



RIMN WB6

RAILWAY INFRASTRUCTURE  
MANAGERS NETWORK  
OF THE WESTERN BALKAN

# 2<sup>nd</sup> Meeting of the Rail Infrastructure Managers Network for Western Balkan

Ohrid, 09.05.2022

# Agenda



- **Administrative matters**
- **Rules and procedures of Network of infrastructure Managers**
- **Introducing the Idea for the establishment of Regional Railway Excellence Center**
- **Regional railway infrastructure plans related to the LC's**
- **Current situation regarding the railway infrastructure (follow-up the discussion from the 1st RIMN WB meeting)**
- **Plan of activities of the RIMN WB**
- **Conclusions**



# Administrative matters

- Adoption of the Agenda

# Rules and procedures of Network of infrastructure Managers

- Presentation of the final doc
- Adoption of the final doc
- Election of the Deputy Chair



# Introducing the Idea for the establishment of the Regional Railway Excellence Center

- Presentation and discussion

# Concept Regional Railway Excellence Center



- According Article 1 of the Treaty, the Transport Community shall be based on the progressive integration of transport markets of the South East European Parties into the European Union transport market on the basis of the relevant acquis, including in the areas of technical standards, interoperability, safety, security, traffic management, social policy, public procurement and environment, for all modes of transport excluding air transport.
- One of the biggest challenges for all rail companies is lack of the human resources. Average age of the high educated but also operational staff is over 50. It was recognised by all regional partners as main issue for the sustainability of the rail system. It is more important than investments in rail infrastructure or new rolling stocks. All governments in the SEE region should pay attention on it, otherwise investments, loans, new rolling stock will be useless because of lack of well-educated staff.
- Educational Institutions in the WB6 region can be more involved by the decision makers into the creation, planning and execution of transport system projects and implementation of transport policies and on the other hand the transport sector to be more involved by the Educational Institutions into their educational, scientific and research activities.
- More favourable climate will be created and the progress will be evident by smoothing/tightening identified gaps on one hand, the Educational Institutions can have more practical knowledge for the staff as well for the students which later will be more ready for the labour market, and on the other, the transport sector will benefit the state of the art research and progress which the Educational Institutions can bring.

# Concept Regional Railway Excellence Center



## Objective

- Rail Centre of Excellence objective is to identify and execute knowledge transfer in order to improve the quality of the rail systems, the educational and research systems and their synchronised cooperation with ultimate goal, developing the rail transport systems within the Western Balkan Region in line with the transport market of EU.

## Expected results and outcomes

- Higher Quality of the Knowledge of the rail transport professionals
- Improved Quality of rail operations
- Efficient and Effective implementation of the priorities of the TCT
- Increased Regional Cooperation
- Creation of Network of Transport Professionals
- Improving Capacities of the rail system
- Improving the Capacities of the Educational Institutions

# Concept Regional Railway Excellence Center



## Aim of the Rail Centre of Excellence

- The Transport Community Rail Centre of Excellence will be a training centre for **rail related topics**, allowing the participants to gain sound knowledge and understanding of development of most recent trends, policies and regulation and a possibility to exchange knowledge and best practices. It will be **focused on topics relevant for the railway operations**, on all aspects related to the rail systems.

## Eligible participants

- Employees of the railway undertakings and infrastructure managers from the Transport Community Parties.
- Professionals from governmental institutions (ministries, authorities and agencies) or Transport related companies.



# Concept Regional Railway Excellence Center



## Selection criteria of the participants

- Interested applicants will be invited to submit their online application to the Selection committee of the Rail Centre of Excellence.
- The participants will be selected on the basis of the following criteria:
  - Evaluation of a Motivation letter (1 page max) outlining the motivation for participation;
  - Age limit: 35 years;
  - Geographical balance among different partners/parties, in order to maximize the number of participants from different partners/parties represented in the training program;
  - Previous experience and knowledge in the field of railways as an added value;
  - Gender balance.
- The Maximum number of participants shall be 20 per year.
- Training shall be performed in English, so fluency in spoken and written English is indispensable.

# Concept Regional Railway Excellence Center



## Structure and content

- The Rail Centre of Excellence will take place every year (in the period between June and September). It will be hosted by institutions (such as vocational school, university, research centre, academy of science) or created as an independent institution.
- The host institution will organise the Centre in close cooperation with the Transport Community Secretariat.
- During the training, the participants will attend lectures taught by high-level representatives of educational institutions, guest speakers from EU, Transport industry and industry professionals. The training participants will also be actively involved in the workshop by participating in group activities and working on the case studies and mock cases prepared by the trainers.

# Concept Regional Railway Excellence Center



## Program and content

The programme will be structured thematically as per the module. Based on the present expressed needs by the rail systems in the region the following modules shall be developed:

- Train Driver.
- Train Dispatcher.
- Rail Operator.
- Other operational staff.

After successful completion of the module, appropriate certificates shall be issued.

The certificate gained from the Rail Centre of Excellence shall be recognised by all Transport Community Parties and their institutions.

# Concept Regional Railway Excellence Center



## Next Steps

- Expressing official needs from the partners for possible modules.
- Establishment of Network of Educational Institutions.
- Developing programs for the modules.
- Exploring the Possibilities for financing the Rail Centre of Excellence.
- Multilateral institutional recognition of the possibly Issued Certificates.
- Establishing Rail Centre of Excellence.

# Regional railway infrastructure plans related to the Level Crossings

- Public Awareness Campaign Presentation
- Discussing the plans of each member

# Level Crossings Safety Improvement Project



Project Fiche has been prepared in February

All RPs supported regional dimension of the project

Serbia applied on behalf of the all RPs

On April 14<sup>th</sup> – the first kick of meeting

Data collection is ongoing

Regional visits in October / November and February

Methodology for the prioritization

Mapping of the most critical LCs in the region

The first outcome June 2022

LC's Public Awareness Campaign

# Level Crossings Safety Improvement Project

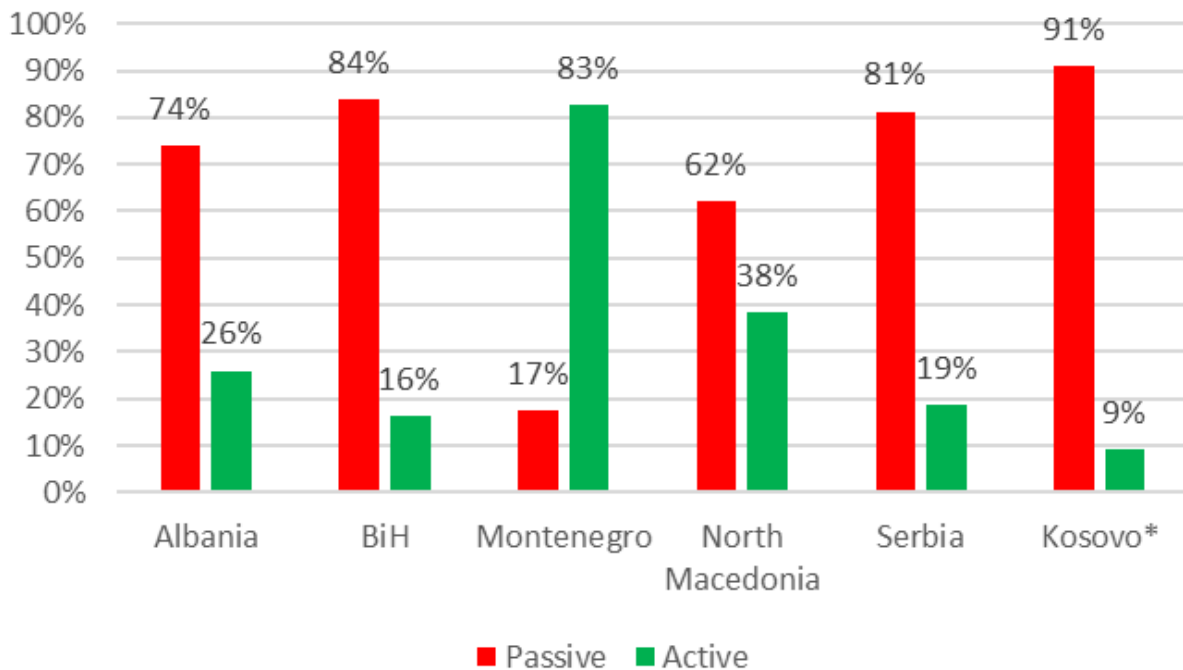


- First regional project
- (i) an inventory/mapping of the level crossings
- (ii) a prioritisation exercise based on a risk analysis (including traffic and accident statistics)
- (iii) preparation of technical parts of tender documentation (TD) likely for design and build approach according to the selected Contract Conditions (FIDIC Yellow or Silver Book) for rehabilitation/reconstruction/upgrading activities and installing of new signalling equipment

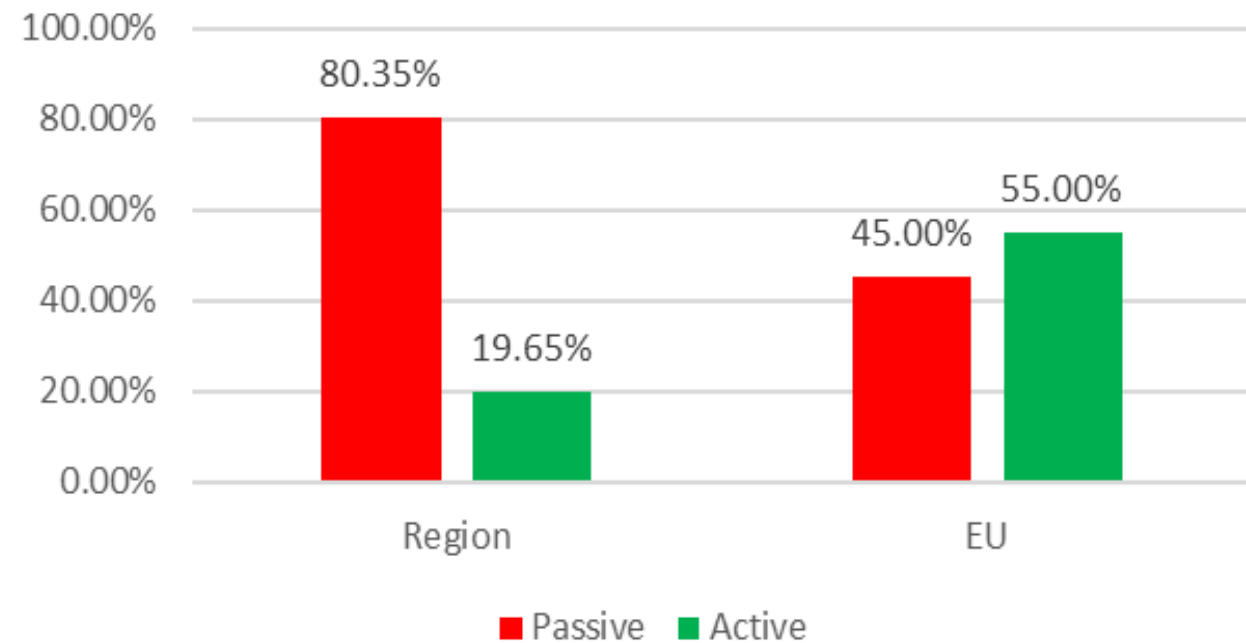
# Level of Protection on the Level crossings



Percentage of "Active" and "Passive" LCs in the region



Comparison between EU and Western Balkan about percentage of active and passive LCs



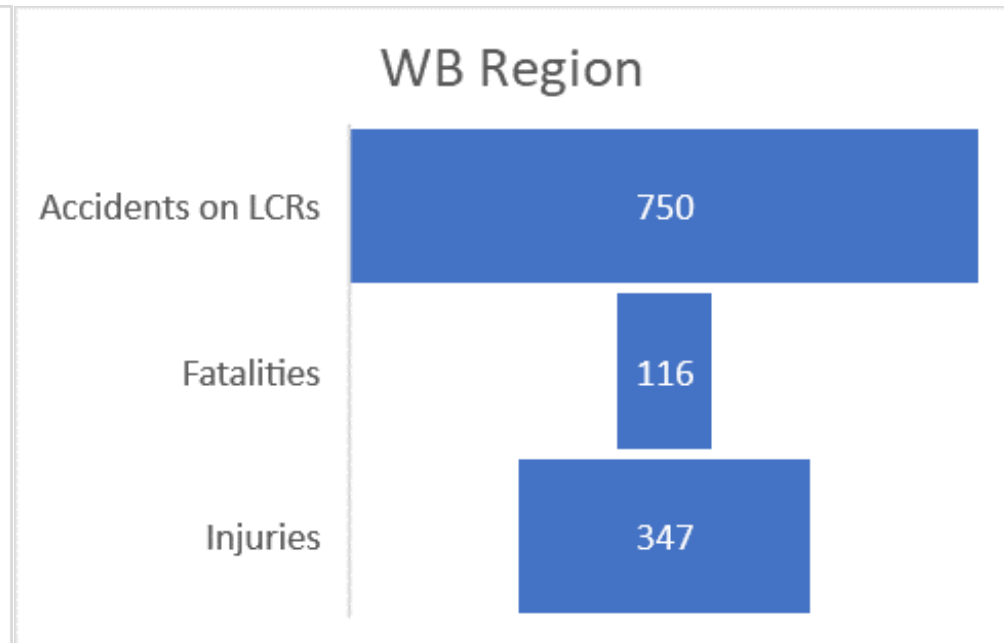
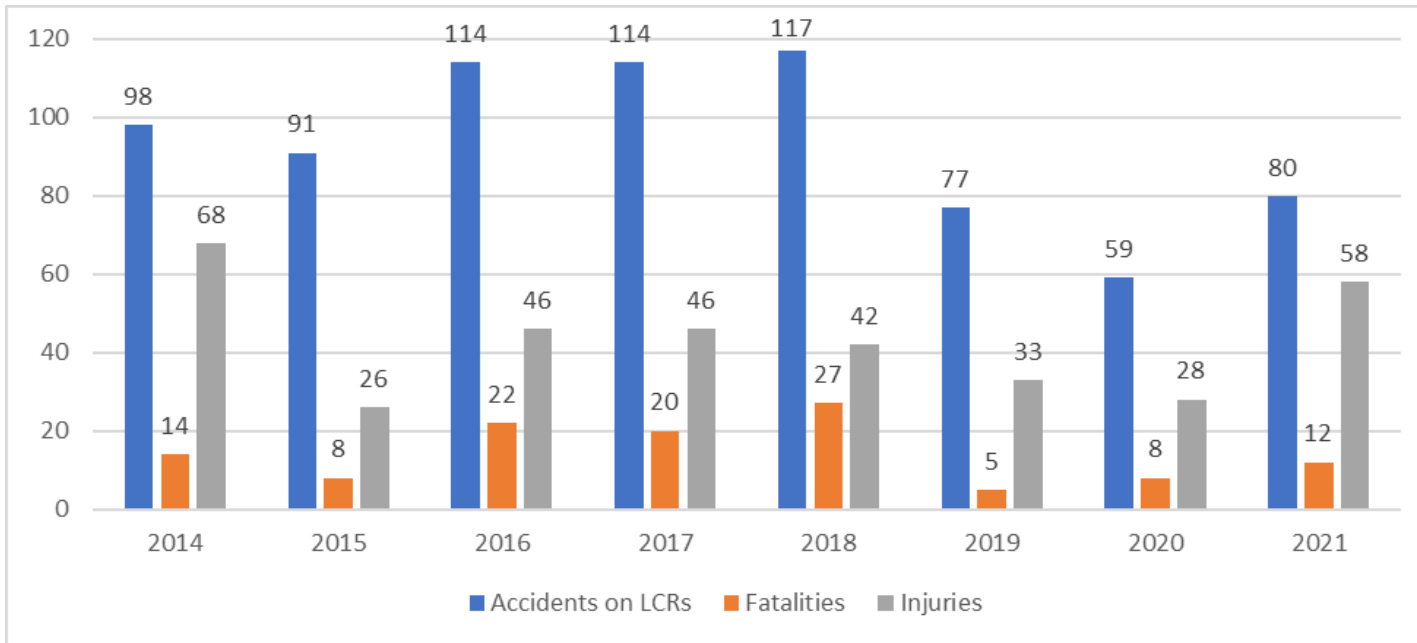


# Overview



| Western Balkan - total            | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | total |
|-----------------------------------|------|------|------|------|------|------|------|------|-------|
| Total number of railway accidents | 722  | 831  | 633  | 824  | 786  | 752  | 488  | 671  | 5707  |
| Accidents on LCRs                 | 98   | 91   | 114  | 114  | 117  | 77   | 59   | 80   | 750   |
| Percentage of accidents on LCs    | 13.6 | 11.0 | 18.0 | 13.8 | 14.9 | 7.8  | 11.5 | 13.4 | 12.9  |

# Overview



*Number of accidents on LCs, fatalities and severity injuries in the entire WB Region for the period 2013-2021*

# Legislative overview



Last changes of legislation:

Kosovo – 2011, Albania 2018, MKD – 2010, BIH – 2006 and 2017, MNE – 2016; SRB – 2018

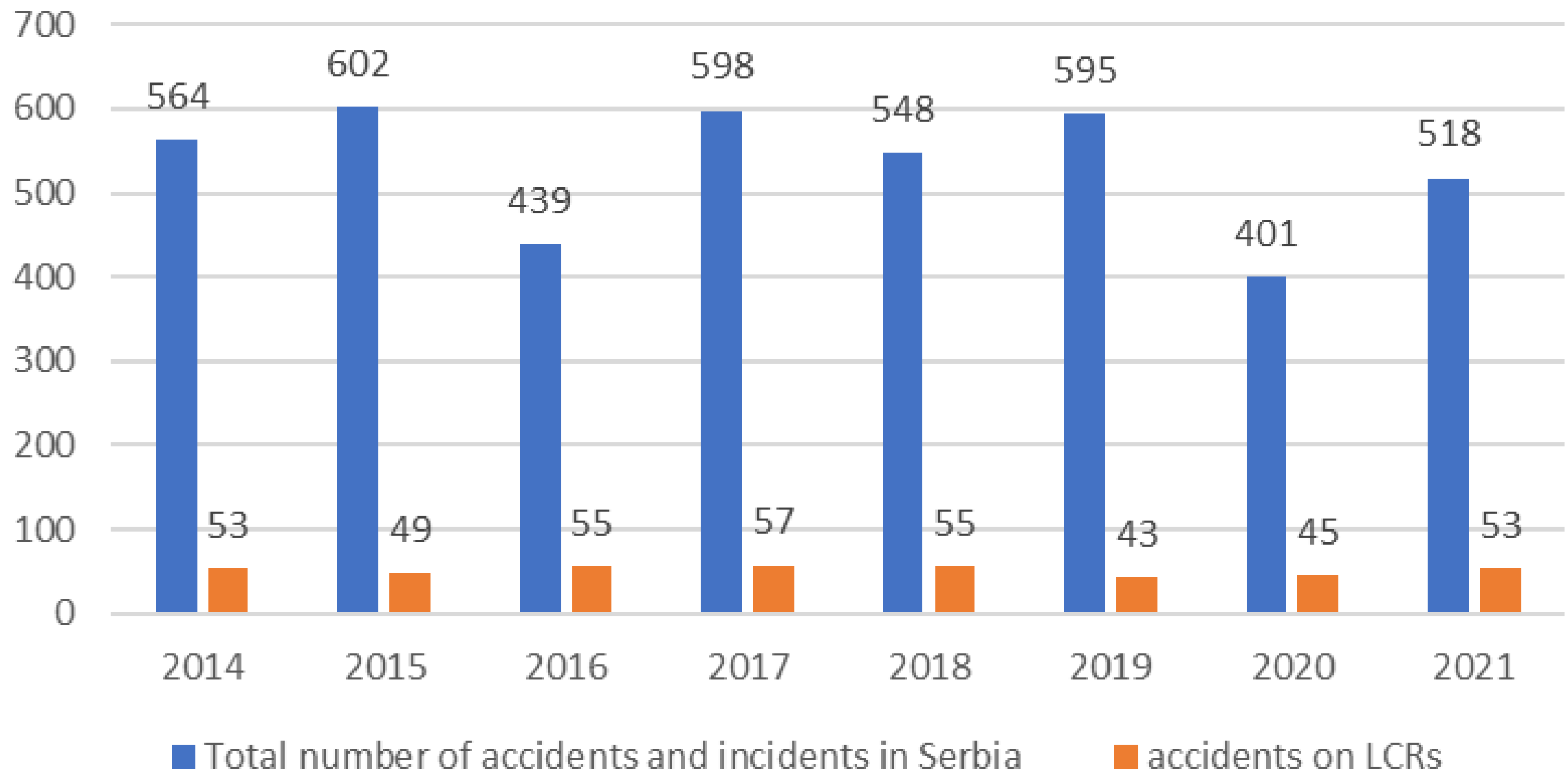
Maintenance – in the entire region (with exception of Serbia) the maintenance cost is obligation for the Rail IM

# Overview Serbia



| Year | No. of traffic accidents | No. of fatalities | No. of severely injured | Traffic interruption (hours) | Damage to property (€) |
|------|--------------------------|-------------------|-------------------------|------------------------------|------------------------|
| 2014 | 53                       | 9                 | 12                      | 52                           | 40.000                 |
| 2015 | 49                       | 3                 | 15                      | 67                           | 50.000                 |
| 2016 | 55                       | 10                | 17                      | 62                           | 100.000                |
| 2017 | 57                       | 8                 | 25                      | 95                           | 250.000                |
| 2018 | 55                       | 14                | 18                      | 115                          | 300.000                |
| 2019 | 43                       | 2                 | 16                      | 94                           | 1.089.167              |
| 2020 | 45                       | 6                 | 20                      | 92                           | 2.310.825              |
| 2021 | 53                       | 3                 | 27                      | 140                          | 1.845.144              |

# Serbia

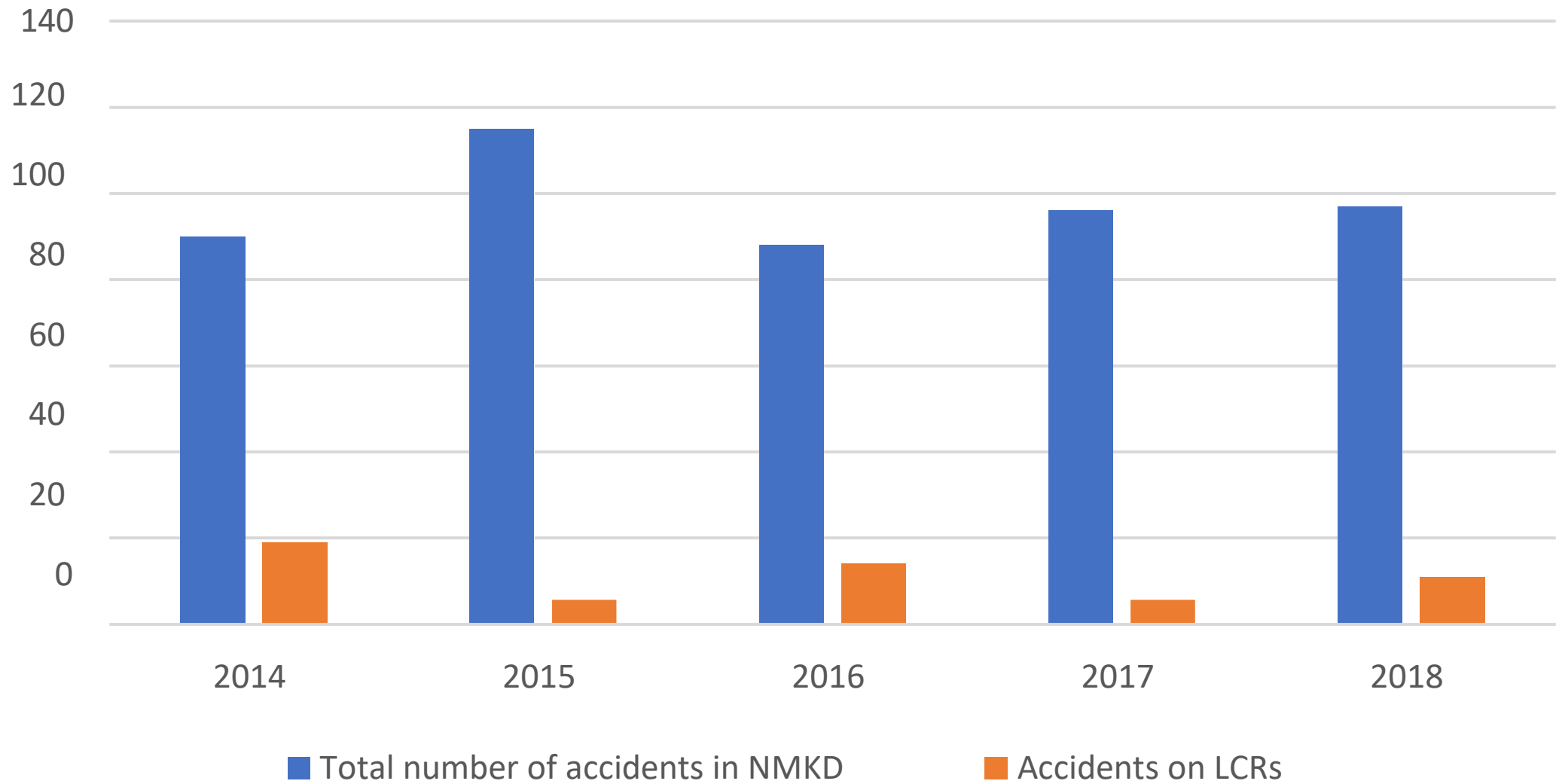


# Overview North Macedonia



| Year         | No. of traffic accidents | No. of fatalities | No. of severely injured | Traffic interruption (hour) | Damage to property (€) |
|--------------|--------------------------|-------------------|-------------------------|-----------------------------|------------------------|
| 2014         | 19                       | 0                 | 40                      | 50                          | 12.375                 |
| 2015         | 6                        | 1                 | 4                       | 27,5                        | 14.961                 |
| 2016         | 14                       | 5                 | 4                       | 35,5                        | 49.070                 |
| 2017         | 6                        | 0                 | 2                       | 8,5                         | 0                      |
| 2018         | 11                       | 3                 | 2                       | 2                           | 11.100                 |
| <b>Total</b> | <b>56</b>                | <b>9</b>          | <b>52</b>               | <b>123.5</b>                | <b>87.506</b>          |

# North Macedonia



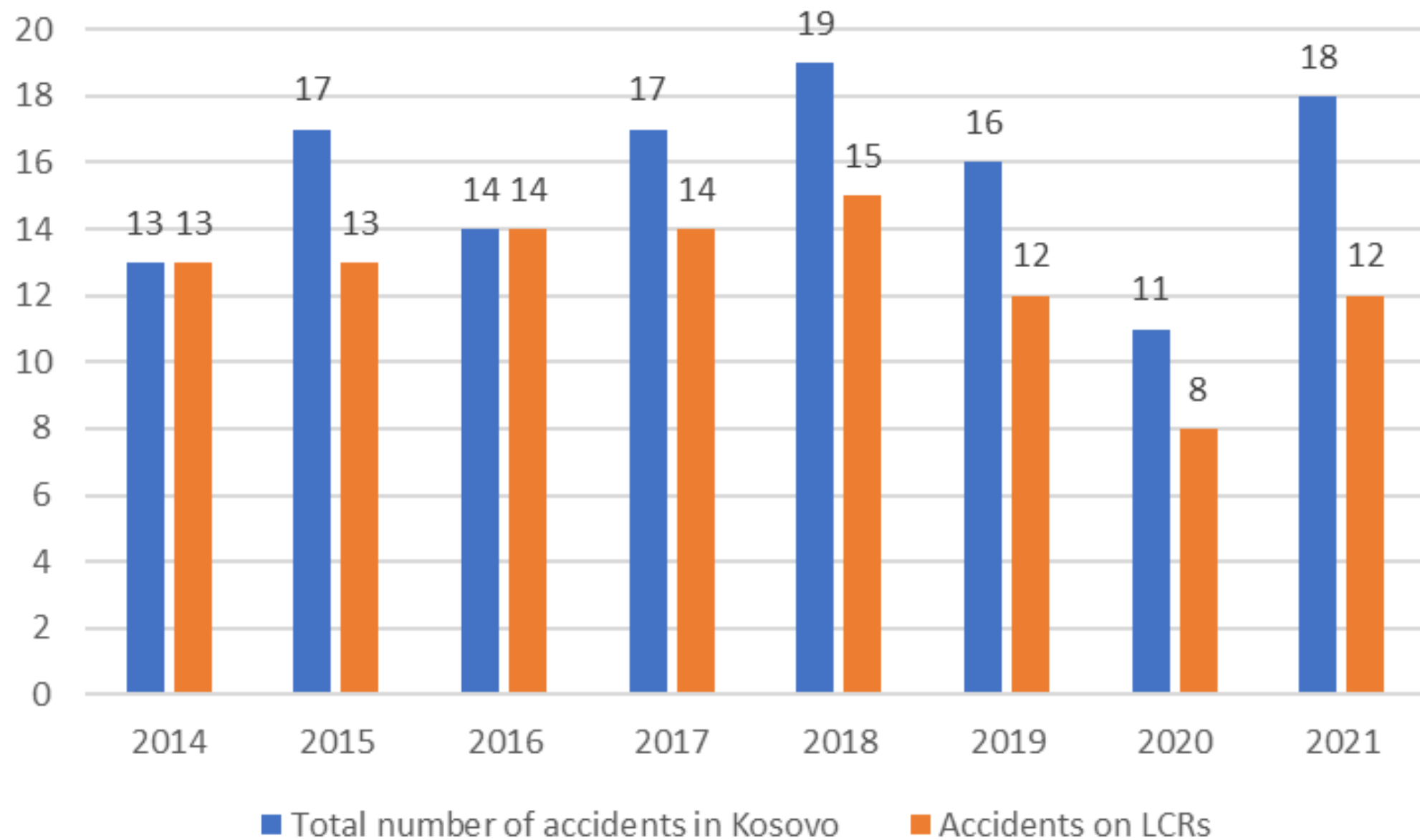
# Overview Kosovo



| Year         | No. of traffic accidents | No. of fatalities | No. of severely injured | Traffic interruption (hour) | Damage to property (€) |
|--------------|--------------------------|-------------------|-------------------------|-----------------------------|------------------------|
| 2014         | 13                       | 3                 | 11                      | 20,82                       | 825.00                 |
| 2015         | 13                       | 2                 | 8                       | 17,77                       | 2595.00                |
| 2016         | 14                       | 1                 | 15                      | 27,83                       | 5,610.25               |
| 2017         | 14                       | 3                 | 16                      | 26,92                       | 56,018.65              |
| 2018         | 15                       | 3                 | 13                      | 16,58                       | 0,00                   |
| 2019         | 10                       | 1                 | 10                      | 16,58                       | 0,00                   |
| 2020         | 8                        | 0                 | 7                       | 13,01                       | 2.770,00               |
| 2021         | 12                       | 0                 | 20                      | 27,80                       | 2.772,95               |
| <b>Total</b> | <b>98</b>                | <b>11</b>         | <b>100</b>              | <b>176,48</b>               | <b>65.048,9</b>        |



## Kosovo

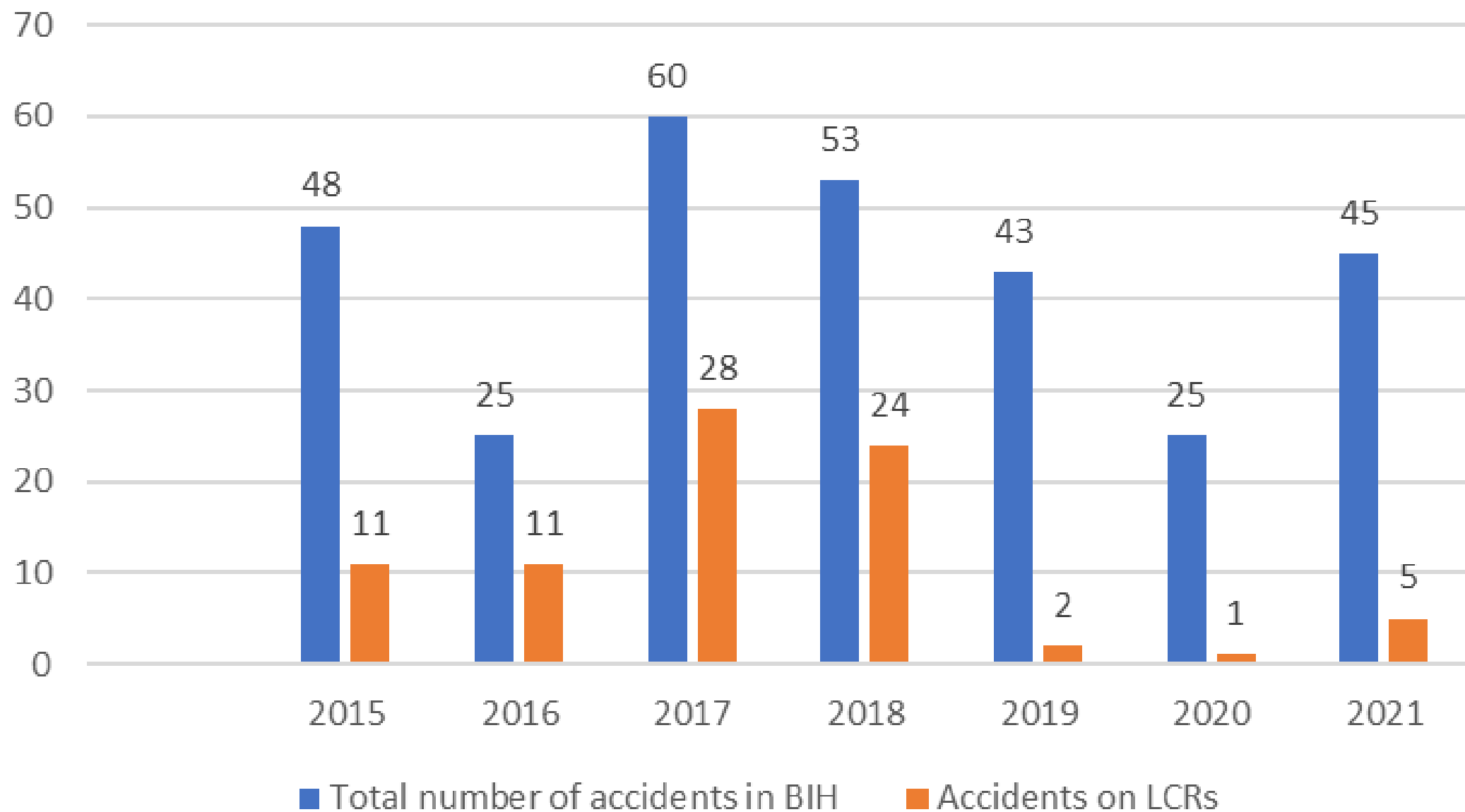


# Overview Bosnia and Herzegovina



| Year         | No. of traffic accidents | No. of fatalities | No. of severely injured | Traffic interruption (hour) | Damage to property (€) |
|--------------|--------------------------|-------------------|-------------------------|-----------------------------|------------------------|
| 2015         | 11                       | 1                 | 0                       |                             | 250.000                |
| 2016         | 11                       | 5                 | 0                       |                             | 590.000                |
| 2017         | 28                       | 10                | 5                       |                             | 560.000                |
| 2018         | 24                       | 5                 | 3                       |                             | 700.000                |
| 2019*        | 2                        | 1                 | 0                       |                             | 20.000                 |
| 2020*        | 1                        | 2                 | 0                       |                             | 8.000                  |
| 2021*        | 5                        | 4                 | 1                       |                             | 15.593                 |
| <b>Total</b> | <b>83</b>                | <b>28</b>         | <b>9</b>                |                             |                        |

# Bosnia and Herzegovina



# Current situation regarding the railway infrastructure (follow-up the discussion from the 1st RIMN WB meeting)



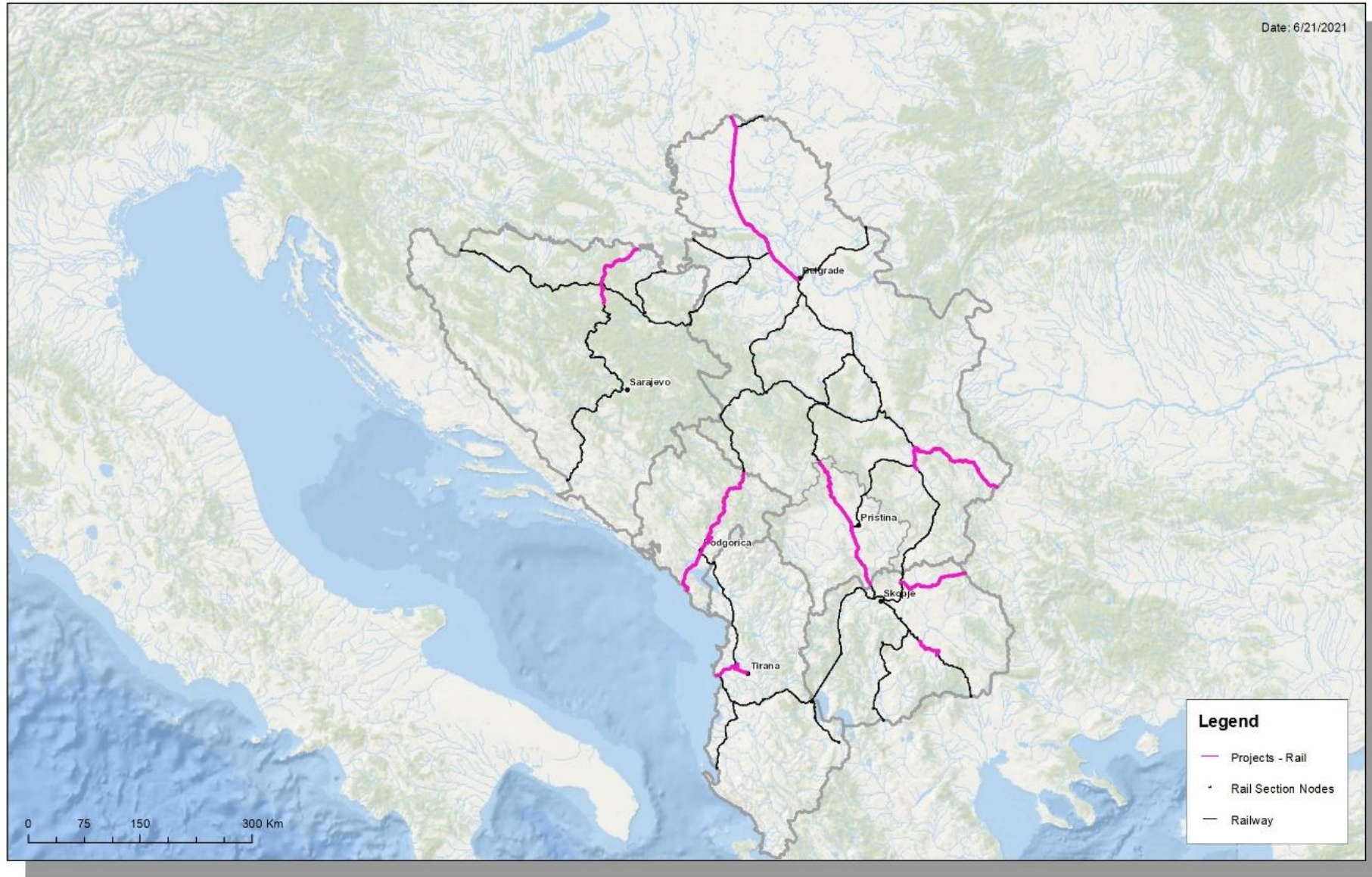
- Introduction by TC Secretariat
- Presentations by Albania
- Presentations by Bosnia and Herzegovina
- Presentation by Kosovo\*
- Presentation by Montenegro
- Presentation by North Macedonia
- Presentation by Serbia

*(\*) This designation is without prejudice to positions on status and is in line with UNSCR 1244 (1999) and the ICJ Opinion on the Kosovo declaration of independence.*

# TEN-T Annual Development Report (2020)



| Railway projects |                        |   |              |   |      |       |      |
|------------------|------------------------|---|--------------|---|------|-------|------|
| Corridor Vc      | Bosnia and Herzegovina | Corridor Vc-Overhaul and modernisation of the railway section Šamac – Doboj – Rječica   | Core         | Reconstruction/rehabilitation                     | 85   | 162.5 | 2030 |
| Corridor VIII    | Albania                | Rehabilitation of the railway Durres- Tirana Public transport terminal PTT and construction of the new Tirana-Rinas branch line | Core Network | New infrastructure, Reconstruction/rehabilitation | 41   | 90.45 | 2023 |
| Corridor VIII    | North Macedonia        | Rehabilitation of Eastern Part of Rail Corridor VIII-PHASE I-Section Kumanovo-Beljakovce  | Core Network | Reconstruction/rehabilitation                     | 30.8 | 48.9  | 2022 |
| Corridor VIII    | North Macedonia        | Rail Corridor VIII-PHASE 2-Section Beljakovce-Kriva Palanka   | Core Network | New infrastructure, Reconstruction/rehabilitation | 34   | 145   | 2024 |
| Corridor VIII    | North Macedonia        | Rail Corridor VIII-PHASE 3-Section Kriva Palanka -Deve Bair, border with RB   | Core Network | New infrastructure                                | 34   | 420   | 2026 |
| Corridor X       | Serbia                 | Reconstruction and modernisation of rail line (Nis) Brestovac - Presevo - state border with North Macedonia                     | Core Network | Reconstruction/rehabilitation                     | 23   | 60    | 2023 |
| Corridor X       | North Macedonia        | Project for track renewal works on the section Nogaevci-Negotino  | Core Network | Reconstruction/rehabilitation                     | 31   | 9.6   | 2022 |
| Corridor Xb      | Serbia                 | Reconstruction and modernisation of rail line Belgrade - Novi Sad - Subotica - state border with Hungary                        | Core Network | New infrastructure, Reconstruction/rehabilitation | 183  | 1994  | 2024 |
| Corridor Xc      | Serbia                 | Reconstruction and modernisation of Nis - Dimitrovgrad railway line   | Core Network | New infrastructure, Reconstruction/rehabilitation | 108  | 268   | 2024 |
| Route 4          | Montenegro             | Rehabilitation railway line "Vrbnica-Bar" (rail Route 4)  | Core Network | Reconstruction/rehabilitation                     | 159  | 244   | 2024 |
| Route 10         | Kosovo                 | Railway rehabilitation and modernisation Route 10   | Core         | Reconstruction/rehabilitation                     | 148  | 245   | 2025 |



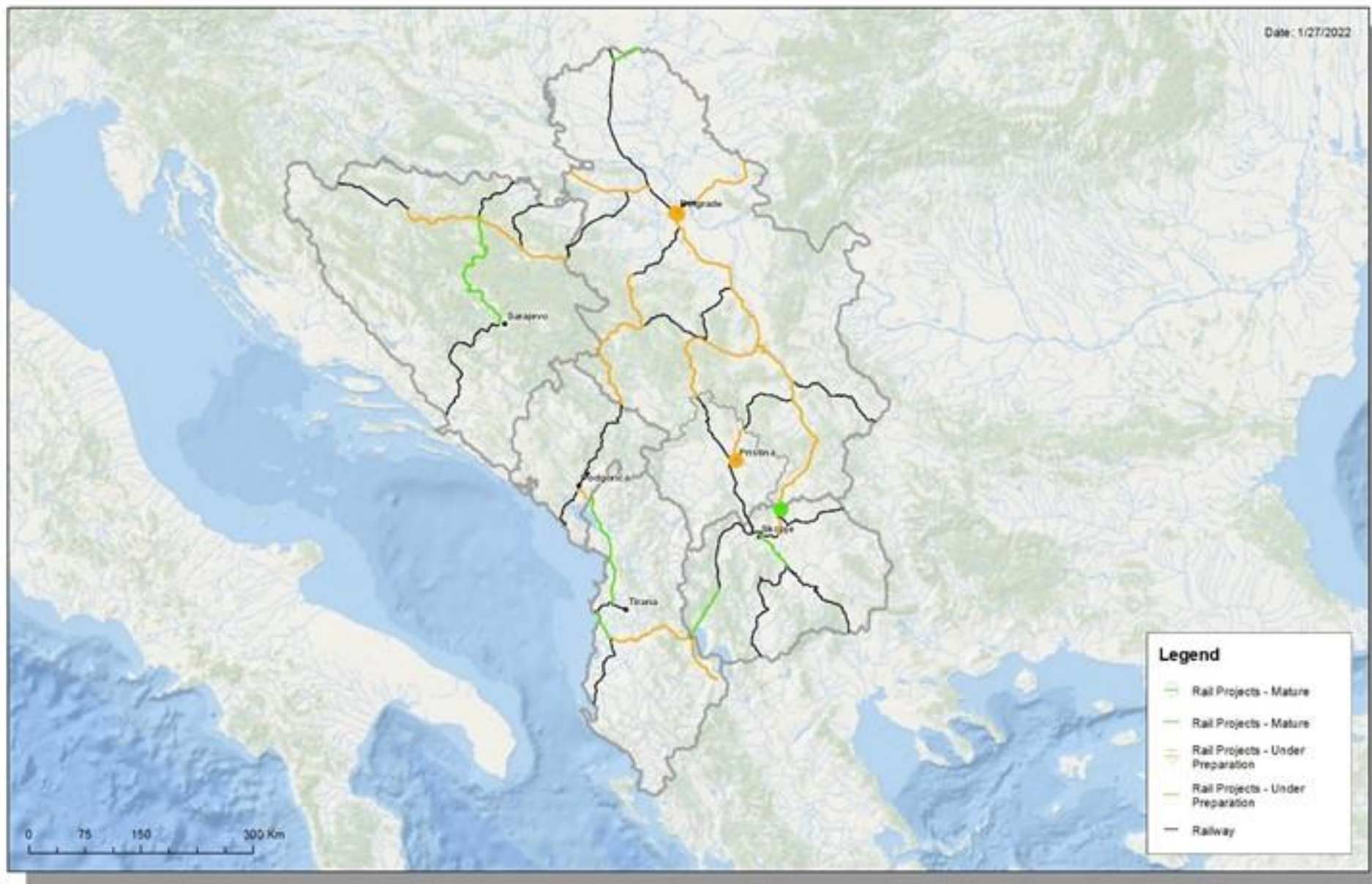
# Five years development plan – Extract from the draft report



## Mature Projects

| Corridor / Route / Node | TEN-T Network | Regional Partner | Project Name  | Project cost (M€) | Maturity | Expected Completion |
|-------------------------|---------------|------------------|---|-------------------|----------|---------------------|
| <b>Railway projects</b> |               |                  |   |                   |          |                     |
| Corridor Vc             | Core          | BIH              | Upgrade and reconstruction of the Dobož-Rasputnica Miljacka   | 500               | Mature   | 2030                |
| Corridor VIII           | Comprehensive | ALB              | Corridor VIII Railway Albania: Phase 1, Reconstruction of Durres to Rrogzhhine  | 78                | Mature   | 2025                |
| Corridor VIII           | Comprehensive | MKD              | Construction works of the railway section along the corridor VIII Kicevo – Border with Albania                        | 426               | Mature   | 2030                |
| Corridor X              | Core          | MKD              | Joint Railway Border Crossing Station (JRBS) and access road at Tabanovce between North Macedonia and Serbia          | 5.5               | Mature   | 2025                |
| Corridor X              | Core          | MKD              | Construction of new alignment of railway section along the corridor X Dracevo – Veles                                 | 550               | Mature   | 2027                |
| Route 13                | Comprehensive | SRB              | Modernization and reconstruction of the existing railway line Subotica – Horgos – state border with Hungary (Segedin) | 100               | Mature   | 2023                |
| Route 2b                | Core          | ALB              | Rehabilitation of Vore - Hani Hotit Railway Line  | 260               | Mature   | 2028                |

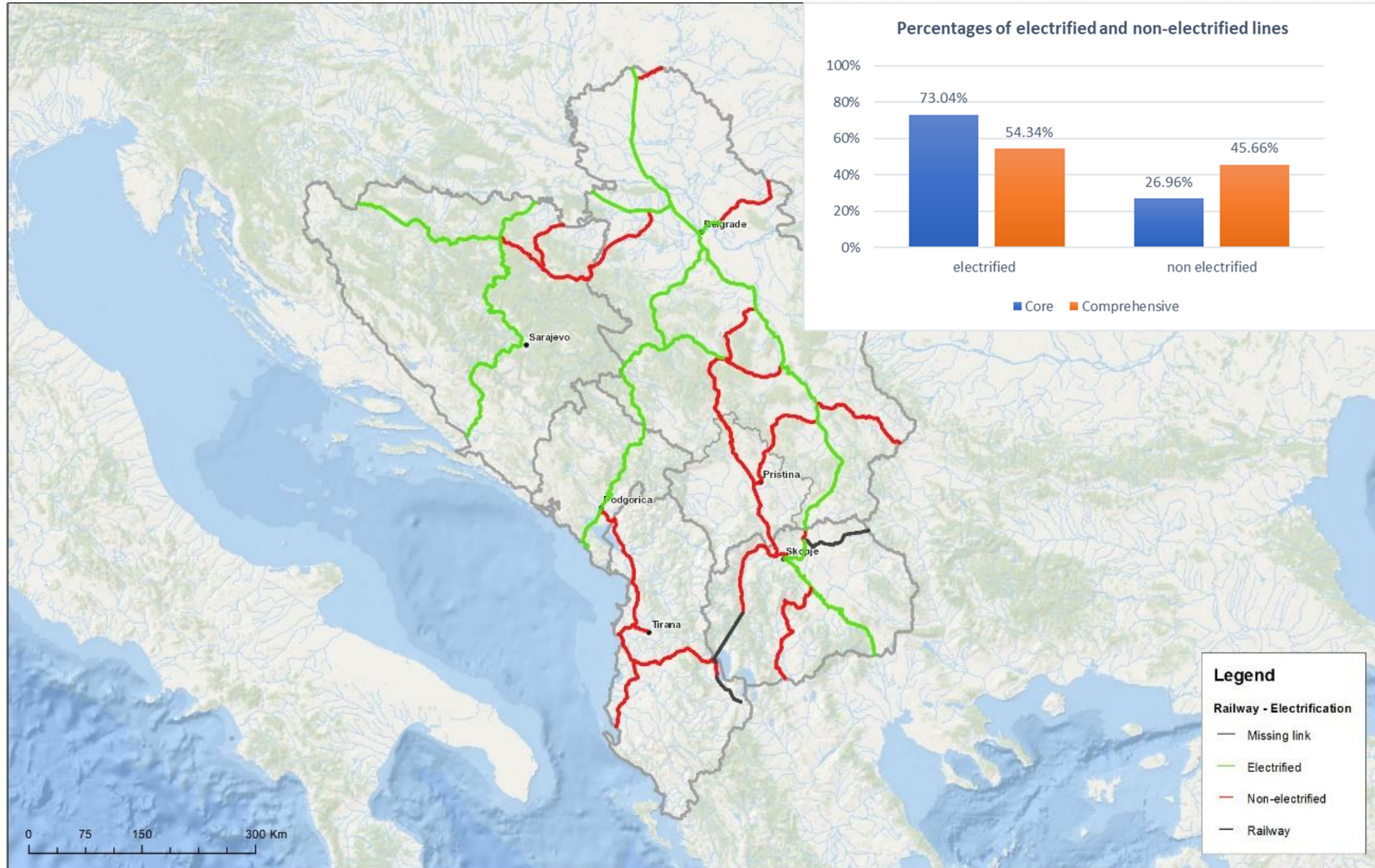






# Indicative Extension of TEN-T Core and Comprehensive Network to Western Balkans

## Electrification





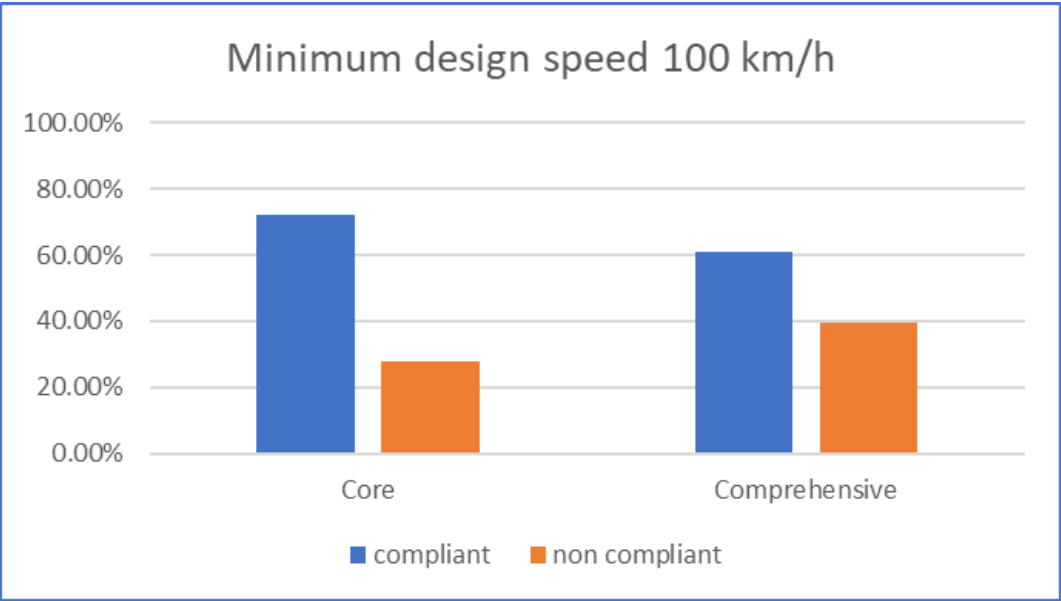




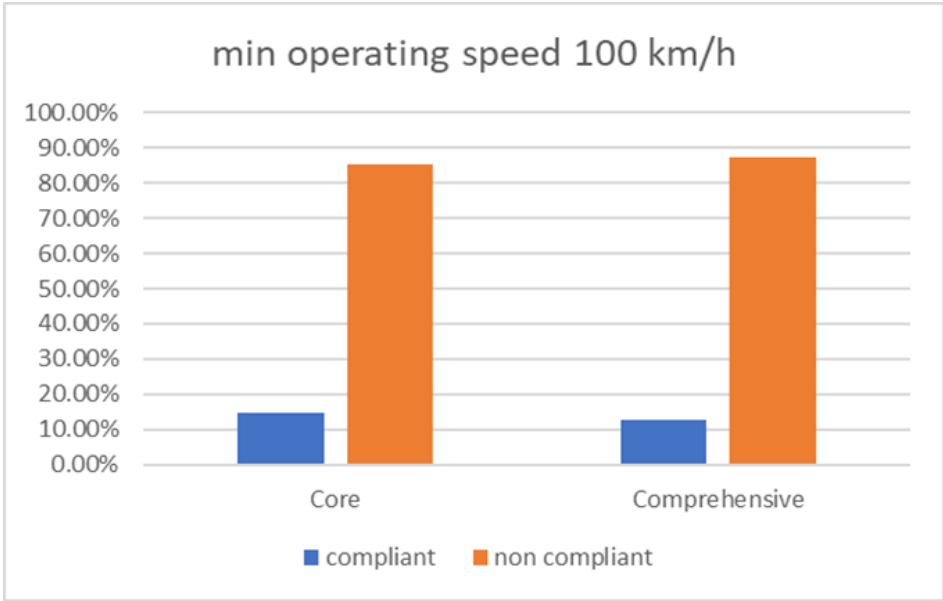




# Design and operating speed

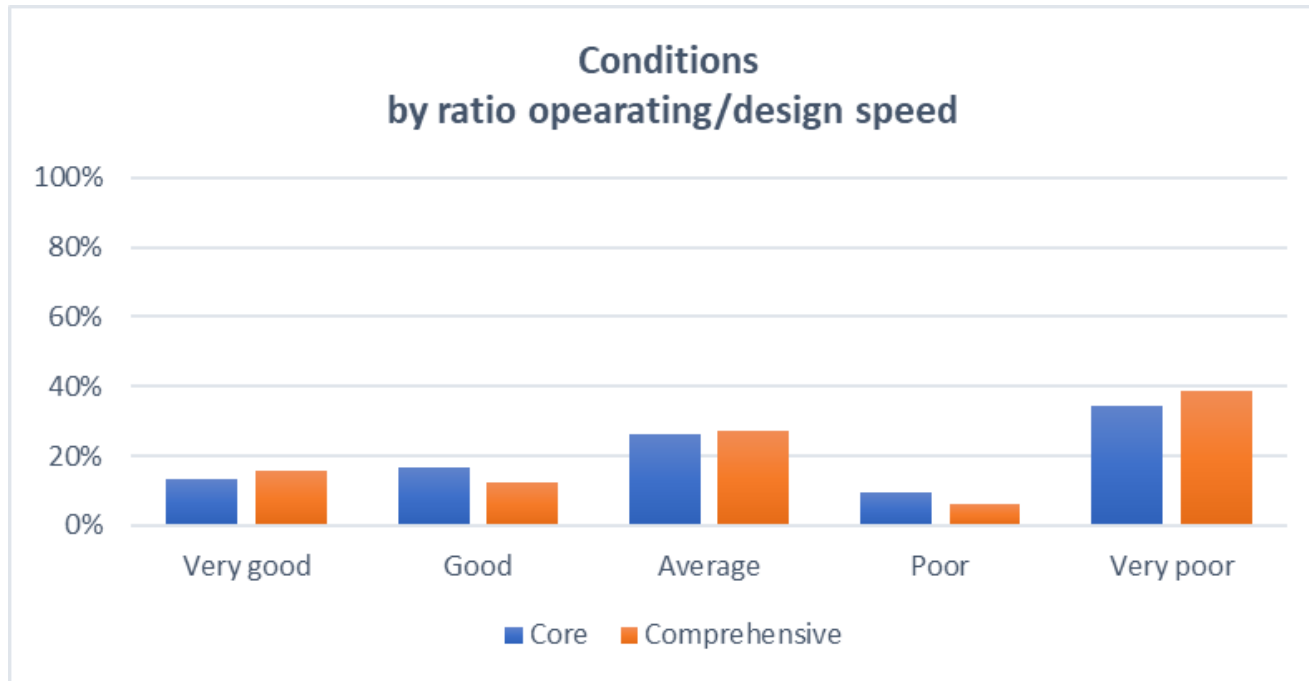


Design Speed 100 km/h and more



Operating Speed 100 km/h and more

# Ratio operating/design speed



| Condition | Operational/Design speed |
|-----------|--------------------------|
| 5         | Very good (0,86 - 1)     |
| 4         | Good (0,71 - 0,85)       |
| 3         | Medium (0,61 - 0,70)     |
| 2         | Poor (0,51 - 0,60)       |
| 1         | Very Poor (0 - 0,50)     |

| Conditions | Core   | Comprehensive |
|------------|--------|---------------|
| Very good  | 13.38% | 15.74%        |
| Good       | 16.73% | 12.30%        |
| Average    | 26.11% | 26.94%        |
| Poor       | 9.46%  | 6.35%         |
| Very poor  | 34.32% | 38.66%        |

Operating/Design Speed

# Plan of activities of the RIMN WB

- Presentation of activities of the RIMN WB by the Chair
- Discussing the plans



Thank you for your  
participation!



# Draft Conclusions



- All infrastructure managers accepted the proposed RoP.
- Mr Gentian Liko is appointed as Deputy Chairperson of the Network.
- All IMs endorsed the Concept Note related to the Railway Centre of Excellence.
- All IMs will send analyses about their capacity needs and educational possibilities by 15.06.2022.
- All IMs endorsed the Regional railway infrastructure plans related to the Level Crossings and the Public Awareness Campaign.
- All participants considered maintenance as the main obstacle to the rail sustainability
- Better regional connectivity is priority for the all IMs in the region
- Re establishing of the passenger connections between capitals should be one of the key priority
- Next meeting will be in xxx on xxx