



UNECE

SUSTAINABLE
DEVELOPMENT GOALS

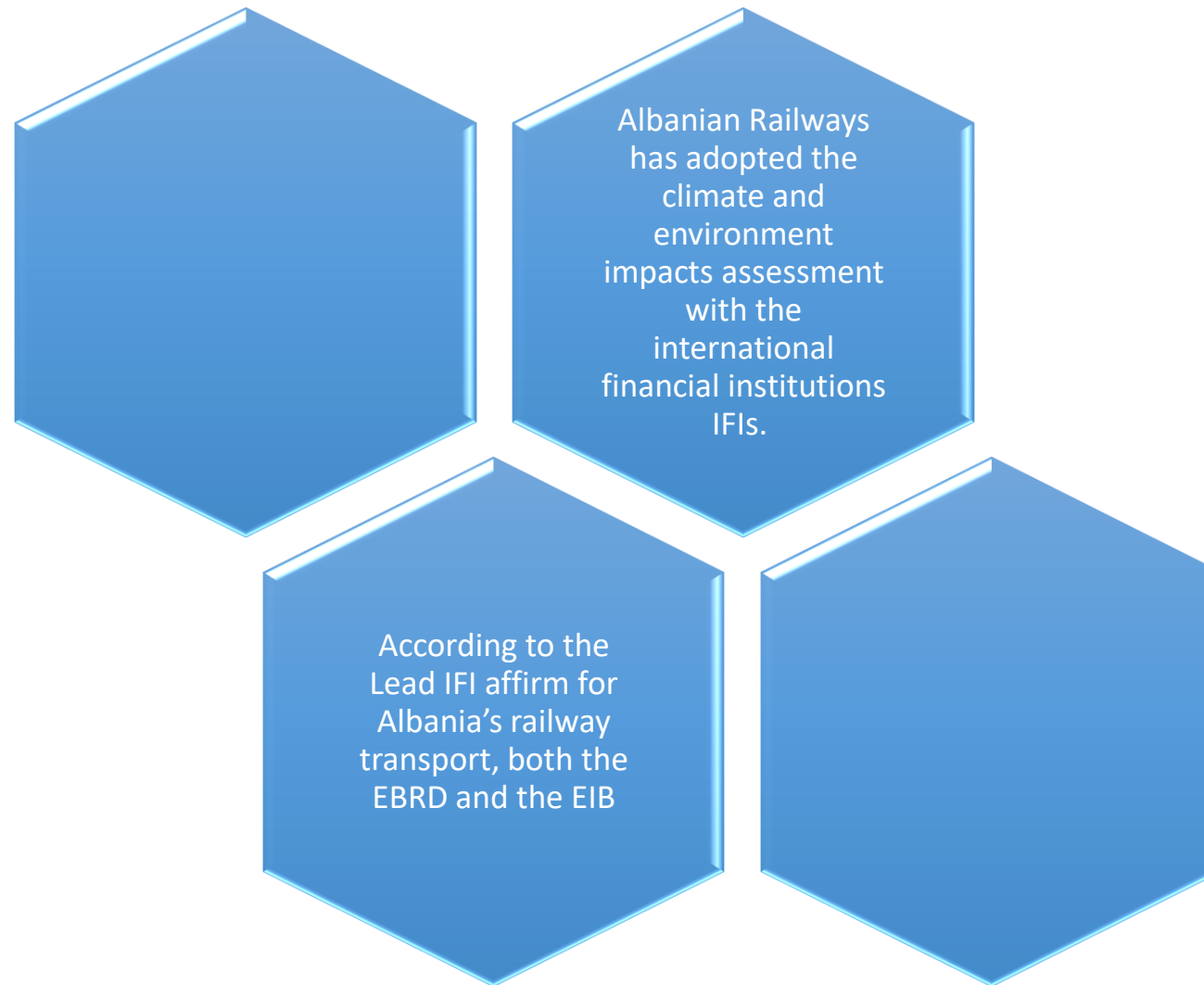


Hekurudha Shqiptare/ Albanian Railways

*“The impact of climate change
on the railways: how to protect,
adapt and mitigate”*

Geneva, Hybrid, 17.11.2022
Workshop

“The impact of climate change on the railways: how to protect, adapt and mitigate”



The word bank group is also engaged when the hybrid scenario studied with the Ministry in charge of finances and economy (MFE), owner 100% of HSH railways

“The impact of climate change on the railways: how to protect, adapt and mitigate”

- An urgent need to accelerate the transformation to renewable energy in this decade
- What are the main priorities in adopting the climate impacts and how to tackle the risk?
- The first program measure is to prevent in the planning process and that is why the EIA are adopted and updated due to resilience.
- The synergy actions are to apply the scientific methodology on evaluating.
- The standardization on international system with regards to its climate and environmental KPIs, key performance indicators monitoring.
- The adopted plans to mitigate the climate change indicators are also into publication
- These joint actions incl. the national strategy key performance indicator as in the strategy

The donor's climate action policy comes in hand for the preparedness of being provided to environmental declaration from the MTE

“The impact of climate change on the railways: how to protect, adapt and mitigate”

- The public consultation process and civil society awareness campaign are ongoing
- Safety of our planet Earth and health and Risk mitigation are aiming to keep the global temperature as in the COP Paris agreement
- The performance requirements are applied and the donors support is crucial to keep up
- The climate policy action and horizontal support projects are substantial to more actions with that regard aiming to adapt.
- The OECD methods with the RIO-Markers are precondition to the ESIA planning and application of the international standards.
- The risk mitigation is being monitored before and after internal or outsourcing auditing
- The energy efficiency and electrification comes in hand, and bio based technology

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- The need goes together with requirements in the context of de-carbonisation of the transport system and improving the environmental conditions, especially addressing air pollution in metropolitan areas
- The number of cars in AL is increasing year by year, leading to higher levels of air pollution, exposing the economy to price hikes in fossil fuels (the number of electric cars is still very low) and ending up in traffic jams
- Extending the railway system, modernizing urban transport, and incentivizing the electrification of road transport will be among the solutions to make transport, including the transport of goods, more sustainable and affordable
- Updating the railway system will be a key factor for interregional transport in Albania and cross-border with neighboring countries and reduce the number of cars and trucks commuting between agglomeration
- Preliminary project ideas on Electrification of urban/intercity transport lines in Municipalities of Tirana, Vlora, Durrës
- A FS for the installation of Charging Towers for electric cars in Albania, under the operations program IPA III to 2023, is ongoing

Energy efficiency and clean energy

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- The key obstacles for the current situation in the Albanian railway system are the following, a comprehensive/complete list of solutions is presented in the climate adoption strategy framework
- (i) publication of the new transport strategic framework (2021-2025)
- (ii) implementing of objectives, targets, and planned actions and soft measures; due to a current failure of presenting sound financial economic development program and yet it is not in compliance to the OECD methodology
- (iii) agreement signed on the measurable, reportable and verifiable indicators; due to the finalization of the maintenance and rehabilitation (M & R) program with EU and the IFIs, EBRD, EIB
- (iv) changes in coastal local plans, i.e. the future rail connection (black line) in the AKPT Albanian National spatial planning agency has planned in the Romano port-to Albanian railway network, is deriving

National plan and coastal connectivity shall be changed since the new infrastructure projects are planned according to the ANTP3, for railway and combined

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- (v) ex-ante evaluation of the eventual environmental effect of the identified disputes
- (vi) expertise of these technologies
- (vii) Expropriation of land
- (viii) implementing legislation in the transition phases under legal provisions for the establishment of relevant structures and agencies
- (ix) Maritime infrastructure is developing with adequate capacity
- (x) Interconnectivity is on the mobility aspects for linking the people, with the future rehabilitation of the Vlora railway station under the concession with the new link Vlora
- Akernia in the Vlora international airport, identification project for rehabilitation of the Fier-to Rrogozhine, in the trans-European transport network (TEN-T)

Upcoming procurement on extension of the Tirana public transport terminal to the Tirana new boulevard with the urban transport project of the Tramway in Tirana (light Rail in Tirana), LRT

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- (xii) A proposed measure on transport sector will help curb these issues
- It helps increase economic growth and competitiveness of the country
- Master plan Order on the integrated port system is in place by National Agency for spatial planning (AKPT) from 14.10.2020 and port POWER+ strategy
- (xiii) adoption of coordinated action as described in the National Strategy (2021-2025)
- Intermodal and logistic center in the railway link due to the relocation of commercial activities to another location (Romano port in an economic zone of Spitalle, of Durres
- Municipality and transform the Port of Durres into a touristic port which have been announced to be stretched in 5 km area /REA
- (xiv) progress was made in building capacity in line ministries to implement regulatory impact assessments adopting guidelines for public consultations, setting up the IT systems
- Integrated planning, increasing the implementation rate of the National European Integration Plan, increasing the number of e-services and completing the testing phase to automate the payroll system
- The incumbent which is under the reform it is yet lacking the e-salaries / incentives

Harmonization of the directive of the alternative resources for the transport infrastructures, where the operational program under the IPA III, at window/cluster of smart, green, digital transport

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- (xvi) e-mobility, with tramway in Durrës, Tirana, Vlora, maybe Pogradec etc.
- Metro, suburban, regional, intercity, light rail system, lacking harmonization of the TAF and TAP TSI –rail traffic management
- (xvii) deployment of the national single window focusing on railways under procurement.
- (xviii) adoption of MAP for the transport community incl. the Durrës-Rrogzhinë-Pogradec- Kapshtica border to Greece, as it is included in the TEN-T guidelines
- Development of the proposal on the Western Balkan European corridors
- (xix) adoption of the new route for future railway Albania to Kosovo
- As in the legal provisions of the network statement of the railway Infrastructure managers in the Western Balkans
- (xx) The port of Durrës railway link to Albanian network by rail, in the Durrës to Pristina feasibility project

Membership in the Steering the transport community Treaty at social forum, amending the maps for the Western Balkan corridor

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- In the current Economic reform program (ERP), transport market with rail investments, defined as soft and hard measures efficiency and electrification to the railway network
- Moreover, in order to reduce the energy intensity of transport sector, Albanian railways as a major consumer in the national energy plan under the RES, at transformation of EE
- A contemporary European Railway system, an additional percentage of 0.02% of GDP is budgeted especially for electrification, Energy efficiency and greening AL railway system
- i) electrification of the railway network, has solved it bottleneck, through the approval of the operational program of the HSH in the IPA III, 2021-2027, in 2 two railway segments
- ii) Increasing energy efficiency, taking into consideration the significant consumption of the transport sector, and energy saving in line with the National energy plan (NEEP) on transport, local plans on electrification of infrastructure

Support for the green agenda and green transport operations as well as noise-off which are still pending issues, when refurbishing trains/modernization of the rolling stock according to European standards

“The impact of climate change on the railways: how to protect, adapt and mitigate”

- Shared commitment to taking urgent and ambitious action to address climate change, natural disasters, biodiversity loss and environmental degradation, and to support small, developing and vulnerable regions
- Including Western Balkan countries, with resilience building and adaptation in responding to climate change impacts
- Deeply committed to full implementation of the Paris Agreement, noting the urgency to limit global warming to 1.5 degrees through rapid, deep and sustained reductions in greenhouse gas emissions in this decade
- Efforts to achieve net zero emissions by 2050, and will spare no effort to bring about ambitious action by all members of the international community

Continue to work together in multilateral forums including at COP27 to deliver ambitious climate change outcomes in pursuit of the goals of Paris Agreement

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- The EU’s leadership on climate action, incl. through the European Green Deal
- The SSMS and the WB6 Government’s determination to tackle climate change
- Strengthened 2030 target to reduce emissions to 43% below 2005 levels by 2030
- Decision to join the Global Methane pledge launched by the EU & the US in 2021
- Shared resolve to accelerate the transition to becoming net zero/climate neutral economies by 2050, the EU and the Western Balkans are committed to deepening cooperation on climate change and global just energy transition towards climate neutrality pathways, including energy efficiency, renewable energy, renewables
- Low-carbon hydrogen and clean energy supply chains, they will bring together experts, business and governments on both sides to discuss concrete solutions
- The meeting in the first half of 2023 to push high impact opportunities for collaboration, and the global High Level Dialogue on Climate Change and High Level Dialogue on Energy will take place in 2023 and clean transport, by railway

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- Cooperate to build resilient, ethical and sustainable critical supply chains by rail
- Working together in relevant international initiatives and by supporting greater trade and investment in critical and strategic minerals and energy through the trade agreements, and partnership on sustainable critical and strategic minerals
- High importance of promoting best practice and alignment on sustainable finance
- Interest in joining the International Platform on Sustainable Finance & Transport
- Climate change is a driver for disaster risks and noted their intention to expand their cooperation on climate change adaptation, including through disaster risk reduction and by building their respective capabilities and transport by RAIL
- Adoption of an ambitious post-2020 Global Biodiversity Framework (GBF) at COP15.2 in Montreal with clear and measurable goals and targets and a robust monitoring mechanism, and committed to working towards biodiversity beyond national jurisdiction at the resumed fifth Intergovernmental Conference in 2023

Champion together global environmental ambition, including conservation of biodiversity, circular economy

Thank You!

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