NETWORK STATEMENT OF THE RAILWAY ADMINISTRATED BY THE CONCESSIONARY COMPANY "ALBRAIL" L.T.D 2025

Valid starting from 10.12.2024

Fier, 10 August 2024

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INTRODUCTION

Concessionary company “Albrail” L.t.d (hereinafter referred to as: Albrail) and the Ministry of Transport and Infrastructure, on 04 February 2016 have entered into the Concession / Public Private Partnership (ROT) Contract for the Rehabilitation, Operation and Transfer of Railway Infrastructure Fier-Ballsh, Fier-Vlora ”.

In 2018 Albrail completed the rehabilitation of the Fier-Vlora railway line and the railway branches of the Fier refinery and PIA (Petrolifera Italo-Albanese).
On December 26, 2018 Albrail was licensed by the National Business Center with the license of "Railway transport activity in the Albanian railway network (rail transport of passengers and luggage)", while it was licensed by the Ministry of Transport and Infrastructure with the license of Infrastructure Administrator. the railway line Fier-Vlora and Fier-Ballsh.
In December 2018 Albrail starts operating on the railway line Fier-Vlora and specifically in the transport of crude oil.

In the name of railway infrastructure administrator, based on the Railway Code of the Republic of Albania No. 142/2016 and the Concessionary Contract signed with the Albanian State, Albrail has the obligation to give access to other railway undertaker in the area under its administration, against the payment of the fee according to the rescpetive laws.

Based on the above, the Railway Infrastructure under the administration of Albrail (hereinafter referred to as: IHA) should prepare and publish the statement of the railway network under its administration.

The design of the Network Statement was done in accordance with the Railway Code of the Republic of Albania, No. 142/2016, bylaws derived from it, in accordance with the Contract of Concession / Public Private Partnership (ROT) for Rehabilitation, Operation and Transfer of Railway Infrastructure Fier-Ballsh, Fier-Vlora ”as well as the recommendations of the European Union.

The network statement contains information on IHA, conditions of use of the infrastructure, the procedure for the distribution of train itineraries, services available to IHA users and on the methodology for calculating the usage fee.

An integral part of the Network Statement will be the information on services provided by IHA and ancillary plant operators. Annexes 1, 2 and 3 are also an integral part of the Network Statement.

1. GENERAL INFORMATION

1.1 INTRODUCTION

The IHA Network Statement contains information for any entity that is willing to provide transportation services on this rail network.
The Network Statement is prepared and published for each schedule separately. The IHA Administrator is the competent body for the preparation and publication of the Network Statement.
The information published in this Network Statement will be valid for the train schedules of the period 2024/2025 starting from 10.10.2024 until 09.12.2025.

1.2 OBJECTIVES OF THE NETWORK STATEMENT

The main objectives to be achieved by the Network Statement are as follows:
- To provide the applicants the necessary information to participate in the procedure of distribution of train itineraries,
- To determine the deadlines that the applicant must meet and take into account in the procedure of distribution of train routes,
- Provide key information on railway infrastructure and services,
- To inform the applicants on the terms of use of the railway infrastructure.

1.3 LEGAL STRUCTURE FOR THE PREPARATION OF THE NETWORK STATEMENT

- Railway Code of the Republic of Albania No. 142/2016 which entered into force on 12.01.2018 and bylaws in its implementation.
- Contract of "Concession / Public Private Partnership (ROT) for Rehabilitation, Operation and Transfer of Railway Infrastructure Fier-Ballsh, Fier-Vlora"
- Fee for the use of railway infrastructure.

1.4 LEGAL STATUS OF THE NETWORK STATEMENT

1.4.1 General definition

The Network Statement is a document without any contractual value. The General Business Terms on the use of the railway infrastructure will be determined by concluding the signed contract for the use of the network between the IHA Administrator and the applicant.
The information published in the Network Statement has no impact on national legislation.
The Network Statement is published in two languages, English and Albanian. In case of ambiguity in the English version, the Albanian version will be used.
The Infrastructure Manager shall not be responsible for any inaccurate information in the Network Statement regarding infrastructure and services outside its competence.

1.4.2 Information on planned changes or modernization of IHA for the next period of time

The information in the Network Statement on planned IHA changes and / or deadlines may be used for each timetable as a notice and assistance in the train itinerary distribution procedure, but the IHA Administrator will not consider them as binding agreements to carry out the changes.

1.4.3 Explanations regarding the Network Statement and the provision of additional information

Applicants may request any further explanation or information about the Network Statement from the IHA Administrator (contacts are listed in paragraph 1.8) in writing form or by e-mail. Requests for explanation or additional information must be submitted to the IHA Administrator no later than 20 days prior to the commencement of the application for the distribution of train itinerary. The IHA Administrator will only respond to requests submitted before the deadline and will send a written explanation to the applicant no later than 10 days from receipt of the request.

1.5 NETWORK STATEMENT STRUCTURE

The Network Statement in its structure follows the usual position regarding the structure of the Network Statement, adapted within the European Rail Network (RNE) and is divided into 6 basic chapters, as follows:

- General information ,
- Terms of use of IHA,
- Railway infrastructure,
- Distribution of train itineraries,
- Services,
- Usage fees

1.5.1 Connections to Other Countries Network Statement

The Network Statements of other countries which are members of the Organization of European Railway Infrastructure Managers can be found at www.railneteurope.com.

1.6 VALIDITY AND UPDATING OF THE NETWORK STATEMENT

1.6.1 Validity of the Network Statement

The Network Statement information was used to prepare the train schedule for the period 2024/2025.
The Network Statement for the next period of the timetable for 2025 may be published no later than four months before the end of the deadline for infrastructure capacity requirements.

1.6.2 Network Statement Update

The Network Statement is kept up-to-date and changed as needed. The administrator IH will provide updates on its website as a supplement to Statement on the Network with a corresponding number.

Updates can refer to:

- Minor content updates,
- Updates regarding the infrastructure which cannot be predict at the time of publication,
- Updates due to legislative adjustments, or new legislation

Applicants are required to be familiarize with the updates of this document.

1.7 PUBLICATION, DISTRIBUTION AND ACCESS TO THE NETWORK STATEMENT

The Network Statement can be requested in writing or by e-mail to the IHA Administrator at a cost of € 50, for printing and distribution in the Republic of Albania. The Network Statement is published and free to download in Albanian, English and Italian on the Infrastructure Administrator website (www.albrail.al).

1.8 CONTACT INFORMATIONS

For any additional information on deadlines and other information included in the Network Statement, or for the printed Network Statement order, as well as other matters, applicants may contact:

Administrator of Railway Infrastructure Fier-Vlore
Tirane
"Lagje nr 2, Rruga Faik Konica,
Pallati AL & GI, Hyrja 1, Kati 4, Tirane".

Contats :
Tirane
"Lagje nr 2, Rruga Faik Konica,
Pallati AL & GI, Hyrja 1, Kati 4, Tirane".
info@albrail.al

1.8.1

► **Network statement:**
Concessionary company "Albrail" L.t.d
Administrator of Railway Infrastructure Fier-Vlore Unit
Fier
Tel.: + 0697084802
e-mail: info@albrail.al

► **OSS Coordinator in IHA**
Concessionary company "Albrail" L.t.d
Administrator of Railway Infrastructure Fier-Vlore Unit

► **Special transport permits**
Concessionary company "Albrail" L.t.d
Administrator of Railway Infrastructure Fier-Vlore Unit

► **License and Security Certificate (Regulations):**
Ministry of Infrastructure and Energy

► **Application and distribution of train itineraries:**
Concessionary company "Albrail" L.t.d
Administrator of Railway Infrastructure Fier-Vlore Unit
Applications accepted: **Every day except Sunday**

1.9 COOPERATION BETWEEN OTHER INFRASTRUCTURE ADMINISTRATORS

Rail Net Europe (RNE) - international cooperation between infrastructure managers

To handle the European Railway Infrastructure business, the European Railway Infrastructure Managers set up a joint organization in January 2004.

RailNetEurope represents its members as a Society for the Facilitation of International Traffic in the European Railway Infrastructure through a joint coordination office with the Head Office in Vienna.

RailNetEurope is a continuous step from bilateral to multilateral cooperation between European Railway Infrastructure managers towards a common body with a Trans-European purpose. The members of RailNetEurope jointly agreed on the deadlines and implement joint efforts to improve the business of the European Railway Infrastructure and the benefit of an entire railway industry.

RailNetEurope consists of some infrastructure managers, who are in addition full members or candidates. RailNetEurope partners cover a network of approximately 23,000 km of railway infrastructure.
The infrastructure managers involved in RailNetEurope take care of 120 clients who trade with international businesses in Europe, and the group's main target is RailNetEuropa. In addition, there are more than 300 other railway undertakings that trade only with national rail traffic.

For additional information visit: www.railneteurope.com

Infrastructure of the concession company "Albrail" is not yet a member of RAIL NET EUROPE and can not perform international transport but accepts all procedures for international transport..

1.9.1 One Stop Shops Services – OSS for clients

European Railway Infrastructure Managers have signed an agreement on the organization of a common market and marketing for the capacity of the international infrastructure called RailNetEurope (RNE). Infrastructure managers have established the One Stop Shop to act as a network contact point for customers within the RNE. The client will submit a request for an international train itinerary to one of the contact points, and later the process of international allocation of infrastructure capacity will begin.

The point of contact in close cooperation with the infrastructure manager will be:

• Provide customer information about the full range of infrastructure managers' products and services;

• Providing the information needed to use the infrastructure of each manager involved RNE;

• Operating requirements for any international train ritinerary within the RNE;

• Ensuring timely communication of requests regarding the upcoming timetable period in the annual train timetable planning process;

• Preparation of train route offers for the international line as a whole.

Each point of contact is part of the international network that offers the easy acces to the network by customers. The contact point also provides information on infrastructure fees and train movement, including quality monitoring. According to its motto "one face to the customer",

despite the borders between states, the contact points offer professional and efficient assistance based on transparent, confidential and non-discriminatory actions.

A list of contact points is available at : www.railneteurope.com.

1.10 DESCRIPTION OF TERMS AND ABBREVIATIONS

1.10.1 The terms used in the Network Statement have the following meanings:

Allocation	Means the distribution of a train itinerary to a railway undertaking
Use of railway nfrastructure	It is the use of state railway infrastructure in the territory of the Republic of Albania
Other interested clients	Are clients whose business or life is affected by the services of the railway undertaker (local unions, companies)
Infrastructure Capacity	It is the information about the limitations of train itineraries in relation to its technical and safety indicators, which is allowed in a section or part of the IH in a certain period of time;
Limited capacity infrastructure	Means a section or part of the IH, where in harmonization between the requirements of railway undertakings, it is not possible to fully meet the requirements for train itineraries or infrastructure capacity;
Extraordinary transport	It is the transport by empty or full railway vehicles which exceed the load mass, maximum load, the codes prescribed for the railway lines and axle load, defined by the law and the issued regulations
Concessionary Railway Infrastructure	It is a concession railway infrastructure owned by the concessionary company "Albrail" L.t.d
Public Passenger Transport	It is the passenger transport allowed for anyone under the same conditions and provided by the railway undertaker based on the completed transport contract.
International Business Association	It is an association with at least two transport operators based in different countries, members of the European Union, whose objective is to perform international rail transport services between the member states of the European Union.
Train Itineraries	It is the train itenerary with departure and arrival at the railway stations in IH.
Enlargement Capacity Plan	It is a measure or set of measures carried out by the manager to increase capacity, or proposed to the competent authorities to eliminate obstacles, causing an infrastructure with limited capacity.
Framework Agreement	It is a common arrangement which sets the capacity needs of railway undertakings in a long-term period run rather than in a single schedule;

The network	Means the entire railway infrastructure managed by an infrastructure manager;
Basic fee	It is the fee for the minimum services provided by the IHA administrator.
Transport services	Is the transport of passengers or goods in national and international rail transport
Railway Undertaking	Is a company its main activity is the provision or provision of rail transport services which owns a license for services provided and provides train towing, or a company that performs train towing by owning a license;
Network Statement	It is a document tha shows information on rules, procedures and criteria related to usege fees of railway infrastructure, as well as on capacities and schemes of infrastructure capacity allocation;
Special Infrastructure	Is a section or part of the IH specifically designed for a particular type of transport and defined by the administrator in the Network Statement;
The resolving process of grievances within the structure of the train itinerary allocation procedure	It is the procedure for resolving grievances over the distribution of train itineraries and the usage fees of state railway infrastructure, where with the help of an independent party, they try to reach an agreement within the structure of the procedure for the distribution of train routes.
Legal Units	They are legal bodies with the status of a legal entity according to the legislation of the country where they are registered.
Rail transport services	Is the transport of passengers and / or goods in national and international rail transport
IH effort	It is the right to use the concession railway infrastructure under the predetermined conditions.
Applicant	Is an undertaking or an international group of railway undertakings or any other body of law, which, due to public or commercial interests, needs a train itinerary;
Rail Net Europe (RNE)	It is the European Association of Infrastructure Managers, established to support rail traffic at borders.
Regulatory Authority	It is an Authority which is responsible for the implementation of the basic principles of the Railway Code of the Republic of Albania and is competent for stabilizing the dissatisfaction against the actions related to the diallocation of the train itinerary, by monitoring the fees and licenses process and other defined goals from the Railway Code;
Train itinerary system	It is the amount of train itinerary available in the network schedule for distribution to railway undertakings.
Transit	It is the right to use the cross-border railway infrastructure through which the railway undertakings uses the infrastructure for a train journey from one national border to another without loading / unloading of goods, without

	boarding and dropping passengers in the Republic of Albania;
The user	Is the applicant with an allocated itinerary in IH;
Infrastructure manager	IHA is a legal unit responsible for the maintenance of concessionary railway infrastructure and railway traffic management.
Coordination	It is the procedure where the infrastructure manager and the railway undertaking try to resolve any situation arising from the fulfillment of the requests of the interested parties for infrastructural capacities.
Validity of Schedules	It is the period of validity of train schedules
Train Itineraries	It is the capacity of the transport infrastructure necessary for the movement of trains between the two countries in a certain period of time.
Contradictory Requirements	Are the requests of two or more applicants for the same itinerary or different itineraries that coincide in the same section or part of IH.
Case request	It is a request for an itinerary, which is impossible to request in a normal procedure of preparing the schedule, since it has not been agreed before.
Schedule period	It is the period of validity of the schedules starting on Sunday of the second week of December of the initial year and ending on the second Saturday of the following December.
Network of schedules	It is an IHA document including data on the planned movements of trains and rail vehicles at the time of their validity;
Schedules	It is a technological plan of the railway company for a defined period of timetables, done based on the timetable network.

1.10.2 The abbreviations used in this Network Statement have the following meanings:

FTE (Forum Train Europe)	European Forum on International Rail Transport
PSO	Public Service Contracts
IHA	Railway Infrastructure "Albrail" sh.p.k (IHA)
AIH	Railway Infrastructure Manager
OSS	One Stop Shop
RNE	Rail Net Europe
SETO	Transport Monitor for South- East Europe
OLT	Train itinerary

2 CONDITIONS FOR USE OF RAILWAY INFRASTRUCTURE

2.1 LEGAL FRAMEWORK

The conditions for the use of the Railway Infrastructure of the concessionary company "Albrail" L.t.d are defined in its concession contract as well as by implementing:

- The Railway Code of the Republic of Albania, law no. 142/2016 dated 22.12.2016 and sub-legal acts in its implementation.

2.2 CONDITIONS FOR THE ALLOCATION OF THE TRAIN ITINERARY

2.2.1 General conditions for the allocation of the train itinerary for specific types

AIH allocate the itinerary according to the conditions as presented in Annex 2 of this Document.

A certain type of itinerary can be allocated to the applicant by fulfilling the following conditions:

a) For use and transit, the applicant is:
   - registered in the Republic of Albania;
   - an international business organization where at least one member lives in the Republic of Albania;

b) For transit use, the applicant is:
   - There is no possibility of transit in IH;

c) For international use the applicant is:
   - An undertakings that provides transport services in combined international transport;
   - An undertakings providing freight transport in international traffic on the Trans-European rail freight network;
   - An undertakings that provides transport services in the international transport of goods..

2.2.2 Applicants

IH train routes can be allocated to applicants - undertakings or international business organizations and / or other legal entities if they are registered in EU Member States or in the SEETO region and need passenger and / or freight transport due to interest public or commercial.
Rail transport services can only be provided by railway undertakings. If the applicant is not a railway undertaking then he must submit a contract entered into with the railway undertaking for the provision of rail transport services.

The railway transporter (railway undertakings) must meet the following conditions:

1. To own a valid license issued by the relevant licensing authority of the Republic of Albania, or by a licensing authority of EU member states or SEETO.
2. To submit a signed agreement on the rights and use of railway infrastructure with the IHA
3. To own a valid safety certificate

2.2.3 License (Activity Permit)

To secure train itineraries the applicant must present a valid license proving his ability to provide all or particular types of rail transport services. If the applicant is not a railway undertakings, in order to secure the train itineraries he must prove that the transport services will be performed by railway undertaking with a valid licence.

Licenses issued by the licensing authority are valid in the Republic of Albania. Licenses issued by the licensing authority of EU member states or SEETO are also valid.

The licensing authority, five (5) years after the issuance of the license, will issue or extend the validity of the license of railway undertaking registered in the Republic of Albania if they continue to meet the requirements for licensed equipment as defined in the Railway Code . The license issued by the licensing authority is valid until the cancellation of its validity if there are any reasons, as defined in Article 25 of the Railway Code, Law No. 142/2016 dated 22.12.2016.

2.2.4 Security Certificates

To secure the train itinerary, the applicant must present a valid safety certificate confirming the fullfilment of specified traffic safety requirements. If the applicant is not a railway undertaking, in order to secure the train itinerary, he must prove that the transport services on the required train itinerary will be performed by a railway undertaking holding a valid safety certificate.

The Insurance Authority will issue an insurance certificate to the applicant who holds a valid license if he presents:

- Has established its own security management system (SMS) in accordance with the provisions of the Railway Code, meeting the requirements set out in the Technical Interaction Terms (TSI), common security methods (CSM) and common security targets (CST)) and other laws and bylaws to manage risks and provide rail transport services safely,
- That the personnel responsible for the operation and monitoring of trains have the appropriate qualification for the traffic regulatory plot, guarantee safety in rail transport and possess their licenses and safety certificates,
- That the vehicles on the railway lines of the public railway network in the Republic of Albania meet the technical conditions of the interaction and the requirements defined in the Railway Code, the legal and sub-legal acts issued by it.

Only safety certificates issued by the responsible Authority for railway safety in the Republic of Albania are valid. The safety certificate for the Railway Carrier is usable within its validity period.

Until the railway andertaker provide the licenses and safety certificates according to the Railway Code No. 142/2016, the Railway Infrastructure Manager will allow the use of the infrastructure according to the written instructions of the Ministry of Infrastructure and Energy.

2.2.5 INSURANCE

In order to provide the train itinerary, the railway undertaker must provide proof of being able to cover civil liability arising from its liabilities for damages incurred in the event of an accident and incident on the railway during the performance of its activity in the IH of owned by the

Republic of Albania. To show the fulfillment of this condition, the railway undertaker must present the insurance from the insurance companies or any other document that shows the method or ability to cover the obligations for damages arising as a result of carrying out the transport activity in IH owned by the Republic of Albania.

2.3 HOW TO APPLY FOR A TRAIN ITINERARY

The itinerary allocation procedure is described in details in Chapter 4 of this document "Train Itinerary Distribution".

2.4 GENERAL BUSINESS CONDITIONS ON THE USE OF THE CONCESSIONARY RAILWAY INFRASTRUCTURE "ALBRAIL" L.T.D.

The general business conditions on the use of Albrail Concessionaire Railway Infrastructure define the general rights and duties of the IH Administrator as well as the railway undertakings and are an integral part of each infrastructure use contract signed by the IH Administrator.

The main purpose of the business terms on the use of the Albrail concessionary railway infrastructure is to regulate the relationship between the IHA Manager and the railway undertaking.

2.4.1 Framework agreement

On their own initiative the applicant and the IHA Manager can sign a framework agreement defining the applicant's request on the transport itinerary for a period longer than the validity period of the train schedules and on the ability of the IH Administrators to meet these needs. The framework agreement will not specify the train route in detail, but is planned in a way to meet the applicant's legitimate commercial needs for infrastructure capacity.

As a rule, the framework agreement is concluded for a period of five (5) years, renewable in periods equal to the initial duration. The IH Manager in special cases for the renewal allocates shorter or longer time periods. Any period longer than five years must be based on the legislation in force with the existence of an existing trade agreement or contract, special investments or risks. The signing of the framework agreement for a period of fifteen (15) years is possible only in cases for services that use the special infrastructure in accordance with articles 49,50,51 of the Railway Code, the infrastructure that requires significant and long-term investments, when this is well-argued by the capacity seeker. Any period longer than fifteen years is permissible only in extraordinary cases, in particular when there is large-scale long-term investment and when the investment is covered by contractual commitments, including a multi-year amortization plan. For these extraordinary cases the agreement defines detailed characteristics of the infrastructure capacity, which will be provided to the applicant for the duration of the framework agreement, which include the frequency, volume and quality of train crossings.
The agreement will not exclude the possibility for IH to be used by other applicants or for other purposes, but when two applicants apply for the same itinerary, the one who has signed a framework agreement will have an advantage. The framework agreement contains the necessary sanctions regarding its termination or annulment. The framework agreement is approved in advance by the Railway Regulatory Authority.
The applicant who has signed a framework agreement with the IH Administrator will provide a request for an itinerary allocation in accordance with this agreement, within the time structure and methods as defined in point 4.4 entitled "Application form for securing the train itinerary" and will also sign a contract on the right and use of IH with the IH Administrator to use the railway infrastructure.

2.4.2 Contract of Use (Exploitation)

In order to use the IH, the Railway Undertaking should conclude an Agreement with the IHA Manager (Albrail) on the access and use of IH.

The Railway Undertaker and the IHA Manager shall establish a bilateral relationship with this contract, which includes general, technical and financial measures, regarding the provision of technical and other conditions of railway traffic safety and the fees for the use of the railway infrastructure.

The contract must be in writing and signed and is valid for the period of time on which the train route is allocated.

2.4.3 Services in other facilities and plants

The IHA Manager must provide the right of access from the IH lines to facilities, other railway infrastructure plants (industrial connections, terminals, discharge points or overpasses, etc.) for the railway undertaking with allocated itenerary. These services are called support services and are set out in section 5.5 of the Network Statement. The railway undertaking must provide the above services mentioned by a special contract signed with the IHA Administrator when they are owned by him, or by the operator that owned these service facilities.

Under a separate contract based on marketing principles, the IHA Manager or service plant operator may provide other services provided in paragraph 5.3 and / or additional services provided in paragraph 5.4 of the Network Statement.

2.5 USE OF TRAFFIC REGULATORYS

Valid traffic rules, which must be applied when using the capacity of the railway infrastructure of the Concessionary Company Albrail, are regulated by the “Railway Technical Rregulation” and other acts in implementation of the Railway Code No. 142/2016, which can be secured through AIH.
The address and contact are given in point 1.8.

2.6 EXTRORDINARY TRANSPORT

The Manager's Permit, which determines the method and conditions of transport as well as compensation, is required in advance for extraordinary transport. The administrator will decide on the measures and conditions of extraordinary transport cases no later than 15 days after the submission of the request.
The technical regulations, the definitions of extraordinary cargo, the conditions for obtaining the permit and the method for determining the conditions of transport are defined in the national legislation, which regulates the extraordinary transport of cargos. For any additional information should contact the IH Administrator announced in point 1.8.

2.7 TRANSPORT OF DANGEROUS GOODS

Goods are considered dangerous if they are such declared in the list of dangerous goods and are part of the Dangerous Goods Transport Directives (RID). Providing the Safety Certificate, the railway undertaking will prove that the transport by Lokomotive in the IHA network and its staff, engaged in operations and monitoring of the trains that perform the transport, meet the conditions and are respectively sufficiently trained, as is defined in the Railway Code on the safety of railway transport and the regulations issued by the responsible ministry for transport and infrastructure on the transport of dangerous goods.

2.8 ADAPTABILITY OF THE ROLLING STOCK OF RAILWAY TRANSPORTERS

Providing the Safety Certificate, the railway transporter will prove with documents that the vehicles on the lines of the IHA meet the conditions and requirements defined in the Railway Code on railway transport safety and regulations issued in its implementation. For any additional information on IH should be contacted according to the contact announced in point 1.8.

2.9 THE QUALIFIED STAFF OF THE RAILWAY UNDERTAKINGS

Referring to the requirements of professional qualification of the rail transport staff, Albrail has set up a qualified and well-organized structure which guarantees the necessary knowledge and experience for transport safety and control, defined in the contract and in license.

The employees of Albrail sh.p.k. are provided with relevant certificates by the National Railway Inspectorate, according to the job positions where they work (loading station, transport, IH maintenance, operational process of transport).

2.10 PESSENGER TRANSPORT

The transport of passengers in IHA is not currently performed, but it is planned to start the transport of passengers. This transport is one of the obligations of the Concessionary contract.

2.11 IHA MANAGMENT

The Railway Infrastructure Manager, based on a concessionary contract signed with the Government of the Republic of Albania, manages the Railway Infrastructure in its administration.
To manage the Railway Infrastructure, the Infrastructure Manager will act in accordance with the provisions of the Railway Code and its bylaws. The railway infrastructure Fier-Vlora and Fier-Ballsh is managed by the company Albrail, through a concession contract concluded by the Ministry of Transport and Infrastructure in 2016.

3. RAILWAY INFRASTRUCTURE

3.1 RAILWAY INFRASTRUCTURE DEFINATION

The railway infrastructure of the Concessionary Company (IHA) includes the railway lines, equipment and installations necessary for the safety movement of railway vehicles and also includes the corresponding land that serves this purpose.
The railway infrastructure is owned by the state and built for public use according to the manner and conditions defined in the Railway Code No. 142/2016 and according to the bylaws and regulations issued in its implementation.

3.2 ALIGNMENT OF IH

3.2.1 Geographical definition of IHA

The geographical definition of the IHA presents the summary of the development of the main and regional railway lines as an integral part of the IH in the territory of the Concessionry area and the summary of the facilities in these lines. The data are in Table 2.1, while the lines and maps of the general overview of stations are given in Appendix 1/3 of the Network Statement.

Tabela 3.1: General overview of the main and regional lines of IHA

Main lines		
No.	**Railway line**	
1	Fier-Vlore	
2	Fier-Ballsh	
Regional lines		
N0.	**Railway lines**	
1	-	
2		
3		

The railway lines Fier - Vlora and Fier - Ballsh have been given with a concession to the company Albrail L.t.d for a period of 25 years.
According to the Railway Code No. 142/2016 article 109 railway lines and related facilities, which are included in the concession railway network are:

- Railway lines for railway vehicle services,
- Railway lines of branches at train stations,
- Locomotive parking lines,
- Industrial lines and railway lines inside private, state, and port entities.

The table with Technical Data on lines and stations in Appendix 3 includes a review of line capacities and their use.

3.2.2 Railway networks of neighbouring countries

The railway infrastructure of the Concession Railway "Albrail" is connected at the beginning of the Fier Railway Station Km 84 + 100 and ends in Vlora and Ballsh, so it is not connected with neighboring countries.

Table 3.2: List of railway connection points

Boundary connection code	**Border connection name**	**Symbols of connection between countries**	**Type of connection at the border**
1	**2**	**3**	**4**
-			

3.3 DESCRIPTION OF IH

3.3.1 Techincal specification of IH

An overview of lines and stations is shown in Appendix 1 of this document. Substitutes and junctions in the train route are part of the lines described in Appendix 1.
The operation of train traffic is not currently regulated by electrical signaling devices but by a radio communication system. An overview of the current system and procedures is shown in Appendix 1 of this document.

3.3.1.1 Types of lines

According to the volume of traffic and the mutual role in the railway traffic, the railway lines are divided:

- Main lines
- Regional lines

All railway lines are currently single lines (single, where trains move in both directions on the same line)
Types of lines according to the number of rails:

Type of lines	Single line	Doble line	Total
Kilometers	35.390 km	0 km	
In percentage	100 %	0 %	100 %

3.3.1.2 Track gauge

The width between the rails is the smallest distance between the inner side of the operating rails within the mass of "0" and "14" mm below the plane surface of the upper part of the two rails. The railway lines, which are part of the IHA, have a rail space of 1435 mm.

3.3.1.3 Stations and nodes

The technical specifications and distances between IH stations and nodes are given in the Technical Data table on lines and stations in Appendix 1.

3.3.2 IHA Limits

3.3.2.1 Free Space Profile

Free space profile is known as a specific space free from lines (rails), objects, signals, deposited materials and other objects. Normal and minimum profile of free space are important. The dimensions of these profiles are valid for straight and curved lines with R ≥ 250 m. Important types of space profiles and other details are shown in Appendix 1 of this document.

The normal free space profile is taken into account when maintaining and modernizing existing lines. The normal space profile is the area reserved for moving rail vehicles taking into account horizontal and vertical oscillations, rail tolerance and additional areas A and B, where, under special conditions, certain objects can be found, such as deposited material and durable tools.

The smallest part of the space is the same for all profiles and is shown separately for details to be emphasized. The minimum space profile is taken into account when separate sections of existing lines such as the smallest possible space profile are maintained and modernized. Additional information on the possibility of using the minimum space profile is available from the IH Manager(contacts are given in point 1.8).

Load standards GA, GB1 and GB2 are acceptable on all lines and stations.

3.3.2.2 Permissible loads per axis and per linear meter

The allowed load per axle is 20.5 tons. The allowed load per axle is the maximum amount per ton which can be loaded on one axis of the railway vehicle on a certain line or itinerary regardless of its total number of axles.
The allowed load per linear meter is the maximum amount in tons which can be loaded on a linear meter of the railway vehicle on a certain line or route.
An overview of the permissible load per axis and meter is in the table in Annex 1 of this document.
In general all railway lines are (UIC) category C4.

3.3.2.3 Slope management and movement resistance on IH lines

The main (decisive) gradient of the line is the maximum increase or decrease of the rails shown per thousandth (‰) and is the basis for determining the braking percentage, calculating the driving time, the load for the locomotive, etc.
The crucial (essential) resistance of the railway is the decisive gradient of the railway shown in daN / t (Deca Newton / ton) where the turning lines and the resistance through the tunnels increase. An overview of the main (decisive) gradients and the resistance in the individual lines is given in Appendix 1 of this document.

3.3.2.4 Speed per line

An overview of the speed for railways on IHA lines is shown in Appendix 1 of the Network Statement.

3.3.2.5 Maximum length of lines at stations:

The length of the lines in use are shown in the table in Appendix 1 of the Network Statement.

3.3.2.6 Codification of lines for combined transport

Intermodal transport units (ITU - containers, exchange units, etc.), transported to IH, belong to the category of emergency shipments with a special procedure (notice on transport, type of cargo, maximum size, weight, agreement suitable by all infrastructure managers on transport lines, etc.). To avoid complicated transport conditions for standardized ITUs, a coding system for combined transport has been introduced, determining which ITUs with specific technical characteristics can be transported on a given line. ITU coding is regulated by UIC file 596 - 6. Appendix 1 (Figure 2 / 2.9) shows the line coding system for combined transport on IH lines. Code C is used for exchange units and code P for semi-trailers.

3.3.3 Technical control of traffic and communication systems

- Safety at station
  - Electronic signaling devices are not usable.
  - Electronic shift signaling devices are not usable
  - Electro-mechanical signaling equipment is not usable..
  - Mechanical signaling equipment is usable.
  - Combined signaling devices are not usable.

- Safety at level crossing
  - Safety at level crossing:
    - Safety at level crossing automatic or electric
      - Not available
    - Mechanical safety at level crossing
      - Is available
    - Safety methods:
      - Barrier
      - Semy barriers are not applicable
      - Electrical Road Signals are not applicable
  - Level crossing secured, marked with road traffic signals. They are applicable.

- Automatic closure of the railway - ARB
  Provides full protection of subsequent trains on an open line between two stations. Not used in Albania.
- Closing systems

Simplified ARB to check availability and security across line between station parts. Not available.

- Remote Traffic Control (RTC) or Remote Control (Tco)
  Active remote control and traffic management on a defined line or node from the center. Not available
- Autostop device – ASD
  Automatic train stops in case of uncontrolled stations or signaling. Not available on IH.
- Radio connection information - RDC
  Direct contacts between movement leaders and drivers. Not yet available in Albania.
  The radio system provides connections between the central dispatcher and those at the stations. The movement permit is issued to the train driver at each station in the form of a departure permit written and signed by the train driver of the railway station.

3.3.3.1 Signaling and security devices

Signaling and safety devices are signals with lights or signs along the line connecting to the center and other devices along the route taken by the train. The signals are used for the driver to communicate with the railway traffic management staff. They show signals for allowing or stopping the movement of trains and signals for allowing the passage of speed adjusted or reduced depending on the position and geometry of the line, the type of itinerary (straight or deviated line), traffic situation, etc.
Current light signals are not available in IH. The driver must move the train from one station to another through the written order permit issued by the station traffic manager (service inspector). Signal signs for stopping or braking points at stations exist, but there are also shortcomings.

3.3.3.2 Technical control of traffic management

It is applicable.

3.3.3.3 Telecommunication Systems

- Concessionary company
- Public address system at stations: not available
- Call points / telephone equipment for drivers: are available
- Emergency telephones: are available; however a radio information system may be used.
- There is register available for recording conversations on railway lines, for radio communications, or telecommunications of train drivers (service inspector) of railway stations.

3.3.3.4. Connections via radio notifications

Connections via radio notifications (RDCs) were created specifically for railways, and they allow continuous communication between the train (locomotive) and the dispatch center in certain parts of the train route. They represent the reasonable and necessary instruments for the management of railway traffic. Due to the direct intervention in both directions, the connection through radio notifications represents a supplement to the current railway signalization and safety equipment and an increase in the general traffic safety.

Not available in IHA.

3.4 LIMITATIONS ON TRANSPORT

Restrictions on world transport can not be referred to as a result of the following:

- IH blockage;
- environmental constraints;
- transport of dangerous goods;
- limitations on tunnels;
- limitations on bridges;
- limitations

3.4.1 Infrastructure blocking

In the IHA are these two types of blockages:
There are permanent infrastructure blockages on the Fier-Ballsh line. Permanent blockages are the lines where the poor technical condition of the railway infrastructure prevails and are related to the need for infrastructure improvement intervention.
There are temporary blockages on the Fier-Vlora line. Temporary blockages related to the current transport of goods and passengers and require operational solutions.

3.4.2 Environmental Restrictions

The Railway Concessionary Company "Albrail" that has provided services in the Republic of Albania applies the environmental rules:

- Has signed contract with licensed company and submits self-monitoring reports on the condition of the environment every six months to the National Environment Agency,
- Observes and implements all necessary rules to prevent and reduce environmental pollution,
- Has taken all necessary measures to prevent and reduce environmental pollution, and their discharges into the environment should not exceed the recommended limits.
- In the event of an environmental incident, immediately inform the responsible authorities and take all necessary measures to reduce the harmful consequences of the environment.

Environmental restrictions in relation to rail transport, which must be met when providing rail transport, are set out in:
- Law No. 10431 dated 09.06.2011 "On Environmental Protection";
- Bylaws in implementation of the law on environmental protection.

3.4.3 Transportation of dangerous goods

Goods are considered dangerous if they are declared on the list of dangerous goods and are part of the Dangerous Goods Directive (RID). Upon obtaining the safety certificate, the railway undertaking will prove that the transport by means of the rolling stock in the IHA network and by its personnel, assigned to the use and supervision (monitoring) of trains, the performance of transport, respects the conditions and are trained in the proper manner respectively, as defined by the Railway Code No. 142/2016 and bylaws issued on its basis for the safety of rail transport.

3.4.4 Limitations on tunnels

Limitations on tunnels in relation to the size of the space of particular wagons on a train are given for deliveries by combined or separate transport exceeding normal dimensions.
The space restrictions, defined by the free space profile, are announced in Appendix 1 of this document.

3.4.5 Limitations on bridges

Restrictions on wagons or trains in connection with bridges are taken into account in the permitted axle loads and loads per meter length (linear) shown in Appendix 1 of this document.

3.4.6 Other limitations

A list of facilities where services have been discontinued is provided in appendix 1 of this document. The IH Administrator is responsible for providing all other restrictions due to infrastructure damage (contacts are given in point 1.8).

3.5 LIMITATIONS ON INFRACTRUCTURE

The IH manager, in preparing the schedule for the network under his administration, shall take into account and indicate in separate railway sections the reserved time, the maintenance period, the repair or reconstruction, as well as the time frame and the train itinerary reserved for line maintenance, repair or reconstruction of IH.

3.6 PASSENGER STATIONS

Passenger stations are in the process of reconstruction but are not yet open to passengers. Within a period specified in the contract, the Concessionaire will place the Fier-Vlora passenger train at the disposal of the passengers.
Albrail Concession Railway Infrastructure Stations are:
1- Fier, Novesele and Vlore.
In the open stations for passenger transport, the right and use of the platform, including all other public roads connecting to the transport of passengers with passenger trains is allowed. Passenger information using the address system and visual information system on train arrivals and departures or any other data is also included.

The list of stations, including platform length data, is in Appendix 2 of the Network Statement. Appendix 1/3 shows schematic plans of particular stations, categorization of particular stations and stops.

3.7 GOODS TERMINAL

The list of all stations open to accept freight wagons is given in Appendix 1 of the Network Statement. The presented terminals guarantee the capacity of the lines to carry out loading-unloading and reloading of goods.

3.7.1 Stations, designated only for train formation (marshalling yards):

None

3.7.2 Stations where loading and unloading of personal vehicles is possible:

None

3.7.3 Station, open for road-rail traffic

None

3.7.4 Stations with container terminal

None

3.8 SERVICE ACTIVITY

At some IH stations, the Manager allows the use of service facilities and equipment as an additional IH service.
The list of facilities and service equipment, usege and prices are given in Appendix 2/1 of the Network Statement.

3.8.1 Railway scales:

Table 3.3: list of stations, where railway scales are installed:

Code	Station	Load capacity in tons	Length in meters
1	**2**	**4**	**5**
00001 – 8	Fier	4x120	14
00006 – 7	Vlore (PIA)	120	13
00013 – 3	Ballsh	120	

The scales are located in the crude oil loading stations Drize and in PIA Vlora (the scales in PIA Vlora are managed by PIA itself).

3.8.2 Crude oil loading station in the city of Fier in Drize

The Crude Oil Loading Railway Station is located in the city of Fier in Drize, in front of the Oil Refinery. It starts from the overpass of the highway Fier-Vlora (Qafa e Koshovices), Km 87 + 300 and ends 87 + 700 (at the Rafinery Railway Entrance).

It is connected to the Fier Railway Station and the national railway network through the Railway Branch, with a length of 1700 meters. It is newly built as a new investment with the railway branch on Zhupan and Driza area.

Oil Loading Station, consists of two parallel railway lines, with a length of about 370 ml and two switches (type 1: 9, R180, S49). Rehabilitated railway track,is with rails S42, with concrete sleepers (in turns are used wooden sleepers), with limestone ballast, with bearing capacity of 20.5 tons per axle.

Description of the work technology, movement and loading at the charging station.

For the type of product that is transported - crude oil, liquid and heavy hydrocarbon product, the transport is performed only with specialized trains, composed of special wagons and the attractive locomotive type T 770, specially intended for this purpose. The train, except for Lokomotive, has 8, 10 and 12 wagons, depending on the case. These wagons have 4 axles, type 1462 and 1463, tanker (cisterno), with special thermal insulation clothing and crude oil heating equipment, ready to operate, in case it will be needed.

The Crude Oil-Drize Railway Loading Station (near the refinery), is a completely new facility and equipped with modern technology (western production of 2018), for loading and weighing railway wagons. Immediately after the loading is completed, the weighing is done at the same time, because the wagon is loaded positioned on the railway scale and the weight sheet comes out automatically. This is where the train is monitored throughout the process.

Two standard railway lines have been installed at the station, with an axial distance of 8.2 meters connected by two switches for the movement of railway traffic. In these railway lines are installed at the point, Km 87 + 580 meters (exactly at the loading station of wagons), 4 electronic railway scales with a capacity of 120 tons, under the metal construction, on each side, by 2 scales. These are equipped with rails, which directly enable the weighing of the wagon at the loading post. So 4 scales have been installed and exactly on them are installed in the construction, 4 oil loading arms.
This whole complex is on a strong covered metal structure where all command, security and monitoring systems are installed.

The staff of the charging station is trained, equipped with the necessary PPE, which always carry with them the detector that signals the presence of sulfur gas. Employees strictly follow the regulations and have strict standard procedures, in positioning the wagon, loading and moving the wagons after loading.

3.8.3 Ice cleaning equipment

None

3.8.4 Locomotive Warehouses

The locomotive warehouse is located near the freight railway station:

- Fier

3.8.5 Technical maintenance

The technical maintenance of the rolling stock is done in the Office near the Fier station and the Mobile Vehicle Services Unit, and it is located near the railway stations:

- Fier
- Shkozet, Durres

3.8.6 Fuel supply stations

The locomotive fuel supply station is located near the railway station:

- Fier

3.9 INFRASTRUCTURE DEVELOPMENTS

Development projects on the concessionary railway infrastructure "Albrail" are defined in the concession contract of the Albrail company with the Ministry of Infrastructure and Energy. Referring to this contract, the Concessionairy company has implemented the points of the contract by modernizing and maintaining the railway infrastructure Fier-Vlora, while ndersa has requested the review of the project “Rehabilitation of the railways infrastructure Fier-Ballsh”.

4 DISTRIBUTION OF TRAIN ITINERARIES

Applicants who meet the terms set out in section 2.2 may participate in the train itinerary allocation procedure.

4.1 LEGAL FRAMEWORK

The procedure of allocating the train itinerary is regulated by the Railway Code of the Republic of Albania, law no. 142/2016 dated 22.12.2016 and the legal regulations in force.

4.2 PROCEDURE DESCRIPTION

The following principles will be considered in the train itinerary allocation procedure:

- The principle of neutral competition
- The principle of effective use of Railway Infrastructure
- The principle of transparency (justice) and non-discrimination.

• The whole procedure will be based on the principle of neutral competition, which means equal treatment of the requirements of all applicants, so that the allocation of appropriate train itineraries is done on the basis of efficiency and economic benefit. In the case of conflicting claims, priority is given to needs of public interest.

• The principle of effective use of Railway Infrastructure will be guaranteed throughout the procedure. The network schedule will be prepared in accordance with the best use of resources by applicants in relation to the optimal use of IH.

• During the decision-making process on the submitted requests AIH will act in accordance with the principle of fairness and non-discrimination and thus the submitted requests for the allocation of train itinerary will be treated without any differentiation.

4.3 DEADLINE FOR REQUIREMENTS AND ALLOCATION OF THE TRAIN ITINERARY

Applicants must submit a request for train itinerary allocation for each timetable in particular within a time limit and manner specified in section 4.3.1. During the validity of the timetable, requests for the allocation of the train route within the time frame and the method defined in section 4.3.2 may be submitted from time to time.

4.3.1 Requirements for regularitenerary timetables

• Requests submitted on time for the allocation of the train itinerary for the period of working hours 2024/2025 are considered those submitted in writing to the IHA, by e-mail or in writing no more than 12 months before entry into force working hours (midnight on the second Saturday of December 2024).
• A request for train itinerary allocation for an international train, which the applicant submits in a timely manner to a foreign infrastructure manager, will be considered a timely request if such requests are notified to AIH by the manager of infrastructure on behalf of the applicant, within a period not later than 11 months before the entry into force of the working hours.
• No later than 11 months before the train schedule enters into force, the infrastructure managers shall ensure that temporary international train crossings are established in cooperation with the other relevant infrastructure managers. Infrastructure managers ensure that these applications are respected as much as possible during subsequent processes.
• A request for train route allocation for an international route submitted by the applicant himself or by the foreign infrastructure manager on his behalf, declared at the international train conference, convened for the preparation of a new timetable for the period of this Network Statement will be considered as a timely submitted application for an international train route.

4.3.2 Ad hoc requests for train itenerary in the short term

If applicants urgently need a train itinerary, they may, within the validity of the network schedule, submit an ad hoc written request for a train itinerary or e-mail. The ad hoc request for train route allocation is submitted to the AIH.
AIH will decide on the allocation of the train itinerary as soon as possible, but not later than five (5) working days after receiving the request, and will inform the applicant in writing or by e-mail .
The train itinerary is allocated to the applicant on the basis of ad hoc request if possible and on the principle that an ad hoc request received first takes precedence over other ad hoc requests submitted later. Information on possible unused train timetable systems is available from the IH Managers to all applicants.

4.4 APPLICATION FORM FOR ALLOCATION OF THE TRAIN ITINERARY

National and international train routes are requested by the applicant by submitting to the AIH an application in the form of a request for the allocation of the train route.

4.4.1 Competent body

The IH manager is the competent body.

4.4.1.1 Completed application

The IH Manager reviews only completed applications for train itinerary allocations submitted in a timely manner by foreign or local applicants, or foreign rail infrastructure managers. In order to be considered full completed, the applications must be completed according to the format presented in Appendix 2/1 and accompanied by all the necessary evidence to prove that the applicant meets the requirements set out in section 2.2 of this document.

If the applicant submits an incomplete or poorly clarified application in a timely manner, the AIH must invite him in writing or by e-mail to complete the application within 5 working days of receiving the invitation; otherwise such a request will not be considered during the train itinerary allocation procedure.

4.4.1.2 Confidentiality of information

All information declared by applicants in the train itinerary allocation request is confidential and the IH manager is not permitted to share this information to third parties or use it for any other purpose, except when necessary in the context of the implementation of the allocation procedure.

4.4.1.3 Defining groups of international train itineraries

At the International Train Route Conference organized by the European Railway Transport Forum (European Train Forum - FTE) and RailNetEurope (RNE), the IH Manager coordinates with foreign infrastructure managers and other applicants regarding international train itineraries and together define groups of international train routes.

The IH Manager agrees with defination a specific international train itinerary group if the applicant who meets the request meets the train itinerary allocation conditions set out in section 2.2 of this document.

If no request is made for a specific group of international train itinerary, AIH reserves the train route as international in accordance with the agreement made with the other managers. IHA may offer the reserved international route as a replacement for a national train itinerary if no applicant submits a request to complete the consultation process.

Records from international conferences on train itinerary within the FTE and RNE form the basis for the allocation of an international train itinerary from the infrastructure manager to whom the train route allocation request has been submitted.

4.4.1.4 Network draft schedule

The IHA Manager will prepare a draft schedule based on the completed train itinerary allocation requirements submitted on time, no later than June 30, 2024 in accordance with the procedure and method of evaluating the criteria for itinerary allocation of the train set out in Appendix 2 taking into account the defined groups of international train itinerary.

4.4.1.5 Replacement of train itinerary

If the applicants themselves, in the request for train itinerary allocation, request the replacement of a train itinerary that suits them and if there are requests for the same train route from more than one applicant, the IH administrator will consider this replacement during the preparation of the train. the draft schedule, in case another applicant, in accordance with the criteria set out in Appendix 2, will gain the right of priority for the allocation of the required train itinerary. In this case the substituted train itinerary is considered as the required train route and is part of the draft schedule, if the applicant has the right of priority over other applicants in accordance with the criteria set out in Appendix 2.

For applicants without priority rights to allocate the required train route according to the criteria set out in Appendix 2 or with the same right, the IH Manager in the draft schedule will consider a possible replacement of the train ritinerary or other possible solution. If the required national train itinerary matches an international train itinerary group, the IH Mnager arranges a replacement train roitinerary for the national train itinerary in the draft timetable.

4.4.1.6 Consultation Procedure

AIH immediately, but not later than 5 working days after the preparation of the document, sends in writing or by e-mail the draft schedule for review and remarks by applicants or stakeholders for infrastructure capacity. Applicants or interested parties must, within one month of receiving the draft schedule, submit their views or comments in writing, by e-mail or fax to the AIH. Comments received by AIH after this period will not be considered.

If the applicant does not submit any comments within the time limit of the consultation procedure, it is considered that he adheres to his original request.

4.4.1.7 Changes in train itinerary allocation requirements

Changes in train itinerary allocation requests, resulting from the above consultation procedure, are considered as complete requests submitted in a timely manner under the train route allocation procedure. Applicants must submit to the IH Manager their revised request for train itinwerary allocation in writing or by e-mail within seven days of the comment period.

4.4.2 Coordination procedure, additional factors

When, following the consultation procedure, on the basis of the opinions or comments received and using the criteria set out in Annex 4 of this document, there are still conflicts

between individual applicants or requests of other parties, a written co-ordination procedure shall be undertaken with the which is based on the information provided by the IH Manager within 10 (ten) days in writing or in electronic form (e-mail) as follows:

a) train itineraries, required by all other capacity seekers on the same lines;
b) train itineraries, pre-arranged for all other capacity seekers on the same lines;
c) alternative train itineraries, proposed for the lines in question,

The information submitted by the IH Manager will not reveal the identity of other capacity applicants, unless the capacity applicants in question have agreed to be identified.

Through this procedure AIH regulates conflicting claims. The applicant must submit to the AIH within 5 days after receiving the information, by e-mail or in writing his position on the proposed solutions, otherwise it is considered that the applicant has agreed with the alternative solutions proposed by the AIH. If, after receiving the views of the applicants, the IH administrator fails to resolve the conflicting claims for the allocation of infrastructure capacities, then the criteria for resolving disputes set out in Appendix 2 of this document will be implemented. For the implementation of this solution, the decision is taken by the IH administrator within 10 (ten) working days.

If even after this coordination procedure there are unsatisfactory requests for infrastructure capacities even after consulting with the capacity seekers, then the IH Manager must declare for that infrastructure section overloaded or oversaturated.

4.4.3 Infrastructure with overloaded or oversaturated capacity

If the IH Manager after performing the above procedures defined in point 4.4.2, can not meet all the requirements for infrastructure capacity, that section of IH where the conflict occurs must be declared as infrastructure with overloaded capacity.
If for the tariffs of IH use a satisfactory result has not been achieved in their collection and the infrastructure is declared overloaded (oversaturated), the infrastructure manager sets priority criteria for the allocation of infrastructure capacities.
The priority criteria take into account the importance of a service to the public in relation to any other service that is consequently excluded, given as follows:

- Importance of national passenger transport service, versus regional passenger service, or freight transport service.
- Importance of international freight transport service, or domestic freight transport service.
- The importance of the transport service of dangerous goods versus the normal transport service of goods.

Referring to the priority criteria, the infrastructure manager decides on the allocation of infrastructure capacities.

4.4.4 The decision on the allocation of the train itinerary

The IH Manager shall decide on the allocation of the train route by written order no later than two months before the entry into force of the new timetable. Based on the written order, the applicant is served with the duly completed application and the allocation of the train itinerary.

At the right time, requests for train itinerary allocation may be rejected when, during the allocation procedure, it is discovered that certain train itinerary are not possible, or when the

right to the route in question has been granted to another applicant during the allocation procedure, taking into account the other factors set out in Appendix 2.

Applicants may submit their complaints against the written order issued by the IH Manager regarding the allocation of the train itinerary in the appropriate manner and time as set out in point 4.4.8.
The complaint is not valid only when the IH Manager and the applicant, during the itinerary allocation procedure have followed the coordination and counseling procedure, and have jointly agreed on a solution regarding the allocation and this is an integral part of the issued order.

Filing a complaint does not limit the implementation of the IH Manager's order.

4.4.4.1 Recognition of written orders on the allocation of international itineraries issued by foreign infrastructure managers

The IH Administrator recognizes an order issued by foreign infrastructure managers on the allocation of an international itinerary if:

- The applicant meets the conditions set out in section 2.2 and
- The order is in accordance with the protocols of the international train conference within FTE and RNE.

The applicant who owns an international itinerary allocation from a foreign infrastructure manager must sign a contract with the IH Manager regarding the entry and use of IH as defined in point 2.4.2 in order to be able to use the allocated itinerary.

4.4.5 Payment of procedure costs in case of non-allocation of the train itinerary

The applicant must pay to the IH Manager the costs of the train itinerary allocation procedure if the IH Administrator has not allocated the required train itinerary for the following reasons:

- The applicant voluntarily withdraws the request for the train itinerary allocation
- If it is found during the execution of the procedure that the applicant does not meet the conditions set for the train itinerary allocation

In case of non-allocation of the train itinerary the applicant must pay to IH the costs of the procedure for the train itinerary allocation.

4.4.6 The new schedule and its implementation

The IH Manager, on the basis of orders issued in connection with the allocation of train routes, drafts the new timetable and publishes it at least 15 days before the start of its implementation.

In return for payment for the cost of the administrative procedure, the IH Manager shall send to the railway undertaking, through the signed contract regarding the entry and use of the IH, the necessary and required documentation on the new schedule at least 15 days before its entry into force.

The new schedule is valid starting December 10, 2024.

4.4.7 Resolving the complaint regarding the train itinerary allocation

The applicant who has submitted to the IH Manager a complete request for allocation at he right time, may in case of dissatisfaction with the train itinerary allocation procedure or regarding the information and conditions published in the Network Statement, or in cases of other related to the train itinerary allocation procedure, initiate the complaint resolving procedure.

The procedure for complaint resolving for complaints related to the train itinerary allocation procedure is set out in Appendix 2 of this document.

4.4.8 Complaints Procedure

The Railway Regulatory Authority (currently covered by the ministry responsible for Infrastructure and Energy) has the right to decide on applicants' complaints against orders issued by the IH Manager, or a service plant operator.
The applicant has the right to complain if he believes that he has been treated unfairly, discriminated against or in any way harmed, in relation to:
a) the Network Statement in the provisional and final preliminary versions;
b) criteria set out in the "Network Statement";
c) the capacity allocation process and the outcome of this process;
ç) charging scheme;
d) the scheme of the components of the fee that arises to be paid;
dh) agreements for access to infrastructure, in accordance with Articles 10 to 13 of the Railway Code No. 142/2016;
e) network access and charging for services, in accordance with Article 13 of the Railway Code no. 142/2016.
The Railway Regulatory Authority (currently the ministry responsible for Infrastructure and Energy) requests information from the infrastructure manager, applicants and any third party involved in rail transport. The requested information is sent within a period of one month to the Railway Regulatory Authority.
The Railway Regulatory Authority (currently the ministry responsible for Infrastructure and Energy) must give its reasoned decision within six weeks from the date of receipt of all relevant information requested by it.
Decisions taken by the Railway Regulatory Authority are subject to judicial review.

4.5 TRAIN ITINERARY ALLOCATION FOR MAINTENANCE OF IH

The train itinerary allocation process described in sections 4.2 and 4.4 is also used in cases of train route allocation for public railway infrastructure maintenance works.
1. Requirements for infrastructure capacities, which enable the works performed for maintenance, are presented during the process of preparation of capacity planning.
2. The infrastructure manager takes into account the impact of infrastructure capacity reservation on maintenance works on capacity seekers.
3. The infrastructure manager informs the interested parties about the invalidity of the infrastructure capacity, due to unplanned maintenance works.

4.6 NO USE OF TRAIN ITINERARY

The IH Manager informs on the use and allocated capacities of the trains. If an applicant does not use or utilize the infrastructure capacity allocated to him / her by the IH Manager, then the IH Manager has the right to reallocate these capacities to another applicant. The IH Manager informs on the use and allocated capacities of the trains.

If an applicant does not use or utilize the infrastructure capacity allocated to him / her by the IH Administrator, then the IH Administrator has the right to reallocate these capacities to another applicant.
If an applicant whose has been allocated an infrastructure capacity that means a train itinerary, fails to use the allocated capacity above 50% for the following three months, the applicant may provide this train itinerary to the IH Manager for the remaining period. However this is not valid, in case the no use of the capacity comes as a result of non-economic reasons that go beyond the control of the applicant.

Although the unused capacities are given for use to another applicant, the initial applicant (the owner of the train itinerary) does not enjoy the right to receive any kind of refund from the IH Manager.

Before the IH Administrator can utilize the unused capacity to other applicants, the original owner must be informed by written notice that his train itinerary will be removed, giving him the opportunity to explain the reasons for low level of capacity utilization. The applicant (initial capacity holder) will receive another written notice from the IH Manager on the decision to reallocate the train route to other applicants.

5 SERVICES

5.1 LEGAL FRAMEWORK

The legal basis for determining the Railway Infrastructure services is defined in Articles 15, 108 and 110 of the Railway Code of the Republic of Albania no. 142/2016, which defines the railway infrastructure and its components, as well as the recommendations Article 13 points 1 and 2 of Directive no. 34/2012 of the European Union its second appendix, and the Railway Infrastructure Tariff Methodology defined in the concession contract.

5.2 BASIC SERVICES

Minimum package basic services:

- Review of requests for train itineraries,
- Use of railway infrastructure in allocated itineraries,
- Use of switches and level crossings in the allocated train itineraries,
- Control of trains, together with signaling, regulation, distribution and communication of trains, as well as providing information on the movement of trains,
- Other information needed to fulfill and perform the services for which the train itineraries has been allocated.

5.3 OTHER SERVICES

Access, including rail access, for ancillary facilities services when they exist and for services provided at ancillary facilities

a. passenger stations, their buildings and other facilities, including information display boards and convenient locations for ticket services
b. freight stations and terminals
c. lining rail lines and train formation facilities including maneuvering facilities
d. reserve lines for train stops
e. maintenance facilities, with the exception of maintenance facilities dedicated to high-speed trains or other types of rolling stock, requiring special facilities
f. other technical installations including cleaning and washing installations,
g. additional facilities

The use of facilities and equipment is allowed by special request. The railway undertaking shall provide the services mentioned above by means of a special contract signed between the IH Manager when the services are provided by him or the service delivery operator of these facilities.

5.4 ADDITIONAL SERVICES

Albrail company can offer additional services, depending on customer requests and market dynamics.

The railway company will provide additional services through a separate contract signed between the parties.

5.5 SUPPORT SERVICES

Support services include:

a. permission in telecommunication networks
b. providing of additional information
c. technical inspection of rolling stocks
d. ticketing services at passenger stations
e. poor / insufficient maintenance services in rolling stock maintenance facilities, requiring specific services.

The railway undertaking to which a train itinerary has been allocated, may request another set of services in addition to those included in the support and other services, but the IH Manager is not obliged to provide it, such as:

- Connection to the telecommunication network, (Not applicable in IHA)
- Providing of additional information,,
- Technical control of rolling stock; (Not applicable in IHA)

The provision of these services is done through a special contract concluded between the IH Manager or other service providers and Railway Undertakings, based on market principles.

6 FEES

6.1 LEGAL FRAMEWORK

The legal basis for determining the tariffs for the use of Railway Infrastructure is found in Articles 30,31,32 of the Railway Code of the Republic of Albania No. 142/2016, which defines the principles or criteria on which the tariff for the use of railway infrastructure is set, as well as Appendix 3 of the concessionaire contract.

6.2 METHODOLOGY FOR CALCULATING THE FEES OF THIRD RAILWAY USERS

6.2.1 Services that make up the fee

The Concessionairy Company has the right to set the Tariffs of Other Railway Undertakings during the Concession Period according to the methodology defined in Appendix 3 of the Concession Contract (Method of Calculation of the Railway Infrastructure Usage Fee).

The basis of the usage fee consists of the costs of basic services as defined in section 5.2 of this document.

6.2.2 Charging principles

The usage fee system is based on the following principles:
- simplicity in calculation,
- clarity,
- fairness and transparency
- cost of dependence

6.2.3 Usage fees calculation formula

$$T = \{ (N_k * P_k) + (N_r * P_r) \} * C_{mall} * K * F$$

T	usage fee for the allocated train itinerary
N_k	number of train km traversed on the main railway lines
P_k	coefficient of importance for the main railway lines
N_r	number of train km traversed regional railway lines
P_r	coefficient of importance for regional railway line
C_{mall}	unit price in monetary units per train / km for freight trains
K	rail amortization coefficient
F	coefficient, which expresses the carriers' requirements regarding the timetable

The usage fee is set for each trainitinerary

.

6.2.4 Values of special elements of the formula for calculating the usage fee

6.2.4.1 The coefficient of importance of the railway line P:

-	Main railway lines	**1,35**
-	Regional railway lines	**1,00**

6.2.4.2 Rail amortization coefficients – K

-	Freight trains (over 2000 gross tons)	**1,50**
-	Freight trains (1000 gross tons to 2000 gross tons)	**1,20**
-	Freight trains (700 gross tons to 1000 gross tons)	**1,00**
-	Trains (500 gross tons to 700 gross tons)	**0,80**
-	Trains (200 gross tons to 500 gross tons)	**0,50**
-	Trains with less than 200 gross tons	**0,35**

6.2.4.3 Factor of rail undertaker demand regarding to timetable – F

- Allocated train itineraries, required before the timetable enters into force	**1**
- Allocated train itineraries based on ad hoc requirements	**1,2**

6.3 PRICES

6.3.1 Price per train kilometer

The price per train kilometer (C_{vlkm}) is 10.3 euro/trainkm, excluding VAT, for the conditions: that the gross weight of the train is 1000 tons and for a speed of 35 km / h.

It is also determined that the coefficients "K" and "P" of the formula for calculating the usage fee, will be calculated in direct proportion to the gross actual weight for each train and the average speed of movement determined in the train traffic graph by the Manager of Railway Infrastructure for the distance (route) on which the train moves.

6.3.2 Price of additional services

A list of additional services is published in Appendix 3 of the Network Statement.
Price: Not approved so far.

6.3.3 Price of other services

A list of additional services is published in Appendix 3 of the Network Statement.
Price: Not approved so far.

6.3.4 External costs

External costs are not currently included in the fee.

6.4 BASIC CHARGING PRINCIPLES

The usage fee system is based on the following principles:
- simplicity in calculation,
- clarity,
- fairness and transparency
- cost of dependence
- non discriminating.

6.5 EXEMTIONS FROM THE USE FEE

Users who maintain and modernize IHA, rail traffic and transportation managers at IH are exempt from usage fees.

6.6 FEE CHANGES

The Concessionairy Company has the right to propose the revision of the fees for Other Railway Undertakings every 4 (four) years during the Concession period. The Concessionaire prepares a proposal for changes in each periodic review. Each proposal is accompanied by written documentation of the assumptions used and calculations, made during its preparation and is approved by the Contracting Authority.

6.7 REVOCATION AND CANCELLATION OF THE TRAIN ITINERARY

The revocation of the train itinerary is the final removal of the train itinerary from the owner for the entire period of the schedule. By revoking the train itinerary the railway undertaking will lose the right to use this itinerary for the entire period of the approved timetable.

Cancellation of the train itinerary means the cancellation of a train route on a special day or days by the owner. The railway undertaking reserves the right to further use the train itinerary during the approved timetable.

In these cases the following conditions apply:

	Conditions	Payment of the usage fee
1.	**Revocation** up to 60 days before the first scheduled trip.	No usage fee is paid
2.	**Revocation** more than 30 days and less than 60 days before the first scheduled trip -Train itineraries	50% usage fee for each train itinerary
3.	**Revocation** 30 days before the first scheduled trip: Train itineraries	1 x usage fee for each train itinerary
4.	**Cancellation** more than 24 hours before the planned trip: -Train itineraries	50% usage fee for each train itinerary
5.	**Cancellation** less than 24 hours before the scheduled trip: train itineraries	1 x usage fee for each train itinerary
6.	The train route is neither revoked nor canceled: - - Train itineraries	2 x usage fee for each train itinerary

6.8 FEE DISCOUNTS

The IHA Manager can apply fee discount for each service while always maintaining the real cost, which is applied on the part of the profit created as a result of investments of new technologies for the implementation of technical conditions for interaction in relation to command control and signaling subsystems.
The infrastructure manager may apply price reduction schemes to infrastructure users to encourage:

a) the use of new lines or those used below capacity;
b) reducing the time of use of a certain railway segment.

Price discount relate only to the fees set for a particular section of infrastructure. Similar discount schemes will apply to similar services.

6.9 CHANGING OF THE TRAIN ITINERARY

Changing the train itinerary means changing the basic data in the existing route on behalf of the railway undertaking which leads to deviation from the approved train itinerary schedule and results in the creation of a new train itinerary.

Change tariff is xx leke (not approved yet) for every train itineray.

7. APPENDIXES

APPENDIX 1
RAILWAY INFRASTRUCTURE TECHNICAL DATA

APPENDIX 2
FORMS AND PROCEDURES FOR APPLICATION FOR ITINER AND INSTRUCTIONS FOR COMPLETION

APPENDIX 3
ADDITIONAL SERVICES

APPENDIX 1

RAILWAY INFRASTRUCTURE TECHNICAL DATA

1. Technical data on railway lines and stations (attached materials)
2. General map of railway lines (attached materials)
3. Schematic plans of lines at stations (attached materials)
4. Free space and load dimensions (attached materials)
5. General overview of slopes, resistances and speed in railway lines (attached materials)
   List of stations that accept the transport of goods
   - Freight Station of Fier
6. Lines equipped with signaling and safety equipment (attached materials)

APPENDIX 2

FORMS AND PROCEDURES FOR APPLICATION FOR ITINER AND INSTRUCTIONS FOR COMPLETION

2.1 Application form for train itinerary allocation

Albrail
Fier
Tel ----
e-mail: info@albrail.al

Application form for train itinerary allocation

Railway Undertakings _____
Address_____
Contact person _____
Tel_____fax_____e-mail_____

1. Basic notes for train track orders						
Type of train	Nr. of trains in the last timetable	Desired time		report		
		Start	Arrival	from	to	via
Remarks:						

2. Notes regarding OLT		
Prohibitions in official places	Time spent in official places	Movement calendar

3. Train notes							
Attraction type, series, raport	Complementary locomotive, Series, report	Type and number of wagons / GM	Train size (t)	Train length (m)	Braking (type)	Braking Percentage (%)	Maximum train speed

4. Specific Data

2.2: Train itinerary allocation form

Instruction to complete the Train itinerary allocation form

1	Type of train	Specify the type of train: Passenger train (express train, express train, local train or empty set) Freight train (all possible types)
	Nr. of trains in the last timetable	Indicate the number of trains from the previous schedule for which all elements match the order (e.g no. 891 or 55981)
	Desired time	Specify the desired time of departure of the train from the initial station and the desired time of arrival at the final station.
	Report	Specify the starting and ending station of the train and the characteristic stations between these two stations.
2	Stop at official places	Specify all official places where the train needs to be stopped.
	Time spent in official places	Specify the train stay time separately for each official location.
	Calendar of movements	Specify the days when train movement is required
3	Attraction type, Series, relation	Specify the type of traction, the serial number of the locomotive, and the traction relationship.
	Complementary locomotives	Specify the type of additional locomotive, Serial number, relation (auxiliary or rear additional, etc.)
	Type and number of wagons	Specify the number and type of wagons (Signs, serial-individual no.) Or Motor Sets
	Train mass	Specify the mass of all rolling stock in the train
	Train length in meters	
	Braking- type	
	Maximum speed	
4	Specific data	Mention special notes regarding maneuvering, change of train composition, train connections, change of personnel, transport of chargos of hazardous materials, military transport, acceptance and delivery procedures at border stations, etc..

2.3 Procedure and method of assessing the criteria and allocation of the train itinerary

Overloaded infrastructure. Definition, process and priority criterion

If due to capacity overload, IHA in the coordination procedure can not include all requests of railway undertakings, IHA will request to declare railway capacity as "overloaded" and inform the Railway Regulatory Authority. In cases where the IHA declares an Infrastructure "overload", conducts a capacity analysis on the overloaded infrastructure and identifies the constraints for which it has not been possible to meet the capacity allocation requirements, then it must propose an improvement plan. of certain capacities.

Infrastructure capacities can not be understood as overloaded in the following cases

- if the need for the mentioned capacities does not exceed 9 months and if it is not foreseen that the newly mentioned capacities will be required
- when infrastructure capacities cannot be allocated due to the performance of infrastructure maintenance works; and
- when the IHA reasonably suspects that the railway undertaking will not use the required route.

If the number of requests for allocation of the same infrastructure capacity exceeds the allowed capacity of that route, IHA will use the priority rules according to this ranking:

1. public passenger transport services
2. combined transport services;
3. international freight transport services; and
4. other freight services.

Taking into account the above priorities, the allocation of itineraries will be done according to these rules:

- regular train requirements take precedence over emergency and special trains;
- train itinerary requirements under the framework of agreements take precedence over new requirements
- requirements for train itinerary which are included for a long period of time take precedence over requirements for short periods of time;
- requirements for long-distance train itineraries take precedence over short-distance train routes on the same route; and
- in cases where all the above conditions are the same, the one who made the request first will be served.

If the railway undertaking considers that it has been treated unfairly, it may lodge a complaint to the Railway Regulatory Authority.

2.4 Procedure for resolving complaints within the procedure for allocating the train itinerary

Procedures for resolving complaints about infrastructure assets begin with the submission of written observations by the railway undertaking regarding the full or partial acceptance / non-acceptance of the OLT. The complaint should first be addressed to IHA at the address: “Lagje

nr 2, Rruga Faik Konica, Pallati AL & GI, Hyrja 1, Kati 4, Tirane", Albania, email: info@albrail.al, If no solution can be found, then the applicant can file a complaint to the Railway Regulatory Authority (currently the Ministry of Infrastructure and Energy) at the address Rr. "Abdi Toptani", No.1, 1001, Tirana, Albania, email: sekretaria@infrastruktura.gov.al.

APPENDIX 3

ADDITIONAL SERVICES

Albrail company can offer additional services, depending on customer requests and market dynamics.

The railway company will provide additional services through a separate contract signed between the parties.

Railway Infrastructure Manager

Dritan Spahiu