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Boosting sustainable transport and connectivity  
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REPUBLIC OF ALBANIA

# Panel 2: Passenger hubs New faces of urban development **Tirana rail link**

Speaker: Eneida ELEZI

Albanian Railways

Email: [Eneida.Elezi@hekurudha.al](mailto:Eneida.Elezi@hekurudha.al)



## Panel 2: Passenger hubs – New faces of urban development - Tirana rail link

Durres - Tirana railway line and the financial / economic evaluation of entire railway network in Albania was ratified by law no. 63/2015

An administrator of grant funds provided by various governments under the European Joint Fund for the Western Balkans for the detailed project

Albanian Railway is currently implementing Connectivity Reform Agenda and Green Agenda and Digital Agenda for the Western Balkans

E-mobility of Economic Commission for Europe under the ITC Committee

Albania is part of the United National Economic and Social Council UNECE

Ratification of amendment grant agreement, between the CM represented by the Ministry of Finance, and the EBRD (law 3/2018)

The Albanian Parliament adopted the laws on extension of railway lines



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- **The Beneficiary and the EBRD** entered into a grant agreement on 13.03. 2015 with the **“Initial Grant Agreement”** was pursuant to which the EBRD agreed to make available funds in the amount of EUR 1,103,000.00 as a grant (“Grant”)
- The aim was to finance the **Consultancy Services of a Consultant for the DD**
- Detailed Design of the Durres-Tirana Railway Line and the Financial/Economic Assessment of the Entire Albanian Railway Network, **in the CBA and the MCA**
- **Additional Consultancy Services**, for the purpose of preparing the **Concept Project for the railway section Tirana Public Transport Terminal (TTP) – Tirana Train Station**, to “EUR 1,215,000”



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- Rehabilitation of railway line Durrësi – Tirana and construction of the link TIA
- New railway to Rinas Branch (WB-IG01-ALB-TRA-01)
- Project's cost and financing resources: Total cost of project 90.45 million
- ERR = 7.43%; ENPV = 29.52 million euro; B / C ratio = 1.17.
- Savings in road vehicle operating costs: 69.6 million euro.
- Savings in cost of time of travel / transport: 55.1 million euro.
- Savings in cost of traffic accidents: 30.2 million euro.
- Savings in environmental costs: 34.7 million euro.
- Rehabilitation of Railway line in Tirana region from Vora – Hani i Hotit (WB16-ALB-TRA-01)/(CBP)
- Project's cost and resources: €367,981,800.00 under the general procurement notice
- Rehabilitation of the railway line Durrësi – Rrogozhina (WB21-ALB-TRA-01) (Durrësi & Tirana regions)
- Project' cost financing resources: € 115,886,618.00 WBIF Grant (50%) and Loan (50%)
- Electrification of railway line Durres-Tirana-Rinas
- Overall cost 25,800,000.00 euros, Timeline of project: 2023-2025





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- Considerations on adaptation pathways in transport sector of the ECE
- Climate resilience study for roads and railways TEN-T networks of TCT
- Under the priorities of Rail-Road-Air Mobility of the Regional Strategy
- Implementing the EU SSMS for the Western Balkans on smart mobility
- Applying the EUSAIR strategy for Adriatic and Ionian regions in the WB6
- Albanian government adopted Economic Reform program 2024 to 2026
- Regulation (EU) 2024/1449 of the EP and of the Council of 14 May 2024 on establishing the Reform and Growth Facility for the Western Balkans
- Implementing Decision of 23.10.2024 approving the Reform Agendas and the multiannual work program under the Reform and Growth Facility for the WB6
- The Reform Agendas are: Annex III: Reform Agenda for Albania



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- Considering that the indicative maps of the trans-European transport network also extended to Albania aim to:
- Ensure coherence between the trans-European transport network of the European Union and the transport network of Albania
- Promote the proper planning and development of sustainable and resource-efficient transport links between the European Union and Albania
- Facilitate the recognition of common infrastructure priorities between the European Union and Albania
- Facilitate the development of the existing transport network



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- Law No. 103/2023, dated 21.12.2023 On the ratification of the high-level agreement between the Republic of Albania and the European Union on the indicative maps of the trans-European transport network in Albania
- Law No. 8/2018 dated 26.2.2018 On the ratification of the Treaty establishing the Transport Community, Annex 1 indicative maps of the TEN-T
- Law no. 9689 dated 5.3.2007 On the accession of the Republic of Albania to the “European Agreement on major international railway lines”
- Law no. 9873, dated 14.2.2008 On the accession of the Republic of Albania to the “European Agreement on major international combined transport lines and related installations (AGTC)”
- Law no. 9620 dated 16.10.2006 On the ratification of the “Multilateral Agreement “On the establishment of a high-performance railway network in South-Eastern Europe””





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- STRUCTURAL REFORM PRIORITIES 2024-2026, Human Capital/Social Policies/Sustainability/Resilience
- Reform 4.3 Rehabilitation Albania railway network and interconnectivity for a sustainable transport
- Activities in 2024. Continuation of rehabilitation Vora-Durres and section 2 Vora- Tirana PTT
- Construction in Defects Liability Period, (HSH). Rail link to Rinas 5 km completed intersection
- Publication tender procurement for goods, works, consultancy as per general procurement
- Projects in cooperation with the MIE to update the ESIA plan and modifications, with the IFIs
- Activities planned in 2025. Interconnectivity in transport, energy and digital network in the R2
- Completion procurement of works, goods, services in the R2 linking capitals of Albania et al
- Indicative extension Tirana new boulevard, construct missing link to Public transport terminal
- Activities planned in 2026. Complaints handling mechanism under project compliance to IFIs
- Winners' procedure with the EBRD and EIB, promoted the update of the ESIA under EIP
- Starting civil works, technical assistances project implementation Plan
- Competitiveness. Analysis of main obstacles / Structural Reforms

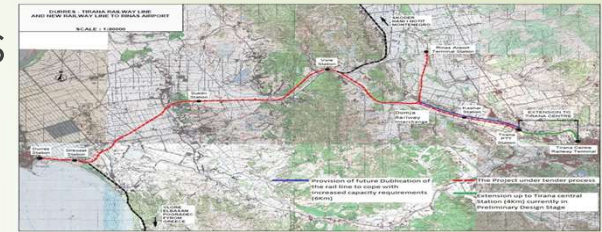


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- Title of the project: Detailed design study in the extension of railway line Tirana Public transport terminal to Tirana new boulevard(Light rail in Tirana-LRT)
- Overall cost 30,000,000. EU contribution 16.000.000 Euros
- Preliminary design (project-idea) 112,000 Euros
- Detailed design+ tender (DD+TD) 500,000 Euros
- Implementation of the railway line project public transport terminal - Tirana train station (4km) as an extension of the Durres - Tirana railway line
- Extension of 4 km to the New Boulevard of Tirana with a new railway terminal is in finalization for this Project for which funding is being provided by the EBRD
- DCM No. 533, dated 12.8.2024 On an amendment to the decision No. 161, dated 20.3.2024, of the Council of Ministers, "On the approval of the Priority Policy Document 2025–2027"





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- Project emphasizes actions/activities on synergy with other projects
- Passengers rights in Transport community project ongoing in Albania
- Multimodal Transport with the Technical Assistance on Multimodality
- Terminal Assessment/Digitalization: Surveys, carried out from MIE, HSH
- Vulnerability Assessment Report- Improving climate resilience in TEN-T
- Smart city program and strategic railway project, June 2020 to 2024
- Stakeholders: Ministry MIE, Albanian Railways and Tirana Municipality
- The Light Rail in Tirana project is ongoing according to the ANTP3
- The Project is adopted under the SPP and the EU, 4<sup>th</sup> RP package
- Amount of € 550,000 in 100% Grant from EBRD/WBIF



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REPUBLIKA E SHQIPËRISË

- Under the EU Mobility package 1 of sustainable Urban Transport in Tirana towards data - driven sustainable urban mobility action in Tirana
- Project name: Sustainable Urban Transport in Tirana (SUTi)
- Commissioned by: Federal Ministry for Economic Cooperation and Development (BMZ)
- Project region: Tirana
- Albania Executing Agency: Ministry of Infrastructure and Energy (MIE)
- Implementing agency Municipality of Tirana
- Duration: 2020 – 2024



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- Challenges are identified on the mobility of people in cities as a global challenge
- Especially in the field of climate change and livable and sustainable cities in ALB
- Urban mobility in Tirana, one of the densest and fastest growing cities in Europe
- No/s vehicles rose from near 0 in 1980s to 200 cars per 1,000 inhabitants today
- Extreme traffic at rising GHG emissions and severe air quality impacts are results
- Alternatives to car usage such as high-quality public transport, safe/comfortable pedestrian facilities and cycling paths, need to be improved to allow modal shift
- More sustainable modes are supported with Investments led to positive results
- Maintained & expanded urban network with personnel, technical/ institutional
- Capacities to implement mobility measures/challenges





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- The Sustainable Urban Transport in Tirana (SUTi) Project supports in:
- Developing efficient at data-driven management structures is a must
- Delivering climate-friendly urban mobility in Tirana
- Maintain and expand the impressive number of pedestrians / cyclers
- 32% use public transport, (36%) quality improvements must be made
- Achieving these targets projected three main areas of intervention
- Accompanying by multiple data and demonstration projects:
  1. The establishment of an Urban Mobility Data Management System
  2. Bus System Modernization / Light rail in Tirana
  3. Walking and Cycling Enhancements



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- Establishing a data-driven management structure and culture for sustainable urban mobility actions in Tirana
- Efficiency and effectiveness of transport system is challenged without significantly improved data and information processing
- In order to enhance data collection and processing into actionable information, the project is developing the following:
  - Urban Mobility Data Strategy incl. digitalizing management processes
  - Web-based Bus Operator Reporting Software
  - Bus Commercial Management Tool
  - Data skills training with municipal staff





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- Improving service quality of the bus system through better results:
- Customer focus, quality management and commercial performance
- Current model of bus service in Tirana reaching its limits
- Reforms are needed as in the ANTP3, review order MIE no.40/2021
- Service is financed entirely by ticket prices
- Service quality cannot be improved without further investments
- Bus services lack prioritization, e.g. by providing sufficient bus lanes, allow private bus operators to become more efficient



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- Future-proof the bus service in Tirana, the SUTi project is working on:
- Establish new bus market model incl. introduce subsidies and e-buses
- Developing of a customer feedback portal
- Establishing trusted data framework to bus management investments
- Bus branding and bus stop design
- Development of a Bus Improvement Plan
- Capacity building program in collaboration with UITP



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- Improving the quality and integration of walking and cycling
- Tirana has visibly improved walking, cycling infrastructure through city
- Integration with other modes, limited resources and technical capacities
- At the municipal level left multiple fields of actions are necessary
- This is the aim that the project is currently working on:
- Establishing Walking Task Force
- Implementing a Walking Action Plan
- Establishing a municipal Cycling Academy
- Implementing multiple School Streets
- Developing Strolling Tirana Guides
- Installing automated cycling counter
- Budget allocations to catalyze the bus market transformation
- Towards a climate-friendly and customer-oriented bus service



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- Expected Outputs incl. Private and public stakeholders use
- An improved data management system and maintenance
- Instruments for a sustainable bus service quality are ready to implementation
- Conditions of sustainable integration of walking/cycling, urban mobility are improved
- Data management (Output 1) allows efficient and transparent decision making
- Stakeholders in the bus system not only improve their (commercial) efficiency but also enhance their customer focus in bus service (Output 2)
- Output 3 focuses on civil-society engagement and institutional integration to promote a “marginal gain” strategy in walking and cycling improvements
- Investing in local know-how development and small scale demonstration projects
- Data-driven monitoring approaches/scaling up are expected







QUESTIONS?

Thank you!