations (ConnectA Report) that will enable the preparation and then signing of a Joint Action Plan with the Montenegrin counterparts. On this regard, <b>we are working to establish an inter-institutional Working Group, with the participation of all representatives from different Albanian Authorities/Institutions in order to be prepared for the forthcoming steps.</b>
<b>2.3 Intelligent Transport System (ITS) deployment on the Core Network</b>	<b>2.3.1 Definition of strategic framework for implementation of ITS on the Core Network</b>		
	<b>2.3.1.2 Definition of strategic framework for implementation of ITS on the Core Road Network</b>		

	<i>Sub-action 1- Transposition of the Directive 2010/40/EU into the national legislation</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT , road transport agency	<p>According to the Law no. 8308, dated 18.03.1998 “on road transport” amended, are included two articles on ITS elements. So, this law partially transpose the EU Directive 2010/40/EU.</p> <p>Following the amendment of the Law, the Minister of Transport and Infrastructure issued the Guideline of Minister of Transport and Infrastructure No 3616/3 of 20.07.2017 “On rules for implementation of the intelligent systems in field of road transport and connection with other modes of transport”, which further approximated the Directive 2010/40/EU.</p> <p>Currently Albanian Road Authority (ARA) administrates:</p> <p>a) Traffic Management System (fully functional in ARA), which is a system that consists in installation of stationer tools (17 installed points) for traffic-counter in the main axes of the national road network. This system provide to ARA, real time traffic data according to the obligation that derives from law no. 8378, dated 22.7.1998 “Road Code of the Republic of Albania”, as amended, on traffic monitoring in national road network - In close collaboration with AKSHI (National Information Agency), an experts working group was established (Oder of the NIA no. 200 dated 18.05.2018), in order to prepare the ToR, for the additional points of stationary measuring devices at the border points, as well as, to install weight in motion sensors in main corridors.</p> <p>b) Monitoring and Control Centre of Road Traffic, with its purpose to include the ITS services, in close cooperation with Albanian Institute of Transport and Traffic Police.</p> <p>c) “WEB-GIS” System, which is a system that serves as a detailed inventory of national road network, providing assistance in good administration of the respective data. ARA has completed the installation of this system, as a platform, and it is ready for all services according to the contract with data entry, layers and others. Currently the system It’s fully functional.</p>

	<i>Sub-action 2 Adoption of ITS strategy together with an Action/implementation plan</i>	MoT, road transport agency (with the support of donors and TAs, such as CONNECTA)	As a part of the Sectorial Strategy of Transport & Action Plan, 2016 – 2020, approved with DoC of Ministers No. 811, date 16.11.2016, ITS deployment has been included, and foreseen to be adopted by 2019. The CONNECTA mission was carried out on 13 <sup>th</sup> of October 2017. We have concluded all the exchange data process in this field.
<b>2.3.1.3 Definition of strategic framework for implementation of ITS on the Core Rail Network</b>			
	<i>Sub-action 1 - Transposition of the relevant EU legislation (interoperability directive) into the national legislation</i>	<b>IMPLEMENTING BODY (Stakeholders)</b> MoT, railway regulatory bodies	<b>Description of the progress made (per sub-action)</b> Regarding the ERTMS, the relevant EU legislation (Interoperability Directive 2016/797/EU and Safety Directive 2016/798/EU, and Regulation 2016/796/EU on the Agency) are already aligned into the new Railway Code.
	<i>Sub-action 2 - Adoption of the EU technical specifications and requirements (TSI CCS - control, command and signalling including ERTMS)</i>	MoT, railway regulatory bodies	The national legislation already aligned with the EU acquis, in Albania approved by DCM 566/03.08.2016:  -Directive 2016/798 / EU of the European Parliament and of the Council of the European Union of 11 May 2016 on railway safety (recast);  -Directive 2016/797 / EU of the European Parliament and of the Council of the European Union of 11 May 2016 on the interoperability of the rail system within the European Union (recast);  -Regulation (EU) 2016/796 on European Union Agency for Railways  LAW NO. 142/2016 THE RAILWAY CODE OF THE REPUBLIC OF ALBANIA as it is approved by law 142 of ALB Parliament on date 22.12.2016 and published in official journal 256-2016 on date 12.01.2017 and by decree of the President of ALB no. 9 in its Article 5 Definitions 35. "Technical Interoperability Conditions" (TSI) are the approved specifications with which each subsystem or part thereof is covered in order to meet the essential requirements and to ensure the interoperability of the

			<p>rail system.</p> <p>Article 133 Content of technical specifications for interoperability (TSI)</p> <p>1. Each of the subsystems is covered by one of the technical specifications for interoperability (TSIs).</p> <p>Where necessary, a subsystem may be covered by several technical specifications for interoperability (TSIs) and a technical specifications for interoperability (TSI) may cover some sub-systems.</p> <p>2. The fixed subsystem shall comply with the technical specifications for interoperability (TSI) and Railway vehicles shall comply with the technical specifications for interoperability (TSIs) and the national rules in force at the time of the request for authorization to place on the market in accordance with this Code and without prejudice to letter "dh" of paragraph 3 of this article.</p> <p>Conformity and compatibility of fixed subsystems and parts are permanently stored while they are in use.</p> <p>3. In order to achieve the objectives of the Code, any technical specifications for interoperability (TSI):</p> <p>A) Determines the purpose to cover any part of the network or railway vehicles, any subsystem: or</p> <p>B) defines the essential requirements for each subsystem and the elements associated with other subsystems;</p> <p>C) defines the functional and technical specifications for interoperability to be met by the subsystem and the elements associated with the other subsystems. If necessary, these specifications may vary based on the use of the subsystem, for example, by line, distribution and / or vehicle categories provided for in the railway system elements;</p> <p>Ç) Determines the interoperability components, which should be covered by the specifications on European standards, including European standards, which are needed to achieve the Interoperability within the European railway system;</p> <p>D) in each case under consideration, establishes the procedures to be used to evaluate Conformity or suitability for the use of interoperability components, on the one hand, or verification of subsystems, on the other. These procedures are based on the modules set out in the European Commission Decision;</p>
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			<p>technical specifications for interoperability (TSI). Article 134 Transmission of technical specification of interoperability (TSI)</p> <p>1. The Railway Safety Authority may allow the applicant not to apply one or more technical specifications for interoperability (TSI) or parts thereof in the following cases:</p> <p>a) for a new subsystem or part thereof for the renewal or upgrading of an existing subsystem or parts thereof, or any element which is at an advanced stage of development or which is the subject of a contract during the application of the technical specification of interoperability (TSI),</p> <p>b) when, after an accident or a natural disaster, Economic or technical reasons for the rapid resetting of the network do not allow the partial or full application of the relevant technical specification of interoperability (TSI), in which case the failure to implement the technical specification of interoperability (TSI) will be limited to periods prior to restoration of the network</p> <p>(c) where, for any proposed renewal, expansion or improvement of an existing subsystem or part thereof, application The technical specification of interoperability (TSIs) shall be based on the economic viability of the project and / or the railway system compatibility;</p> <p>d) for vehicles coming from / or moving to third countries whose railway line width is other than that of the main railway network.</p> <p>2. In the cases referred to in points (a) and (b) of paragraph 1 of this Article, the Railway Safety Authority shall communicate to the European Commission its decision not to apply one or more technical specification of interoperability (TSI ) or parts thereof.</p> <p>3. In the cases referred to in points (a), (c) and (d) of paragraph 1 of this Article, the Railway Safety Authority shall submit to the European Commission a request for the technical specification of interoperability y (TSI) or parts accompanied by a file containing the justification for the request and specifying the alternative provisions it intends to apply instead of the technical specifications for interoperability (TSI). In the cases referred to in points (c) and (d) of paragraph 1 of this Article, the European Commission shall adopt its decision by means of implementing acts based on such analysis. These implementing acts shall be adopted in accordance with the examination procedure referred to in paragraph 3 of Article 51 of this</p>
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			<p>Code as approved.</p> <p>Article 135 Adaptation, review and publication of technical specifications for interoperability (TSI)</p> <p>The Minister responsible for transport determines the purpose, adaptation and alteration of technical specifications for interoperability (TSI) for the Albanian railway system and approves the drafting, revision, updating and publication by the Railway Safety Authority.</p> <p>-</p> <p>The TSI prescription for the railway priority project on rehabilitation of railway line Durres-Tirana-Rinas airport with is in tendering procedure with its open and transparent prequalification procedure  <a href="http://hsh.com.al/wp-content/uploads/2018/05/Albania-Railways-DTM-48466-Invitation-for-PQ.pdf">http://hsh.com.al/wp-content/uploads/2018/05/Albania-Railways-DTM-48466-Invitation-for-PQ.pdf</a></p> <p>-Aligning the ERTMS track-side to the rail transport infrastructure etc as planned and approved by Law 29/2017 the ERTMS application as per annex of the Law with regard to railways sessions approved to be rehabilitation respectively. On the other hand on modernization rolling stock it is currently implementing a MoU of MoIE and ACRI on HSH fleet with modernization of locos fully aligned to the TSIs.</p> <p>The TSIs are currently in preparation with the EC consultant of the FS study and preliminary design of rehabilitation of CVIII Durres-Rrogozhine-Elbasan-Lin to FYROM.</p> <p>Under the WB Study On the trade and transport facilitation recently studied with the WB, as a 2nd assignment task from the WB management for this project is Upgrade conditions of service at Sukth Railway Station.</p> <p>For that at enormous importance for railway and intermodal connections in Albania, at request of the WB experts, Albanian Railways HSH/MoIE has refurbished the WB management with the CBA and MCA at economic/financial evaluation for upgrade conditions of service at Sukth Railway Station aiming to the railway linking with the Romano Port (Durres</p>
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			fuel area of the Project). The full documentation file contains among others a Preliminary Presentation conducted at the Group of Transport Facilitation for the World Bank Project entitled "The Project for Facilitating Trade and Transport in the Western Balkans -The Concept of the World Bank Project " which relies on 3 pillars interlinked at the level of the country and the WB6 region.
	<i>Sub-action 3 -Adoption of ITS strategy together with an Action/implementation plan</i>	MoT, railway regulatory bodies, (with the support of donors and TAs, such as CONNECTA)	<p>Based on the new strategy on science, technology and Innovation approved by the GoA in December 2017-2022, the railways in Albania has close cooperation endorsed in MoU to the Universities on research, development and innovations purposed in transport sector. These institutions serve as main stakeholders to the preparation of the ITS strategy in transport sector in an implementing framework.</p> <p>In the field of ITS HSH-MoiE who is also member of Shift2Rail joint undertaking on research and innovation in railways, and acting according to the MAAP and Annual Plan incl. ITS/ERTMS/TMS with 5WPs and 2 cross-cutting issues are acting on the EU Strategic Action Plan toward automation, digitalisation and decarbonisation .</p> <p><a href="#">Our national legislation into force is partially aligned with this EU directive 2010/40 of the European Parliament and of the Council of 7 June 2010 "On the Framework for the Deployment of Intelligent Transport Systems in the Field of Road Transport and for Interfaces with other modes of Transport", CELEX 32010L0040, Official Journal of the European Union, L 207, of 6.8.2010, page 113.in the legal act:</a></p> <p><a href="#">- Guideline of the Minister responsible for Infrastructure and Transport no. 3616/3 date 21.07.2017 on "RULES FOR THE IMPLEMENTATION OF INTELLIGENT SYSTEMS IN THE FIELD OF ROAD TRANSPORT AND FOR INTERFACES WITH OTHER MODES OF TRANSPORT"</a></p> <p>As a part of the Sectorial Strategy of Transport &amp; Action Plan, 2016 – 2020, approved with DoC of Ministers No. 811, date 16.11.2016, ITS deployment</p>

			<p>has been included, and foreseen to be adopted by 2019.</p> <p>The CONNECTA mission was carried out on 13th of October 2017. We are active in the process of exchanging data on this matter.</p> <p>Since all the HSH priority projects co-funded by the WBIF/EU are in preparation stage during 2018, and one project already matured ready for investment of rehabilitation of railway line Durres-Tirana PTT and a new construction to TIA airport in the upcoming period during 2018-2020, this Connecta sub-project of the EU project funded by the Commission is ongoing.</p> <p>Whereas already issued to all RPs WB6 regional participants its interim report where highly recommends for Albania the European Rail Traffic Management Systems ERTMS deployment in railways and the relevant planning the European Train Control System ETCS level "1" for the entire Albanian railways network by ensuring harmonisation of safety and interoperability with the WB6.</p> <p>Report 3 (Interim Report) on legal approximation of regional ITS legislative acts and further recommendation what still needs to be achieved to be in line with the EU acquis is delivered 09 February 2018 to stakeholders.</p> <p>Whereas the HSH has provided several comments to its improvement:</p> <ul style="list-style-type: none"> <li>i. This report provides us with EC recommendations for improving the current situation</li> <li>ii. Albania has been provided with a detailed analysis of the EU acquis at common approach</li> <li>iii. The technical specification on interoperability and standards of railways legislation are well-developed</li> <li>iv. Safety issues are presented in the rail transport system and in relation</li> </ul>
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			<p>interface to other modes.</p> <p>For our Albania's rail transport case, it is noted, moreover, that:</p> <ol style="list-style-type: none"> <li>1. There are valid recommendations on some EU acquis that should be included in the new national rail legislation in preparation.</li> <li>2. Those should be taken into account when the legal and sub-legal acts implementing the new railway code which are being addressed.</li> <li>3. On the ongoing implementation of the NPIE on the basis of the role of the railways within the SAA; and</li> <li>4. For the implementation of the TCT treaty and annex to the applicable rules for our rail transport sector.</li> </ol> <p>HSR review incorporated all the appropriate interventions for Albania in the relevant sections that include:</p> <ol style="list-style-type: none"> <li>a. Railways in Albania,</li> <li>b. The development of Albanian railways in the region,</li> <li>c. Adoption of the National Strategy for Innovation 2017-2022, and the technical standards of geospatial information on the theme of transport networks;</li> <li>d. Legislation for the AKSHI communications network administrator and the regulatory body in the electronic communications (and postal) area of AKEP, which controls the broadband frequency in the rail, sea, etc. transport.</li> <li>e. Protection of data in the law through the transposition of the EU security directive to a high level of security of communication networks including transport networks,</li> <li>f. Priority Actions, including the deployment of SMS management systems for</li> </ol>
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			<p>railways,</p> <p>g. Identified needs according to the ERA guidance for railway undertakings and / or infrastructure manager as defined in the new railway law; and</p> <p>h. Our proposed measures to the end of the A2 supplement as additionalities to the existing report.</p>
	<b>2.3.1.4 Definition of strategic framework for implementation of ITS on the Core Maritime Network</b>		
	<i>Sub-action 1 -Transposition of the relevant EU legislation (Directive 2002/59/EC) into the national legislation</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT , maritime transport agency	The preparatory work for the transposition of the Directive 2002/59/EC is done (the draft bylaw is prepared), remaining in the attendance due to the financial implications for its implementation.
	<i>Sub-action 2- Adoption of ITS strategy together with an Action/implementation plan</i>	MoT, maritime transport agency (with the support of donors and TAs, such as CONNECTA)	<p>VTMIS is one of the priorities of the Transport Sectorial Strategy, approved by the Albanian Council of Ministers Decision No.811, dated 16.11.2016 “on the approval of the Transport Sectorial Strategy and its action plan 2016-2020”.</p> <p>The CONNECTA mission on ITS was carried out on 13<sup>th</sup> of October 2017. We have concluded all the exchange data process in this field. Also, another meeting with ConnectTA team was carried out on 24<sup>th</sup> of April 2018, where more technically was discussed the VTMIS, and we were encouraged from them to apply through ConnectTA for the “Completion of the Feasibility Study, Detail Design and Tender Documents for the establishment of VTMIS in Albania”. We have expressed our interest on this project (sent by e-mail dated 23<sup>rd</sup> of May, 2018 and currently the application is being examined by ConnectTA”.</p>

	<b>2.3.1.5 Definition of strategic framework for implementation of ITS on the Core IWW Network</b>		
	<i>Sub-action 1 -Transposition of the relevant EU legislation into the national legislation</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT, IWW transport agency	N/A
	<i>Sub-action 2</i> <i>-Adoption of ITS strategy together with an Action/implementation plan</i>	MoT, IWW transport agency (with the support of donors and TAs, such as CONNECTA)	N/A
<b>2.4 Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020</b>	<b>2.4.1 Adoption of Maintenance plan for 2016-2020 for the entire Core Network Road Maintenance Plan</b>		
	<i>Sub-action 3 – Assessment of the need to conduct a road condition survey in Core/Comprehensive Road Network</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT, Road Authorities possible source of assistance CONNECTA	After the meeting with CONNECTA Consultant, held in Tirana, on 4 <sup>th</sup> of October 2017, Albanian Road Authority submitted all the data as per the prepared questionnaire of the Consultant. Needs Assessment Report on Road Maintenance is submitted by CONNECTA by the end of December 2017 and after our comments the consultant has moved to the second phase of the project (drafting the Plan, guidelines etc). The final report is expected before London Summit 2018.
	<i>Sub-action 4 - Prepare 5 Year Road Maintenance Plan for Core/Comprehensive</i>	MoT, Road Authorities, SEETO with possible source of	With the assistance of the WB, the GoA is ongoing the “Results-based Road Maintenance and Safety Project (RRMSP)” (2016-2020). Under this project, five-year performance based maintenance contracts will be signed with four private contractors for the periodic and routine maintenance of 1,335 km of

	<i>Network</i>	assistance CONNECTA	<p>Primary and Primary-Secondary roads of the national road network. The results-based approach is consistent with the Government's on-going strategy to grant concessions for the operation and maintenance of a number of highways.</p> <p>Implement a Road Maintenance &amp; Black Spot Elimination Plan and a detailed roadmap updating planning processes, standards in design and construction, operation and maintenance practices, and works supervision are some of the main objectives/components of the project.</p> <p>Out of the 105 black spots listed on the national road network, 27 of them have been improved due to the new projects implemented in some of road sections.</p> <p>We are now in the process of elaborating a new list of black spots, as one of the components of IPA 2013 project "Increase of road safety standards (Technical Assistance for improvement of road safety in Albania)" with the total cost of 2,350,000 euro.</p>
	<i>Sub-action 5 - Structure maintenance budget as per (a) Routine, (b) Periodic/Structure, as well as separate provisions for (c) Emergency and (d) Rehabilitation Projects</i>	MoT, Road Authorities and MoF, with possible source of assistance	The Government of Albania adopted the Road design and construction standards on August 2015, which are contributing to the improvements in the quality of planning, designs and construction of road infrastructure
	<i>Sub-action 6 – Gap analysis of establishment of Road Asset Management System</i>	Road Authorities/Enterprises with support from donors	<p>According to sub-component 2.B of the World Bank RRMSP, the road asset management system will be updated. The project also includes measures to ensure that condition and traffic data is collected and input. These targets will be achieved if there is evidence that inventories and annual condition surveys are completed and multi-year maintenance programs are prepared annually.</p> <p>The Transport Strategy, under the Priority Action 1.2.1, Implement a detailed roadmap updating planning processes, standards in design and construction, maintenance practices, and works supervision foresee a specific task, namely: 2017: Set up – and update regularly - a GIS-based road asset</p>

			<p>management system as a basis for a more efficient and professional management of national road assets (co-finance under the State budget, WB and IPA).</p> <p>1. Competent Authorities shall ensure that issues related to liability, concerning the deployment and use of ITS applications and services set out in specifications adopted in accordance with Article 6, are addressed in accordance with relevant national legislation.</p>
<b>2.4.2 Adoption of Maintenance plan for 2016-2020 for the entire Core Network- Rail Maintenance Plan</b>			
	<i>Sub-action 3 - Change budgetary planning practice to introduce s contracts to agree the structure of payments at the beginning of the contract for the whole duration of multi annual contract, preferably in accordance with Article 30(5) of the SERA Directive (at least five years' contracts)</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		Ministry of Finance/Economy	<p>In the period of 5 years from 2016 to 2020 the framework of national transport Strategy and its Action Plan within it, has designed the Priority Action Rail no. 7. It is approved with Decision of Council of Ministers No. 811, date 16.11.2016 for Albanian Railways under its preventive maintenance Plan of the network agrees on the values proposed by MoT as regards the preventive maintenance on core network (Tirana-Durres &amp; Vora-Hani Hoti border to MNE) and preventive maintenance for rail comprehensive network (Durres-Pogradec toward FYROM &amp; Rogozhina –Fier in south of Albania). These are to be incorporated in the 5 years maintenance plan incl. Maintenance &amp; renewal in preparation and which is to be further adopted in a Decision of Council of Ministers.</p>
	<i>Sub-action 4 - Review of the current asset management system, based on an asset register to assess the</i>	IM (with the support of donors and TAs, such as CONNECTA)	<p>The Project on rehabilitation of Durres-Tirana-Rinas with the EU TA will include sector reform and institutional strengthening measures in the following areas institutional strengthening to assist with the preparation of an Asset Management Plan and Track Access charges in Albania.</p> <p><b>Asset Management Plan and Track Access Charges:</b> developing an Asset</p>

	<p><i>financing needed for repair and replacement and with details on the expenditure for the infrastructure, preferably in accordance with Article 30(7) of the SERA Directive</i></p>		<p>Management Plan, which will include a survey of the condition of the Company's assets, as well as an assessment of the full cost of operating and maintaining the network This will enable an efficient allocation of maintenance resources to be made and provide a transparent basis for the calculation of track access charges in line with the EU rail sector guidelines, which will enable open and transparent third party access to the network;</p> <p><b>IFRS Accounting:</b> improving the Company's accounting and reporting systems to enable the Company to prepare financial statements that are fully compliant with IFRS going forward;</p> <p><b>Green Economy:</b> the provision of high-quality rail services which is fundamental for the development of sustainable transport systems which reduce CO2 emissions in line with national and EU transport policy targets.</p> <p>CONNECTA Consultancy is assisting us on this sub-measure. The Maintenance Plans will cover the period 2019 – 2023 for Comprehensive/Core Networks, a logical extension from the previously envisaged timeline 2016-2020 from the Transport Sector Strategy and Action Plan to 2020.</p> <p>After the meeting with CONNECTA Consultant, held in Durrës, on 5<sup>th</sup> of October 2017, Albanian Railway submitted most of the data (institutional, technical, economic and financials) per the prepared questionnaire of the Consultant.</p> <p>Needs Assessment Report on rail Maintenance is submitted by CONNECTA by the end of December 2017 and after our comments the consultant has moved to the second phase of the project (drafting the Plan, guidelines etc).</p> <p>Due to the fact that Rail maintenance is being assessed as a part of the connectivity reform measures, the feed from the stakeholders were duly addressed on 26 January 2018.</p> <p>Connecta rail maintenance report no.2 delivered on the "Analysis of present contractual relations" shall serve Ministries of Transport and IMs for easier</p>
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			<p>preparation of multiannual plans and contracts of rail IM with the State, which for Albania is still missing.</p> <p>The latest version no. 3 of the Data Entry Form (DEF), with our data populated inside is delivered to insert all the additional data and corrections into this file and also an additional Excel file concerning Overall Condition Sheet.</p> <p>Report 4 - Recommendations for setting up Railway Infrastructure Asset Management System (RI-AMS) of the Connecta project - Preparation of Maintenance Plans 2019-2023 for Road/Rail TEN-T indicative extensions to WB6 is already delivered from SEETO to the stakeholders. The final report is expected before London Summit 2018.</p> <p>ConnectA rail maintenance report no.2 - Analysis of present contractual relations which is already distributed by SEETO and Consultant,. In the report is - mentioning the lack of drafting the multiannual contract with the state and Albanian IM for the investments.</p> <p>Prior to that, the Feedback from stakeholder HSH/MIE is already delivered in 26.01.2018 and 15.03.2018 aiming to its further improvement of the assets register of the main HSH IM involved within the report.</p> <p>The Administrator of HSH and WG working group of Albanian Railways has been sending comments on the report and appendixes, with regard to the existing annual condition report from main I.M -HSH.</p> <ol style="list-style-type: none"> <li>1. It is assessed a necessity, and, thus, required for Connecta expert to have a new experts mission in RP- Albania, at least one other visit kindly requested by HSH WG, where to discuss further any topics with the Consultant team.</li> <li>2. Inclusion of aspects on SMS Safety Management Systems and involving the methodological approach on their establishment is necessary for HSH IM</li> <li>3. The lack of drafting contract of IM and State is noted and it is closely related for in application of articles 154-156 of the new law 142/2016 railway</li> </ol>
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			<p>code of Rep. Alb. In Paragraph 7 of the Article 90, that stipulates that the Council of Ministers, by decision, defines the services of general public interest, funding of public services from the state budget or the local authorities budget, etc.</p> <p>Articles of 154-156 of the Code stipulates on contract of general interest over its basic principles already approved within the Railway Code into force</p> <p>3. From 12 January 2018 the law 142/206 railway code with this regard has entered into force and really matters to include technical parameters of infrastructure that should be included in the new contract among infrastructure manager with the ministry responsible for infrastructure and energy.</p> <p>4. DoCM 938/28.12.2016 on review of draft document of midterm budget program 2016-2017-2018-2019 (to 2020) has published the subsidy in rail system. The maintenance investments are also in the publication as well as the renewal funds already secured and approved by the GoA.</p> <p>5. In the transport sector strategy and its action plan 2016-2020 no. 811 dated 16.11.2016 and published in the off. gazette 230-2016 under the priority rail no. 7 on ensuring a preventive maintenance on core/comprehensive whereas funds were totaling 22.87 million of Euros, one million Euros state budget and others of IFIs</p> <p>6. Data of ASIG is regulated under the legislation into force and GIS system, relevant aspects to be incorporated.</p> <p>7. GoA has approved the scheme of criteria and compensation of contract of economic interest as per certain articles of TFEU, is implementing from 14 September 2016.</p> <p>Reliant to the paragraph 7 above-mentioned, and on basis of the national state aid legislation as amended in Albania, the methodology of calculating the compensation is established wherever the Decision No. 650, dated 14.9.2016 of the Council of Ministers is issued on the determination of the criteria, intensity and procedure for the issuing and authorizing state aid in the compensation form of general economic and public interests.</p> <p>The DoCM is partly aligned with the European Commission Decision "On the</p>
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			<p>implementation of Article 106 (2) TFEU on state aid in the form of compensation for services of general economic interest", CELEX 32012D0021, Official Journal of the European Union OJ L 7, 11.1.2012, L 7, page 3.</p> <p>The DoCM is already published in the Official Gazette of Republic of Albania no. 178-2016. According to its chapter II in DoCM among others, following provisions are established:</p> <ul style="list-style-type: none"> <li>• Paragraph 1 defines in any case; State aid in the form of compensation are granted and permitted only if the enterprise has a mandate to provide a service of general economic interest which fulfils the conditions set out in this Decision.</li> <li>• The mandate contain, in particular: the timeline. In principle, the mandate does not exceed a period of ten years, except as specified therein. The compensation mechanism and the parameters for the calculation, monitoring and review of the compensation are defined in this DoCM and also measures for avoiding and reversing any overcompensation as well as any exclusive or special rights that are assigned to the enterprise, which are foreseen in advance by law.</li> <li>• Provision of state aid in the form of compensation shall be proportionate.</li> <li>• The amount of compensation shall not exceed the net cost of providing the public service, including a reasonable profit margin. The calculation of net cost, profit margin and overcompensation control is carried out in accordance with the provisions of Chapter III of the Decision.</li> <li>• Grants in the form of public service compensation which not included in the cases provided for in paragraph 1 of this chapter of the DoCM may be authorized by the State Aid Commission after evaluation, on the basis of the general criteria set out in this Decision and in the law on state aid,</li> </ul>
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			<p>et al.</p> <p>8. ERL is codex sessions of Albania's railways system, where others use EY. The feasibility study of WYG Int Ltd funded by WBIF/EC has included them since in December 2009.</p> <p>9. Video-surveillance is very much needed since we do not have included funds in 2018, they should be foreseen in 2019-2023 plan.</p> <p>10. All our "lacks" in the plan report become "must" and incorporate within the plan.</p> <p>11. The procurement mentioned in the report is a responsibility of HSH not of HSH IM organizational structure. The news is that a new PIU is established in HSH who shall carry out the tendering procedures as per procurement rules of IFIS and national legislation aligned to the EU.</p> <p>12. The official list of machineries for purchasing delivered to the MIE and the Connecta, should be included since the WG considers it very important to be planned the funds for them, and the IM want to make several maintenance works by itself.</p> <p>13. Etc.</p>
	<p><i>Sub-action 5- Rail Maintenance Plan for Core/Comprehensive Network for period from 2018, ensuring no section in poor/very poor condition by 2020</i></p>	<p>IM (with the support of donors and TAs)</p>	<p>After the meeting with CONNECTA Consultant, held in Durres, on 5<sup>th</sup> of October 2017, Albanian Railway submitted most of the data (institutional, technical, economic and financials) per the prepared questionnaire of the Consultant.</p> <p>The plan is preparing in close cooperation of the stakeholders.</p> <p>It is delivered the legislation inventory in close cooperation to the Connecta.</p> <p><b><u>Rail Maintenance – General Information</u></b></p> <p>Based on the national legislation in the field of MPF management of public funds and on the Law on the budget 2018 including the financing until 2021, based in the <a href="#">ecofin evaluation of the entire ALB railway network</a> (Law 63/2015) the investments include existing and new projects and incl. Maintenance and renewal M &amp; R.</p>

			<p>For renewal of railway line the funds are planned for disbursement in Durres-Tirana and Rinas and budget financing of VAT of 93 mln ALL is planned in 2018 and 200 mln ALL in 2019 and 200 mln ALL in 2020. The amount of local costs on land acquisition of 5 mln ALL for 2018 is approved of financing plan for the project.</p> <p>The VAT for extension of PTT to new passengers train terminal is also planned of amount 4 mln All in the budget 2018.</p> <p>The external funds are approved for 700 mln ALL in 2018 for rehabilitation of Durres-Tirana and Rinas and 1.4 bln ALL in 2019 as well as 1.4 billion ALL in 2020.</p> <p>In the case of FS rehabilitation of Durres-Elbasan-Pogradec -Lin-FYR Macedonia the grant WBIF is disbursed and VAT is planned from HSH/MoIE for regular monthly payment of amount 3 mln ALL in 2018.</p> <p>For maintenance costs are planned accordingly the embankment of Droja bridge large artwork in rail in 2018. An amount of 16 mln ALL in 2018 are planned for RS rolling stock in the ECM entity in charge of maintenance of HSH.</p> <p>For other maintenance works are funds are increased on the Core network as foreseen and already planned at value 200 mln ALL in 2019 and 2020 from previous planned funds of 160 mln ALL at each subsequent year.</p> <p>The budget tables approved include the funds for purchasing the new sleepers which is under tendering procedure from public procurement agency at the unique platform on procurement procedures in Albania.</p> <p>These include reconstruction of railway line without signaling of the Shkozet –Kavaja in 2019 and Kavaja-Rrogozhina in 2020 in the SEETO</p>
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			<p>comprehensive network. This rail section is currently under studying of preliminary design and Feasibility study for rehabilitation of section Durres-Rrogozhina at the EU TA grant of WBIF/EC at a contract managed by EIB.</p> <p>From border station Bajza-Border to Montenegro the maintenance funds of state budget are approved for in 2019 and Budull Ischem on the Core network, for in 2019. These rail sections are also under studying as parts of the DD study of rehabilitation of Vora-Hani Hotit in preparation with an TA EU, and grant of WBIF/EC at a contract managed by EBRD.</p> <p>Also maintenance funds from state budget of milot lezha is planned in 2020 as part of core network so that aiming to ensure for not having at very poor sections until 2020</p> <p>Co-financing of the EU shall be proposed through the Project Plan with Connecta in current preparation stage.</p>
	<p><i>Sub-action 6- Coordination between the regional IM (neighbouring IMs between themselves), consultation with interested parties before preparation of maintenance plans and the schedule for works and publication in the network statement as prescribed in Article 8 of the SERA Directive, Article 12 of</i></p>	IM	<p>There are carried out consultation at national level with MoT and IM and regional levels with through SEETO.</p> <p>HSH has had several meetings with the regional participants likewise ZICG Montenegro in Podgorica at the joint meeting in the ZICG Head quarters in Podgorica date 22/01/2018, the PEMRI Macedonia on 9 February 2018 and InfraKos of Railways of Kosovo on the same date in February 2018 on common development plan including maintenance and renewals in joint infrastructure earmarked as regional project.</p>

	<i>Regulation (EU) No 913/2010 on the rail freight network and the Guidelines for planned temporary capacity restrictions of RailNetEurope of 12 March 2015</i>		
Improving Transport Network Resilience in the Western Balkan to climate change	<b>2.4.3 Building resilience of the Core/Comprehensive Network</b>		
	<i>Sub-action 1 – Carry out scoping phase of developing Network Resilience Plan</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT, Road Authorities, Rail companies, MoE etc, SEETO, support from donors (World Bank)	<p>The Transport Resilience Questionnaire, prepared by SEETO was filled out with the contribution of all stakeholders and sent back to SEETO. This action can be subject of further Assistance from different financial sources.</p> <p>Supported by EU IPA funds, the Climate Change Strategy CCS and the action plan on the mitigation of greenhouse gases GHG, is expected to be approved by this year. They set the pillars for the implementation of the National Determined Contribution NDC.</p> <p>As a prior step for implementation of adaption and climate mitigation policies and Climate Change Program CCP, under the management of the inter-ministerial Working Group on Climate Change IMWGCC, lead by the Ministry of Environment MoE, the National Adaptation Plan has been prepared and published as the -National Plan for Climate Change Adoption (DNPCA) and the climate changes have now been streamlined in a series of strategic policy documents, in the transport sectors; waste; energy; water management; agriculture; forest; biodiversity; urban development; health</p>

			<p>and environment particularly in the climate change sector.</p> <p>The Ministry of Infrastructure and Energy is drafting the ANTP3 Albanian National Transport Plan, with Typsa consultant of the EUD. The ANTP inception report comprises our common actions to climate mitigation and working toward sustainability transport as well.</p> <p>Ministry of Infrastructure and Energy had finalized the Albanian Sustainable Transport Plan ASTP after it was signed in 2015 an agreement to design the project Sustainable Transport Plan (PQT) with the consulting company PricewaterhouseCoopers Advisory (PWC), the subject of energy savings in the transport sector and ensuring a sustainable development of the transport network Albania.</p> <p>- MoIE is involved in the consultation process for the Environmental Cross-Cutting Strategy 2015-2020 and its revision including the climate changes. As the updated 2015 - 2020 Cross-Cutting environment Strategy does contain climate change indicators, they are to be further strengthened by the Climate Change Strategy and its action Plan for Mitigation which was under preparation supported by IPA 2013 Project.</p> <p>The World Bank is very much active in resilience field. The World Bank Project 'Trade and Transport Facilitation in the Western Balkans Region' has 4 components, the forth one is the Trade and Transport Resilience (incl. Climate change impacts, Transport modelling overlay, Decision Under Uncertainty and Operational scenarios for freight).</p> <p>Also the new World Bank TA to Climate Resilient Road Asset in Albania is launched (kick off meeting on 25<sup>th</sup> of April 2018). The main objective of this technical assistance is to inform the prioritization of future climate and seismic resilient investments in road assets in Albania. The objective will be achieved through applying a climate and seismic vulnerability assessment on national road network in Albania, proposing mitigation measures and improving climate and seismic resilient design, construction and maintenance standards for national roads and local roads.</p> <p>In the frame of the World Bank Assistance in this field a workshop on the Technical Knowledge Exchange on Resilient Transport, was held in Belgrade,</p>
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			Serbia from January 22-26, 2018, organized by the Resilient Transport Community of Practice (CoP), in collaboration with Global Facility for Disaster Reduction and Recovery (GFDRR) and the World Bank Serbia Office. The key practical themes discussed were: understanding disaster (i.e., geo-hazard) risks faced by the transport sector and system planning-based approaches to manage these risks; best practices on asset management technologies and institutional and financial mechanisms; etc..
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MEASURE 2020	MEASURE 2016/2017		
	<b>3.1.1 Implementation of the rail border crossing agreement between Serbia and the former Yugoslav Republic of Macedonia</b>		
	<i>Sub-action 5 - Contracting the consultants under WBIF for preparation of project documentation for joint station Tabanovce</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		WBIF, MoT	
	<i>Sub-action 6 - Finalizing the project</i>	WBIF consultants	

<b>3.1 Effective Border Crossing Agreements</b>	<i>documentation</i>		
	<i>Sub-action 7 - Preparation of WBIF application for construction of the Tabanovce station</i>	Ministry of Transport	
	<i>Sub-action 8 - Staff education</i>	Border Authorities	
	<b>3.1.2 Conclusion of negotiations between Bosnia and Herzegovina and Croatia for rail border-crossing points (BCPs) on Corridor Vc</b>		
	<i>Sub-action 1 – Prepare and ratify the international border crossing agreement</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoTs, Council of Ministers of BiH and Croatian Government, Parliament, with support of the EC	
	<i>Sub-action 2 – Prepare and sign Border police agreement</i>	Ministries of Interior	
	<i>Sub-action 3 – Prepare and sign Customs agreement</i>	Customs	
	<i>Sub-action 4 – Prepare and sign Phyto-sanitary</i>	Ministries of Agriculture and Health	

	and Veterinary Agreement		
	Sub-action 5 – Prepare and sign agreements between transport authorities	Ministries of Transport, IMs	
	<b>3.1.3 Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project</b>		
	Sub-action 5 – Staff education	IMPLEMENTING BODY (Stakeholders)	Description of the progress made (per sub-action)
		Border Authorities	<p>The first joint training was held on 26 May 2017, in Tuzi, Montenegro, during which discussions on Modus Operandi were held. After that, the revised Modus Operandi on the functioning of the joint border railway station of Tuzi, Montenegro, for dispatching the railway transport between both countries was reviewed by the Albanian authorities and was resent to the Montenegrin part on 7 June 2017. The final joint training and the signing of the Modus Operandi was carried out on the 27 June 2017, in Tuzi Joint Border Railway Station. The Albanian authorities started the equipping of the offices on 3 July 2017 and finished by 10 July 2017, so <b>the joint work started on 10 July 2017</b> (before the Trieste Summit, held on 12 July 2017). With the fulfilment of these activities, the national Measure “Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project” is accomplished.</p> <p>In this framework, on 20<sup>th</sup> of November 2017, in Tuzi, Minister of Infrastructure and Energy of Albania, Mr. Damian Gjikhuri, will</p>

			<p>meet Minister of Transport and Maritime Affairs of Montenegro, Mr. Osman Nurković, to officially inaugurate the Tuzi joint Railway Station. They also discussed together on the problems faced by authorities during the operations, in order to solve them as soon as possible.</p> <p>The thematic Monitoring Group of the MioE and HSH established by Order of the Minister responsible for Infrastructure and Energy incl. transport matters and digital networks, no. 157 date 30.10.2017 is accounting every data information on the Tuzi joint railway border station and the Zone, as per the Intergovernmental Agreement and has been periodic reporting monitoring to the MoFE, EUDA and the GoA.</p> <p>Due to the new Appointment of the Albanian Railways from the Supervisory Council the CEO HSH has had joint meetings with the CEO ZICG Railway Infrastructure of Montenegro and a separate meeting with CEO Montecargo the Railways Undertaking of Montenegro to accelerate common efforts for successful implementation of the Protocol signed between both railway infrastructures of Albania and Montenegro and the Modus Operandi already signed at Intergovernmental Commission between both countries.</p> <p>The RUs for Albania which operate the Zone are both public and private railway carriers. After the process of consultation to the stakeholders, they both IMs, of Albania and Montenegro, according to the Recast Directive annex VII provisions, have already endorsed the Working Timetable and on review rules of timetabling established for the international train paths.</p> <p>A joint meeting of the Albanian authorities (MoIE, Albanian Railways, Border Police) operating in the Joint Railway station of</p>
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			Tuzi was held on the 8 <sup>th</sup> of May 2018, in order to closely discuss about the functioning of this station.
<b>3.2 Implementation of Integrated Border Management (IBM) strategy</b>	<b>3.2.1 Implementation of IBM at Common Crossing Points (CCPs) between Serbia and Kosovo<sup>16</sup></b>		
		<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		Custom authorities Border police	
	<b>3.2.2 Provide one parking lane on each side of the Common Crossing Point of Merdare/Merdarë</b>		
	<i>Sub-action 1 – Development of Detail Design</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		The United Nations Office for Project Services (UNOPS), DG NEAR	
	<i>Sub-action 2 – Tender for works</i>	The United Nations Office for Project Services (UNOPS), DG NEAR	
	<i>Sub-action 3 – Beginning of construction</i>	The United Nations Office for Project Services (UNOPS), DG NEAR	

<sup>16</sup> To be further developed with inputs from the EC and concerned Regional Participants (Serbia and Kosovo)

MEASURE 2020	MEASURE 2016/2017		
3.1 Effective Border Crossing Agreements	<b>3.1.4 Revisiting the rail border crossing agreement between Serbia and Bulgaria</b>		
	<i>Sub-action 1 – consultation between the Serbian, Bulgarian authorities, with support of the EC</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT (Serbia and Bulgaria), with support of EC	
	Sub-action 2 - revisiting the agreement and protocols to comply with EU rules and legislation	Ministry of Transport, Customs, Ministry of Interior, Ministry of Agriculture, IM (Serbia and Bulgaria) and E	
	<b>3.1.5 Implementation of the border crossing agreement between Kosovo and the former Yugoslav Republic of Macedonia</b>		
	<i>Sub-action 1 – Prepare and sign Border police agreement</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		Ministry of Interior	
	<i>Sub-action 2 – Prepare and sign Customs agreement</i>	Customs	
	<i>Sub-action 3 – Prepare and sign Phyto-sanitary and</i>	Ministry of Agriculture	

	<i>Veterinary agreement</i>		
	<i>Sub-action 4 – Prepare and sign agreements between rail authorities</i>	Ministries of Transport, Infrastructure Managers, railway undertakings	
	<i>Sub-action 5 – Staff education</i>	Border Authorities	
	<b>3.1.6 Conclusion of negotiations and signing of rail border crossing agreement between the former Yugoslav Republic of Macedonia and Greece for border-crossing point (BCPs) on Corridor X</b>		
	<i>Sub-action 1 – negotiation between the Greek, Macedonian authorities (with the support of EC)</i>	<b>IMPLEMENTING BODY (Stakeholders)</b>	<b>Description of the progress made (per sub-action)</b>
		MoT (the former Yugoslav Republic of Macedonia and Greece), with support of EC	
	<i>Sub-action 2 – Prepare and ratify the international border crossing agreement</i>	MoTs, Greek and Macedonian Government, Parliament	



## **Annex 4**



REPUBLIKA E SHQIPËRIE  
MINISTRIA E INFRASTRUKTURËS  
DHE ENERGJISË

**U R D H Ë R**

Nr. 157, Datë 30. 10. 2017

**P Ë R**  
**NGRITJEN DHE FUNKSIONIMIN E GRUPIT PËR**  
**MONITORIMIN E STRATEGJISË SEKTORIALE TË TRANSPORTIT,**  
**PLANIT TË VEPRIMIT 2016-2020 DHE TË INDIKATORËVE TË “KONTRATËS SË**  
**REFORMËS SË SEKTORIT IPA 2016”**

Në mbështetje të nenit 102, pika 4, të Kushtetutës së Republikës së Shqipërisë dhe të Vendimit Nr. 811, datë 16.11.2016, të Këshillit të Ministrave, “Për miratimin e Strategjisë Sektoriale të Transportit dhe Planit të Veprimit 2016-2020”,

**U R D H Ë R O J:**

1. Ngritjen dhe funksionimin e Grupit për monitorimin e Strategjisë Sektoriale të Transportit, Planit të Veprimit 2016-2020 dhe të Indikatorëve të “Kontratës së Reformës së Sektorit IPA 2016”, me përbërjen si më poshtë:

- |   |  |
|---|--|
| 1. Eduart Gjokutaj  | Kryetar/Këshilltar në Kabinet  |
| 2. Drejtori   | Drejtoria e Përgjithshme e Politikave dhe Zhvillimit të<br>Infrastrukturës dhe Territorit    |
| 3. Drejtori   | Drejtoria e Koordinimit, Marrëveshjeve dhe Asistencës  |
| 4. Drejtori   | Drejtoria e Politikave dhe Strategjisë dhe Zhvillimit të<br>Infrastrukturës dhe Territorit   |
| 5. Drejtori   | Drejtoria e Konceptimit dhe Fizibilitetit të Projekteve të<br>Infrastrukturës dhe Territorit |
| 6. Përgjegjës   | Spektori i Përgatitjes dhe Fizibilitetit të Projekteve IPA                                   |
| 7. Përgjegjës   | Spektori i Përgatitjes dhe Fizibilitetit të Projekteve të<br>Zhvillimit të Infrastrukturës   |
| 8. Përfaqësues nga Instituti i Transportit                                      |  |
| 9. Përfaqësues nga Autoriteti Rrugor Shqiptar                                   |  |
| 10. Përfaqësues nga Autoriteti i Aviacionit Civil                               |  |
| 11. Përfaqësues nga drejtoria e Përgjithshme e Shërbimeve të Transportit Rrugor |  |
| 12. Përfaqësues nga Hekurudha Shqiptare   |  |
| 13. Përfaqësues nga Drejtoria e Përgjithshme Detare                             |  |

2. Grupi do të monitorojë periodikisht Strategjinë Sektoriale të Transportit, Planin e Veprimit 2016-2020, si dhe indikatorët e Kontratës së Reformës së Sektorit të Transportit, IPA 2016.

3. Raporti për çdo monitorim do të përgatitet nga Drejtoritë Përgjegjëse sipas secilit modalitet të Transportit në bashkëpunim me përfaqësuesit e institucioneve të përfshira në Grup, si dhe me Drejtorinë e Buxhetit dhe Menaxhimit Financiar.

4. Grupi do të përmbledhë raportimet në gjashtëmujorë dhe do të hartojë një Raport 6-mujor dhe Raportin Vjetor të Progresit. Raporti do të strukturohet sipas modelit të strategjisë. Në Raport do të përfshihen përmbushja e pikave të Planit të Veprimit duke u renditur sipas zhvillimeve të secilit modalitet, të indikatorëve, duke vendosur edhe komentet për mospërmbushjet dhe problematikat e rezultuara nga monitorimi.

5. Sektori i Përgatitjes dhe Fizibilitetit të Projekteve IPA ngarkohet të kryejë edhe detyrën e sekretariatit teknik të grupit të punës për proceset e mësipërme.

Ky urdhër hyn në fuqi menjëherë.

**MINISTRI**

**Damian Gjiknuri**

