

Further, led by the desire, to facilitate the implementation of the Agreement between the Council of Ministers of the Republic of Albania and the Government of Montenegro, for dispatching border railway transport between the two countries, signed in Podgorica, on 04.06.2014, the protocols mutually signed in pursuant to be used Agreement as well as based on legal acts and regulations, on the basis of which, each of the signatory parties of this Document as in due operation, exercise their competency.

Whereby, protocols mutually signed, between Albania and Montenegro's partners, issued pursuant to the Agreement between the Council of Ministers of the Republic of Albania and the Government of Montenegro, for dispatching border railway transport between the two countries, signed in Podgorica, dated on 04.06.2014, as complementary part of the Agreement, and based on legal acts and regulations, on the basis of them, each of the signatory parties of this Document as in due operation, exercise their competency.

Among the coordination and performance of mutual interest, in joint border station Tuzi and at the Tuzi, state border station, Albania and Montenegro partners, consist of border police customs authority, state railway infrastructure, railway and railway station Tuzi.

**DOCUMENT ON MODUS OPERANDI IN FUNCTIONING OF JOINT RAILWAY  
BORDER STATION OF TUZI, MONTENEGRO FOR DISPATCHING THE RAILWAY  
TRANSPORT BETWEEN TWO COUNTRIES**

1. Joint control procedures, of the police, on the rolling stock, for goods and passengers in joint border station in Tuzi and the passengers as well as the baggage transported out in mobility and transport, during the train movement, as well as on the joint border station Tuzi and industrial railway station Dajç.
2. In order to perform an effective customs risk analysis, railway infrastructure managers notify in advance, state border authorities, composed by group entry into the territory of Montenegro of rail transport vehicle, with destination away in the Albanian territory, through the joint railway station Tuzi, giving all necessary information for his arrival time and loading.
3. The border police must be done at least 7 hours before group to arrival at the joint border station.
4. The movement in the line of freight trains and passenger, in railway border in Tuzi, will be made in accordance with the Timetable schedule established in the agreement between the state Albanian and Montenegrin railway authorities.
5. Border Control of the state border crossing of freight trains and passengers as well as baggage, for their group and departure, will be made by the previous group representative of the Republic of Albania and Montenegro.

Tuzi, 27/06/2017

Parties, led by the desire, to facilitate the implementation of the Agreement between the Council of Ministers of the Republic of Albania and the Government of Montenegro for dispatching border railway transport between the two countries, signed in Podgorica, on 03.08.2012, the protocols mutually signed in pursuant to be said Agreement as well as based on legal acts and regulations, on the basis of which, each of the implementing bodies of this Document on *modus operandi*, exercise their competency;

Whereas, protocols mutually signed, between Albanian and Montenegrin partners, issued pursuant to the Agreement between the Council of Ministers of the Republic of Albania and the Government of Montenegro, for dispatching border railway transport between the two countries, signed in Podgorica, dated on 03.08.2012, as constituent part of this **Document**, and based on legal acts and regulations, on the basis of that, each of the implementing bodies of this **Document on *modus operandi***, exercise their competency;

Aiming the coordination and performance of mutual actions, in joint border station Tuzi and in the Zone, state border authorities, competent for Albanian and Montenegrin partners, consisting of: border police; customs authority; state health inspectorate; pharmaceutical inspectorate; public health institute; national food authority; phyto-sanitary services; veterinary services; food safety inspection; infrastructure managers and railway undertakings of the Republic of Albania and Montenegro;

In agreement with each other, they cooperate in the Zone as follows:

1. Joint control procedures, of the parties, on the rolling stock, for goods are carried out in joint border station in Tuzi and for passengers as well as the baggage are carried out in mobility and transport, during the train movement, as well as on the joint border station Tuzi and in border railway station Bayza.

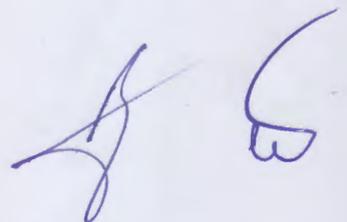
2. In order to perform an effective common risk analysis, railway infrastructure managers notify in advance, state border authorities, competent for access entry into the territory of Montenegro of rail transport vehicle, with destination entry in the Albanian territory, through the joint railway station Tuzi, giving all necessary information for his arrival time and loading.

The Notification must be done at least three hours prior to arrival at the joint border station.

3. The movement in the Zone of freight trains and locomotives, in railway border line Bayza-Tuzi, will be made in accordance with the Timetable schedule established in the agreement between the state Albanian and Montenegrin railway authorities.

4. Border Control of the state border crossing of freight trains and passenger as well as baggage, for their arrival and departure, will be made by the practice group representatives, of the Republic of Albania and Montenegro.

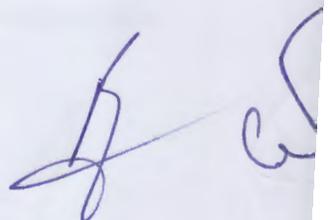
5. In the practice group, the approved representatives of each party participate, who act further according to national legislation, consisting of the following:



- a. The railway infrastructure managers (foremen of the movement), for the Montenegrin party, who coordinate the activities of the practice groups; and
- b. State authorities (border police, customs authority, the state health inspectorate, pharmaceutical inspectorate, the public health institute, national food authority; phytosanitary services; veterinary services; food safety inspection); and
- c. The railway undertakings (trainmaster, commercial dispatcher and mechanic inspector), for each part.

6. Incoming trains coming in direction from Montenegro-Albania

- 6.1. Notification to staff about train arrival- Train Dispatcher
- 6.2. Getting permissions and provision of train Path - Train Dispatcher
- 6.3. Staff goes out to the track – Transport commercialist, trainmaster, train inspector shunter for railway operators, mechanic inspector, customs, border police, phytosanitary and veterinary inspectors
- 6.4. Bringing documents to railway operator-transport commercialist
- 6.5. Exchange of locomotive- shunter
- 6.6. Technical inspection of wagons in train composition-wagon inspectors
- 6.7. Commercial inspection of the train-transport commercialist
- 6.8. Train labeling-- transport commercialist
- 6.9. Data entry and issuance of K-200 and Kol-65 - transport commercialist
- 6.10. Submitting documents to Customs Authorities- transport commercialist
- 6.11. Customs procedure- customs authorities
- 6.12. Bringing back documents from Customs- transport commercialist
- 6.13. Copying of CIM and registering in K-140 - transport commercialist
- 6.14. Handover of CIM, K-200 and Kol-65 to HSH - transport commercialist
- 6.15. Documents crosscheck and taking inventory of seals -transport commercialists
- 6.16. Brakes tests-wagons inspectors
- 6.17. Submission of documents to the Customs Authorities (customs agency) -Albanian Railways Commercialist HSH

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6.18. Customs procedure - Albanian customs authorities

6.19. Physical inspection of wagons and trains -Albanian police and Albanian customs authorities and the HSH should be present since common control is done with them

6.20. Procedure for submitting documents to the Albanian Railways HSH- Albanian Customs Authorities  
6.21. Issuance of documents and handing them over to train driver - Train Dispatcher

6.22. Getting permission and provision of train path- Train Dispatcher

6.23. Train dispatching- - Train Dispatcher

Total duration of operations gets about 75 minutes and for loaded wagon of uniform gross all operations will be shortened by 10 minutes (except for wagons of series Eas)

## 7. Outgoing trains from Albania toward Montenegro

7.1. Notification to staff about train arrival- Train Dispatcher

7.2. Getting permissions and provision of train Path- Train Dispatcher

7.3. Staff go out to the track- Transport commercialists, trainmaster, train inspector shunter of railway operators, mechanical inspector, border Polices, Customs authorities and inspections

7.4. Inspection of wagons and locomotive- Police and Customs Authorities

7.5. Bringing documents to railway operator- Transport Commercialist

7.6. Exchange of locomotive - shunter

7.7. Technical inspection of wagons in train composition-Wagon Inspectors

7.8. Commercial inspection of the train -Transport Commercialist and Radiologist

7.9. Making inventory of seals and wagons-Transport Commercialist and Trainmaster

7.10. Issuance of K-200 and Kol-65 and documents crosscheck -Transport Commercialist

7.11. Copying CIMs -Transport Commercialist

7.12. Procedures carried by Radiologist and other authorities -Radiologist and other inspection authorities

7.13. Submitting documents to Customs Authorities -Transport Commercialist



7.14. Customs procedures -Customs Authorities

7.15. Taking over documents from customs-Transport Commercialist

7.16. Handing over documents to Train Dispatcher-Transport Commercialist

7.17. Brake tests- Wagon Inspector

7.18. Issuance of documents and handing them over to train driver -Train Dispatcher

7.19. Getting permission and provision of train path -Train Dispatcher

7.20. Train dispatching- Train Dispatcher

Total duration of operations gets about 80 minutes and for loaded wagon of uniform butt all operations will be shortened by 10 minutes (except for wagons of series Eas)

#### 8. Amendments and **Supplements**

This Document on modus Operandi may be amended and supplemented by mutual consent in writing of the Parties.

#### 9. Settlement of Disputes

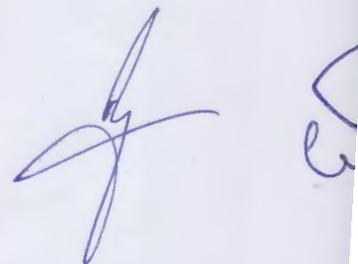
Any dispute concerning the interpretation, for the implementation of this **Document on modus operandi** or omissions on its implementation, shall be resolved by the Border Crossing Committee (BCC).

If, BCC will not be able, to find a solution accepted by both parties within three months, the disputes will be resolved by bilateral negotiations, through diplomatic channels, by the end of next month.

#### 10. Entry into Force

Contracting Parties may fully or partially suspend the implementation of this **Document on modus operandi**, due to measures related to security and defense, for which should inform each other, through diplomatic channels.

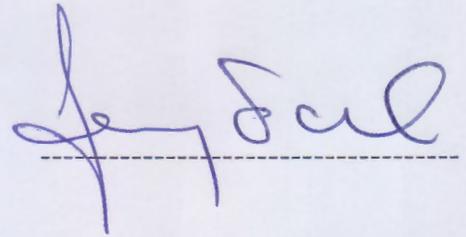
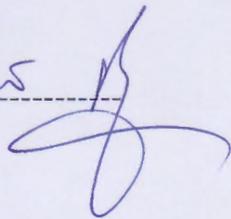
The **Document on modus operandi** is signed on 27.06.2017, in Tuzi, in two original copies each in Albanian, Montenegrin and English languages, all texts being equally authentic. In case of divergence in the interpretation of the **Document** the English text shall prevail.



For the Interagency Group of Albania

For the Interagency Group of Montenegro

Argita Totorovic



DOCUMENT ON MODUS OPERANDI IN SUBJECTIVE RAILWAY  
BORDER STATION OF TUD, MONTENEGRO FOR ORGANIZING THE RAILWAY  
TRANSPORT BETWEEN TWO COUNTRIES

TUD, 25/2017