

Railways at the center of the post-pandemic  
recovery – Connectivity through the railways

A workshop for the 75th Anniversary Session of the Working Party on  
Rail Transport

Wednesday 17th November 2021, 15:00 to 17:00, Tempus 2, Palais des  
Nations, Geneva and online (ELEZI 16:25-16:35 pm)



# Railways at the center of the post-pandemic recovery – Connectivity through the railways

- Albania's railway system is yet to recovering after the pandemic times
- The WB6 has published the interrupted transport in the Green Lanes
- The transport by rail is usually carried out by the transport contract
- The ad hoc applicant has been offering opportunities to carrying on
- The transport of dangerous goods (TDG) are done in Albania by rail
- The export of fuel (TDG) by trains (ALBRAIL Ltd), concessionary in SEE
- The import of scrap ore by Albanian railways carried from the CEFTA
- The Western Balkan region is in high demand of qualitative services



# Green lanes / corridors to combat COVID-19



*Albania periodically reports to the ECE Observatory on Border Crossing Status due to COVID-19 as practical tool designed by the United Nations regional commissions with the customs, international organizations and the transport industry containing updated information of 115 countries*

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- Adoption of the Green Corridors/Lanes Joint proposal by TCT & CEFTA
- Facilitating the transport and trade of essential goods within the WB6
- Transport community are monitoring the waiting times at the borders
- The CBPs reports in close cooperation with the respective authorities
- The UNECE statistical systems meet data needs of the 2030 Agenda
- Albania is implementing the Sustainable Development Goals following
- Methodological Guidance i.e. the TDG Transport Guideline of the TCT
- Modernization of Statistics, reliable official institutional Reg (EU) 2018/643
- Capacity development/skills training centers for railways



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Implementation of ANTP3 the 2nd review with the planning of DMU or EMU units

2,200 new full-time equivalent employment positions of duration of 27 years incl. in the 30-year refer period of the CBA

4,100 man-years of employment created during construction of the project  
1,375 new equivalent full-time employment positions of 3-years duration

Respective CBA conducted in line with the EU Guide for cost-benefit analysis based on costs and benefits expressed in monetary terms

ENPV = 29.52 million euro

B / C ratio = 1.17

Substantial net socio-economic benefits by the economic KPIs

ERR = 7.43%



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- A favourable geographical location of the country Albania in the Adriatic and Mediterranean regions
- Albania's transport sector is strategically important for competitiveness and economic growth
- Ranked 109th out of 140 countries for transport infrastructure in the World Economic Forum
- The WEF's Global Competitiveness Report 2018 notes Albania is below its regional peers
- The connectivity Agenda and Digital Agenda further implementing is roll-on program/plan



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| Indicator  | Baseline (2018) | Intermediate target (2023) | Target (2047) |
|--|-----------------|----------------------------|---------------|
| Outcome Indicator 1 - Million passengers/year                          | 0.75881         | 1.1741                     | 1.25          |
| Outcome Indicator 2 - Tons/year  | 198,900         | 51,100                     | 250,000       |
| Outcome Indicator 3 (tons/year) - Reduced CO2 emissions vs. cars       | 0               | 486                        | 486           |
| Project Specific indicator 1 - Car-km removed from road per year       | 0               | 8,700,000                  | 8,700,000     |
| Project Specific Indicator 2 - Truck-km removed from road per year     | 0               | 138,000                    | 138,000       |
| Cross sector indicator (# in millions) - Total number of beneficiaries | 0               | 2,9                        | 2,9           |



# Railways at the center of the post-pandemic recovery – Connectivity through the railways

- The railways is a priority strategic mode of transport that will give prosperity
- Development to the citizens' transport facilities among the largest cities of AL
- The Tirana – Durrës railway project and the connection with TIA is ongoing
- Completion and fully achieve the multimodality of the infrastructure network
- Creating an efficient railway network between the road infrastructure and the airport
- Interconnected to the Port of Durrës the project have a great socioeconomic impact
- Cluster building in the growing region Tirana-Durrës is providing the DURANA region
- Well-functioning railway line is an advantage beneficial for both companies settled
- The ERR (15%) to the matured project has got potential local and foreign investors





# Railways at the center of the post-pandemic recovery – Connectivity through the railways

## Competitive policies and strategies in construction of (41) KM conventional rail segment between Durres -Tirana – Rinas

### Clear identification of activities by year

2021

- Signing of the project and loan agreement between the Government and the Bank for Development (Q1)
  - Call for tender for constructors (Q2).
- Winner selection procedure and contract award (Q4)

2021(2022)

- Rehabilitation work on 1<sup>st</sup> part pre-existing line until Km25 (Q1-Q2)
- Lay-down of new high-speed railway Km25 to Km50 (Q2-Q4) 2016

2021(2023)

- Lay-down of new high-speed railway from Km50 to Km80 (Q1-Q3).
- Upgrade works at railway station in B (Q3). 2017

### Clear identification of activities by year

31.10.2019-03.02.2021

- Signing of the project and loan agreement
- Call for tender and winner selection

2022(0+1)

- Construction works on the railway

2023(0+2)

- Construction works on the railway and finalization



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- QUESTIONS?
- Thank you!

• <https://shift2rail.org/capability/>

• ENEIDA ELEZI, MBA IUKB

• SHIFT2RAIL PROGRAM State representative  
Group (SRG)

• [Eneida.elezi@gmail.com](mailto:Eneida.elezi@gmail.com) and  
[info@hsh.com.al](mailto:info@hsh.com.al)

• mob+ 355 69 82 20 407

• Tel+355 52 222 037 / Headquarters

