



ALBANIA

Partners:

- Ministry of Finance and Ministry of Transport and Infrastructure, Albania
- Albanian Railways S.A. (Hekurudha Shqiptare/HSH)

Estimated cost:

- €85.6 million

EU contribution:

- €32.9 million (works and supplies)
- €2.6 million (project implementation support)

Estimated EBRD loan:

- €36.9 million

Beneficiary contribution:

- €13.2 million

2016 CONNECTIVITY PROJECT

Mediterranean Corridor: Montenegro - Albania - Greece Rail Interconnection

The Mediterranean Corridor links the Iberian Peninsula with the Hungarian-Ukrainian border. Its extension into the Western Balkans includes the CVIII Tirana - Durrës rail section, which connects the former Yugoslav Republic of Macedonia and the Albanian mainland to Durrës and the Adriatic Sea. This section has not benefited of any major overhaul since its commissioning and it currently allows for travel speeds under 60 km/h. It has not been electrified and the telecommunication and signalling system is obsolete, causing frequent interruptions in traffic. As a result, passenger services are seasonal and freight transport is inefficient.

This investment project concerns the rehabilitation of the Tirana - Durrës railway section and the construction of a new railway link to the Tirana international airport, including signalling and telecommunication systems. It is part of a Core Corridor on the indicative extension of the Trans-European Transport Network (TEN-T) to the Western Balkans.



Durrës Railway Station, Albania.

Results:

- 34.5 km of railway track, from Tirana to Durrës, partly rehabilitated to modern, TEN-T standards, including signalling and telecommunication (but excluding electrification).
- 7.4 km of new railway track built between Tirana and Rinas international airport.
- Increase in passenger and freight travel speed from 60 km/h to 120 km/h, as well as in freight axle load to 22.9 tonnes, throughout the Tirana - Durrës section.



HSB Train nearby Durrës.

Estimated Start Date:

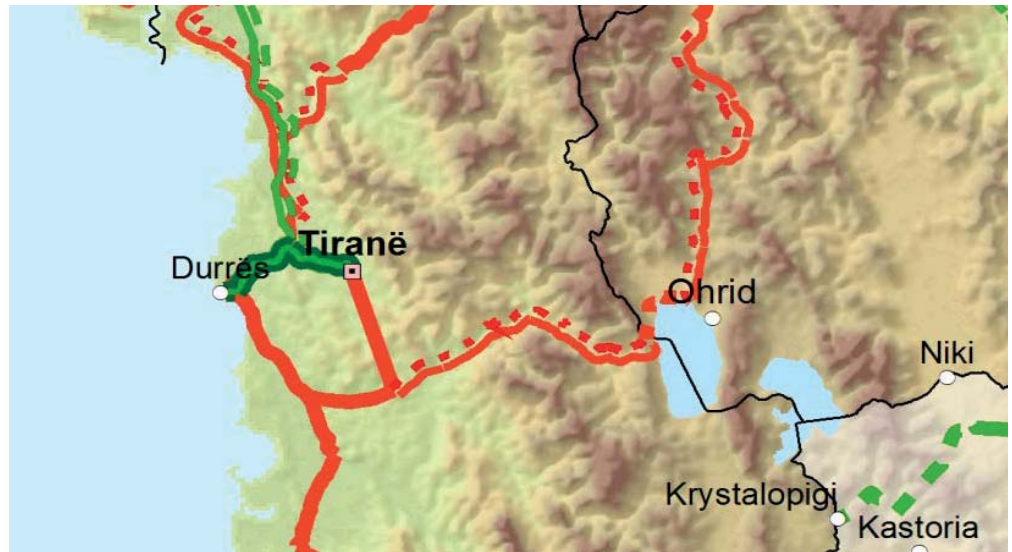
- Late 2018

Estimated End Date:

- End of 2021

Estimated Loan Repayment Period:

- 15 years



Map of Tirana - Durrës Rail Interconnection.

The project is now at detailed design stage, with feasibility and environmental impact assessment studies completed with previous WBIF financial assistance. The detailed designs were approved by MTI in early 2017, and the draft pre-qualification documents for works are under review with the EBRD. The new development will not have significant social or environmental impacts as most of the facilities will be built on the route of the existing rail track, while the new section passes mostly through agricultural areas. Detailed environmental impact mitigation measures have been planned for during construction, including a noise monitoring programme.

The project complements two other planned improvements on CVIII and R2 sections on the Mediterranean Corridor, as follows:

- R2 Durrës – Vora – Shkodra – Hani Hotit/border with Montenegro section (140 km)
- CVIII Durrës – Vlore – Pogradec/border with the former Yugoslav Republic of Macedonia section (137 km).

Once complete, these two additional sections will ensure interoperable and multimodal transport connections between Albania and the former

Yugoslav Republic of Macedonia and Montenegro, as well further transport links with Greece and Bulgaria, along the Mediterranean Corridor.

Benefits

- More than 1,375 new jobs created during construction as well as operation and maintenance periods.
- Direct access to modern means of transport for more than 1 million people living along the Tirana - Durrës railway route.
- Reduced operational and maintenance costs for railway operators active in Albania, estimated at more than €60 million.
- Savings in cost of travel time, estimated at more than €55 million.
- Improved environmental conditions by reducing freight and passenger transport by road.
- Improved trade flows with countries in the region and thus a positive impact on the broader economy of Albania.