

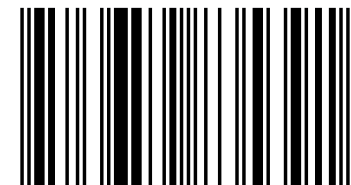
The functionality of the states is largely simplified thanks to the transport. The transport is a vital bloodstream of any society, of every country and to the world globally. That is the reason why the power holders in local, regional and international level are aimed towards developing strategies and projects that will primarily maintain the transport infrastructure, but as well to projects that offer development of new projects, linking new places, increasing the communication, there to taking into concern the environmental protection. At European level, the European Union through the Directorate of Transport allows the member states implementation of vital transportation projects, according to the assessed framework. The states in turn, that aspire for full membership, as is the case with the Republic of Macedonia, performing an approximation of the domestic legislation with the EU, confirm its fundamental commitment for the implementation of the European policies in the transport sector. In what follows, we provide the readers through figure of comparative experiences of the countries of the European Union (EU), with an emphasis on the regulation of the Union in that area.



Aneta Stojanovska - Stefanova
Drashko Atanasoski

European and Regional Experiences in the Transportation Politics

Comparative practices. Analyses. Recommendations



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 **LAMBERT**
Academic Publishing

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**EUROPEAN AND REGIONAL EXPERIENCES
IN THE TRANSPORTATION POLITICS**

Comparative practices. Analyses. Recommendations.

Skopje, 2016

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“If you provide good alternatives for public transport, you won't have traffic problems“

Jaime Lerner

Foreword

Dear reader,

The transport is a vital bloodstream of any society, of every country and to the world globally. The functionality of the states is largely simplified thanks to the transport. That is the reason why the power holders in local, regional and international level are aimed towards developing strategies and projects that will primarily maintain the transport infrastructure, but as well to projects that offer development of new projects, linking new places, increasing the communication, thereto taking into concern the environmental protection. At European level, the European Union through the Directorate of Transport allows the member states implementation of vital transportation projects, according to the assessed framework. The states in turn, that aspire for full membership, as is the case with the Republic of Macedonia, performing an approximation of the domestic legislation with the EU, confirm its fundamental commitment for the implementation of the European policies in the transport sector. In what follows, we provide the readers through figure of comparative experiences of the countries of the European Union (EU), with an emphasis on the regulation of the Union in that area and the obligations of the Republic of Macedonia, to gain a greater number of findings about the way on which the institutions that are in charge of the transport policy function. The aim of the authors is to get more examples of the policies of the EU countries according to the established regulations, which already have developed and organized system, but also of the countries of the region and the developmental transport projects in the Republic of Macedonia.

Authors

Prolegomenon

The efficiency is one of the goals of each working organization or company. It is determined by a number of objective and subjective factors. The human potential, the use of modern information trends in the operations, resources and management are part of the tools that help to achieve efficiency.

In public institutions, the efficiency is a criterion with an equally meaning as in the private. In some cases, this criterion has greater significance, which in itself is a reason for greater commitment. In this sense, the goal achievement of efficiency through the prism of meeting certain standards of technical (material) and other nature should be an essential objective in terms of the reform of the work of the Ministry of Transport and Communications of the Republic of Macedonia, in order to achieve the goal of timely, accurate and impartial performance of duties arising from the given authorizations, towards faster fulfillment of the given conditions for full membership of the Republic of Macedonia in the European Union and NATO.

In addition to the book, we will show the role of the competent institutions of the Republic of Macedonia in the process of approximation of the legislation of the European Union by the method of analysis and the method of comparison, but also we will look at the manner of the organization and management in EU member-states in the domestic legislation, and in the countries that are candidates for membership.

In what follows, according to the abovementioned, we will become familiar with the internal organization, objectives and positioning of the sectors of the government in charge of the transport in the member states of the European Union. The purpose of this book is to enable to receive more information for the functioning manner of these complex sectors in countries that have a level of development and organizational system, which should be implemented in the Republic of Macedonia, of course, taking into account all specificities derived from the system of organization and division of the power in the Republic of Macedonia.

1. Harmonization of the legislation of the Republic of Macedonia with the European Union legislation regarding transport

The fulfillment of the obligations arising from the need for harmonization of the legislation of the Republic of Macedonia with that of the European Union, the institutions in the Republic of Macedonia coordinate it through the Secretariat for European Affairs at the Government of the Republic of Macedonia, as well as through the sectors of the European Union within the relevant ministries which perform the coordination between the Secretariat for European Affairs in the Government of the Republic of Macedonia in accordance with the Stabilization and Association Agreement, the National Programme for the Adoption of the EU Acquis, the obligations that are arising from the answers to the Questionnaire of the European Commission and the priorities which are determined in the Action Plan of the European Partnership.

Further they perform activities relating to the monitoring of the Directives and Regulations of the EU under the authority of the Ministry, coordination and realization of projects from EU programs in the field of transport, communications, aviation, urban planning and construction this sector aims to fulfill the tasks that refer to the support of the accession negotiations, planning, coordination and monitoring of the implementation of the NPAA, implementation of the Stabilisation and Association Agreement (SAA), of an electronic library of documents and acts related to NPAA, maintenance of NPAA collaborative environment, preparatory activities for installation of directives and regulations of the EU in the area of jurisdiction of the ministry, and in accordance with the Stabilization and Association Agreement, the National Programme for the Adoption of the EU acquis, obligations arising from the answers to the EC Questionnaire and the priorities defined in the Action Plan for European Partnership.

Transport chapters are precisely regulated and coordinated by the competent Ministry of Transport and Communications of the Republic of Macedonia.

The Sector of the European Union at the Ministry of Transport and Communications, which is competent and coordinates the matters that refer to project planning and coordination and implementations of the funds from the Instrument for Pre-Accession Assistance EU –IPA, IPA planning of priorities and needs arising from NPAA,

programming of the instrument for pre-accession support, coordination of project preparation and their implementation, monitoring and evaluation.

COMPARATIVE EXPERIENCES OF THE MINISTRIES OF TRANSPORT WHOSE COUNTRIES ARE MEMBERS OF THE EUROPEAN UNION

In the continuation are transferred the comparative experiences of the operation manner of the Ministry of Transport in countries which are members of the European family, whereupon examples of countries that are part of the European Union with the last enlargement are included, and EU founding countries.

The competences that they had and have, the projects that are current and which they govern will be especially shown, and the activities they undertake in the various programs that are available to the Republic of Macedonia will be shown as well, with emphasis on the continuing growth of traffic flow in Europe which is the main concern of transport policy across Europe.

2.1. BULGARIA



The Ministry of Transport of the Republic of Bulgaria is organized in Directorates which support the Minister of Transport in the performance of its duties; they provide technical support for the Minister and pursue legal obligations in the providing of administrative services to the citizens and legal entities.

The Ministry is competent for the areas of the road traffic, railway traffic, aviation and maritime transport.

The Ministry of Transport performs activities to support the Minister in relation to:

- Performance of the state policy and planning of the strategy for the development and restructuring of the transport
- Implementation of the state investment policy regarding transport
- Preparation of projects for international agreements and insurance of the implementation of the international agreements and conventions in the field of transport
- Organization and performance of the preparation of the transport for operations during crisis
- Representation of Bulgaria in the international transport organizations
- Distribution and control of the allocated resources for transport from the Budget of the Republic of Bulgaria
- Control on the activities of recipients of licenses, permits and certificates issued by the Minister or from persons authorized by him

As more interesting projects in which the Ministry of Transport is included, and which are published on the Internet website are the following:

- Announcement for giving a civil airport under concession for public use in the region Ruse
- Open call for logo and slogan of the Operational Programme "Transport 2007-2013" - completed on January 10, 2008 (The main objective of the program is integration of the Bulgarian transport system in the transport network of the European Union and in general development of the system)
- Campaign "School for all children" (The Ministry of Transport together with other state institutions is a supporter of this campaign to raise funds for the construction of access ramps, paths, etc. for disabled children).



2.2. GREECE

The mission of the Ministry of Transport and Communications of Greece is to plan and implement the national policy and to create appropriate institutional framework at European and international level for the development of

transport from the highest level, mass transit, telecommunications and postal services and the promotion of information society. Also, the Ministry covers the areas of road traffic, air traffic, water traffic, telecommunications and post offices.

Within the Ministry there is a directorate for passenger transport which consists of two departments for:

- **Urban transport** (which is responsible for all issues related to the urban transport as metros, buses, trolleybuses, trams and other forms of urban transport within the regions of the country, as well as for the issues related to the public transport vehicles as taxis) and
- **Intercity transport** (in charge of issues related to the transportation of passengers in accordance with the decree 346/2001 in which the regulations 96/26 and 98/76 are transposed, as well as the operation with the transport objects).

The Ministry publishes on the website the regular bus, railway and airway lines to the neighbouring and the countries of the European Union that are currently valid.

The National Commission for Telecommunications and Posts is responsible for the areas telecommunications and posts. As one of the duties of this Commission is providing information for the customers for the choice they have in relation to the telecommunications services. In direction to this in November 2002, a special Customer Service Department is established, where the customers can submit their comments and observations related to the functioning of the telecommunications market.

The commission constantly informs the public about the choices offered to them in terms of the telecommunication services through print matter, flyers, brochures and so forth.

The Ministry of Transport and Communications of the Republic of Greece also constantly conducts a campaigning to inform persons with disabilities about transportation issues.

On a special link on the website there is information about these people, i.e. it can be found out in which buses the disabled persons can find some seats specially marked for them, in the railway transport it is decided to give them priority in serving, they receive rebates when buying tickets. Also, in the telecommunication they are accommodated

through access to telephone devices for people with hearing problems, special telephone sets for people with hearing problems, gratis impulses per month for people with impaired vision, for which it is provided free calls information, then a discount for internet access for people with a higher percentage of disability, installation of teletext in public areas for information of the people with hearing problems (20 such devices are already placed at the new airport in Athens) and so on.

2.3. CROATIA

The Ministry of Maritime, and Infrastructure in Croatia covers of the sea and maritime transport, air traffic and the area of telecommunications and posts.

The Ministry is organized in that are in management of the areas jurisdiction of the Ministry.

The Department of Road is responsible for all activities the roads and the traffic on them precisely on highways, state roads, municipality roads and local roads. The department manages the granting of permits for the transport of goods in the international road traffic. In this area there is a developed market analysis for road transport in the Republic of Croatia, which is made by the Faculty of traffic in Zagreb, and which among other things includes the analysis of the transport share of trucks, vehicles and carriers, costs, international permits and so forth. The Government of the Republic of Croatia has enacted two National Road Safety Programs which are made for a period of five years.

In the area of the rail trade, in order to promote the use of this type of transport the Ministry, i.e. the administration is responsible for the rail traffic, in every major holiday or event in Croatia to publish a commercial call (announcement) for using this kind of transport on cheaper prices and provides discounts for traveling by train during



Transport the areas road, rail, districts under the Transport relating to and

the Christmas holidays, the 8 of March, traveling to places during organization of some cultural events and so on.

The Directorate for inland sailing is responsible for regulation in the field of traffic on the river roads and gives overview of all navigable paths and for the competent institutions i.e. Captaincy, which are responsible for this kind of traffic and transport.

The Air Traffic Department is responsible for regulation in the air traffic field as well about all issues related to traveling with this kind of traffic. In this direction the department publishes all news in relation to introducing some new regulations relating to air travel such as the allowed amount of luggage, allowed amount of fluids in air transport and so forth. Also, valid reviews of flights and a list of air carriers are published.

The Department of Telecommunications is responsible for all activities aimed at improving the electronic communications market. The latest and most actual activity of this department is the Strategy to introduce broadband access to the Internet.

The Post Office Department as its most important activity has the enhancement of the market for postal services. In this direction they have call for a public debate on the review of the Strategy for Postal Service Market Development in Croatia and the Action Plan for the Implementation of the Strategy. The Department cooperates with the International Postal Union in that regard it often publishes public calls and notices on the Union of the Ministry by which it allows all stakeholders to engage in these competitions.

The Ministry has an available map continuously on its website of all the roads in the country, timetable for all modes of transport (road, rail, air and water), as well as a list of all the places where there are pay tolls toll.

2.4. SLOVENIA



The Ministry of Transport is responsible for activities related to preparation, monitoring and

implementation of transport policy and relevant national programs, international cooperation and harmonization of the national interests in the field of transport, railway, maritime and air transport, transport of inland navigable waterway, safety for the objects intended for navigation in continental water, cargo transfer services, roads and road traffic (except the control and regulation of the vehicles in road traffic) and towing cars. The Ministry is organized in Directorates (Directorate of Transport, Directorate of International Relations, Roads Directorate, Railways Directorate, Directorate for Maritime Traffic and Civil Aviation Directorate) which perform duties that belong within the competence of the Ministry. On the website of the Ministry of Transport of Slovenia is the Programme in the field of transport for the period of the Slovenian presidency with the European Union, with all envisaged aims and activities of this period.

As program priorities for the Transport Directorate are the adoption of the Resolution on the Transport Policy of the Republic of Slovenia, the Resolution on the National Programme for Road Traffic Safety, participation in the drawing-up EU legislative proposals for relevant fields and other regular duties.

Roads Directorate besides regular duties as program priorities has the assessment of the possibility of private capital usage and other off-budget resources as an additional source for faster development of the road infrastructure and for more effective resolution of the needs of road users and the development of the operational management service of traffic for all national roads and organization of integrated information from one location for the national roads users (Traffic Management Center and Transport Information Center). Railways and Cableways Directorate has the Adoption of a National Development Programme for Public Railway Infrastructure and constant modernization of the rail corridors V and X as most important priority. Directorate Airlines as the most important priorities has the resolving of the property law relations with the Airport Ljubljana and Airport Slovenia, the Public Enterprise Air Traffic Control and other enterprises that are users of the real property owned by the Republic of Slovenia and the development of air transportation easy-to-use for people with reduced mobility. The Ministry publishes timetables for bus, railway and air lines, and on the website advertisements for employment in the institutions under the jurisdiction of the Ministry of Transport and its offices are published.

2.5 ROMANIA



The Ministry of Transport in Romania as its competences has the issues in transport field, free zones and EU integrations.

The Ministry has prepared several strategies associated with the areas that cover including:

- Strategy for development of the railway system in Romania
- Strategy for development of the national road program
- Strategy for national road rehabilitation
- Strategy for development, modernization and economic-financial restructuring of Metrorex
- Development Strategy for Navigation
- Development Strategy for Civil Aviation
- Development Strategy for Road Transport
- Strategy for rehabilitation of municipal road infrastructure
- Strategy for equipment and rehabilitation of water-system in rural areas
- Strategy for sustainable development of the national territory (organization and urbanism)
- Strategy for earthquake consequences prevention and insurance of constructed buildings
- Privatization strategy of the Ministry

Besides the strategies, the Ministry has investment projects relating to the following areas:

- Road Transport (includes sections of the highway, national roads, and bridges)
- Railway transport
- Air transport
- Maritime transport, Danube transport and inland waterway transport

- Free zones
- urban underground transport
- water-supply and sanitation in rural areas
- Construction of housing buildings

2.6. GERMANY

The Ministry covers the areas of Transport, Building and Urban Affairs. On website of the Ministry there is a special history of the ministry and for the building it is located as well as all the renovations done to it.

The Ministry gives a possibility to all citizens to search for any information they need through the info services of the Ministry (by sending a message from the website of the Ministry). Likewise visits of the Ministry are organized for all interested citizens who want to learn more about the modus operandi of the Ministry authorities.

The Ministry has several programs in the covered areas.

One of them is the Traffic Control Programme of the federal roads. To implement this program and to achieve the objectives of it continuously are active several systems:

- Active systems for traffic management (These systems automatically set the speed limit on certain sections, there are also reports of some delays in traffic, reduced visibility and weather conditions. These systems reduce the accidents by 30 percent)
- Strategic systems for traffic management (These systems redirect the traffic by signs towards alternative, less blocked roads)
- Control systems of the roadway of highway intersections (These systems on these places ensure that the traffic flow runs smoothly)

Another activity to enhance the traffic security is through introduction of the e-call. Through the introduction of the emergency call that is triggered by the opening of the air bag in a car accident, the signal is transmitted by satellite whereupon information is received to know where the signal is transmitted from. This call uses the emergency number 112. So far, this option has been charged and was present only in the cars of the



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upper class. In May 2004 a Memorandum of Understanding on the realization of the interoperability e-number has been submitted to the European Commission. So far it has been signed by Germany, Austria, Finland, Sweden, Slovenia, Lithuania, Italy, Greece, Cyprus, Switzerland, Norway, and Iceland and by the European manufacturers.

Another program in the area of spatial organizing program is the program for regional development and demographics. With the regional planning policy, the government tries to create equal social conditions in all regions of the state. The task is closely related to the Constitution and must be complied with the changes on which the society is subjected to. This policy has developed strategies for managing with the different development of the regions in relation to the spatial proximity. The objectives for the regional development are more focused on the conditions for generating development than of its distribution. The goal of parity for social security must be interpreted in this context and structured by means of corresponding approaches for regional development policy and the different regional conditions must be taken into account, as well as the different functions of the regions.

The final program of the sectors that this ministry covers is the Urban Affairs and Housing Programme. As a result of the demographic development and migration, free residences that have arisen on many locations represent one of the biggest challenges for the urban development policy. This question the Ministry manages through programme for "An urban restructuring in the new federal states" to which "urban restructuring in the old federal states" was added. Destruction of excess buildings for housing and simultaneously the rehabilitation of the cities are promoted, because the cities are the center of job creation, development and investments. For this purpose the funds for urban development go in a package with other assistance programs. Housing, labor and social policy are combined to improve the situation in urban areas which face special problems.

To strengthen the construction policy in Germany a series of measures are implemented:

- Initiative for building and architecture culture
- Measures implemented in construction activities of the Government
- Government establishment of the project for construction culture

- Other various measures for promotion of the construction culture on national level and for improvement of the conditions

The Ministry awards annually prizes for construction activities. Such are the rewards for the best newly constructed bridge. The winners receive a plaque that is placed on the bridge. The Ministry constantly organizes projects for construction of certain buildings of public interest (bridges, crossover, etc.) through publishing open calls for construction.

2.7. AUSTRIA

In Austria the ministry that deals with the issue of transport and communications has the name Ministry for Transport, Innovation and Technology. This department is divided into:



deals
Federal

- Sector I Executive Committee and Coordination (Coordination area and EU - works);
- Sector II Roads and aviation (Road Group, Aviation Group);
- Sector III Innovation and Telecommunications (Telecommunications and post area, innovation area);
- Sector IV Railway, Water Transport, Work Inspectorate of Transport (Group of Labour Inspectorate of Transport, Railway Group).

2.7.1. Transport policy

In 2001-2002, in terms of combining all modes of the transport under one hat, a Master Plan for transportation was made, which comprises the roads, railways and inland waterways. It includes specific plans of the transport policy of Austria with a basic purpose to cope with the growing demand for transport infrastructure and services. This plan will also help in the creation of regional structures. According to the prices in 2002, the total capital spent on the plan was set at 45,000 million euros. About a third of this amount is spent on roads, and about two-thirds on railways.

In this context of particular importance for the railways is the development of the axis of Danube, including the route Vienna – Bratislava, the axis Pontebbana as a new "Sudban" plus the transalpine route Brenner through the base tunnel of Brenner. Top priority for the road transport will be given to the motorways and the express roads to the Czech Republic, Slovakia, Hungary and the "Regional Ring" around Vienna, plus - for reasons of road safety, on the construction of the second excavation of the highway

Tauern tunnel. Special emphasis to all these roads will be given on the environmental protection.

The plan is funded for highways and express roads, with stickers (vignettes) for cars and tolls on certain sections, plus an electronic toll system for heavy commercial vehicles which use the main road network, while the responsibility for the secondary union roads is transferred to the federal states. The costs are balanced using a system of financial alignment. The railway projects are financed by loans guaranteed by the federal government.

The projects within the Master Plan of Transport are executed in accordance with the program of construction of ASFINAG (Austrian operator of motorway network with toll collection) and the Framework Plan for the Railways (Rahmenplan Schienen). A compromise was reached for the development of the Danube connection between Vienna and Heinburt for the needs for transport by inland waterways, taking into account the considerations in relation with the environmental protection. The costs will be from the budget.

In terms of the infrastructure the mode of transport is a matter of choice. These choices are not made solely on the basis of which infrastructure is available: The selection is done based mainly on two factors - on the one hand the quality infrastructure and transport efficiency and the price on the other hand. According to this the decisive factor will therefore be provided transportation services as an integrated package, and these days the transport parameters are determined primarily at EU level. From the first start, the Austrian transport policy is in function in order to guarantee a balanced market conditions for all modes of transport, on the principle of internalization of the external costs. On this idea the majority of the EU Member States continue to oppose.

Through the great number of additional measures at national level, such as measures to promote the connection of railways and various forms of combined transport (special „rollo road“), on the opposite to the European trend, it was possible to keep the proportion of the total freight transported by railway on the comparably high level of about 35% - several times higher than the average of the EU.

In the context of the new criteria of the EU for the transport market, the Austrian Federal Railways (ÖBB) are radically restructured. The company is divided into two separate parts, one responsible for infrastructure and the other for sale, under the control

of a holding company, and it will stop the trend of constant increasing of government subsidies to the railways sector.

This move not only paved the way towards transparency and fair competition in the rail transport, something that will give full impetus for this mode of transport which is better for the environment, but it is also a first step towards the reform of the local public transport which is ongoing. This reform, creating improved quality, better service for customers and more efficient use of resources, will stop the trend of increasing costs and declining passenger numbers, which will allow local and regional public transport to continue to have its important regional and social role also in the future.

The Austrian transport policy successfully compensated for many of the missed opportunities in the past and actively opposes to the challenges of the 21st century:

- The road and railway network are expanded and their quality is appreciably improved;
- Austria is an European leader in terms of the division of the manners, i.e. in terms of the proportion of the modes of transport that are socially good and useful for the environment;
- The innovative technologies will soon bring improvements in the public transport thus in the volume of the traffic with private cars.

2.7.2. Marco Polo Programme

Taking into consideration the constant increase of the traffic flow in Europe the main concern of the transport policy across Europe is that the road transport should be transferred to the modes of transport that are better for the environment as railway transport, sea freight services on short routes and internal transport on waterways.

The current White Paper of the European Union (EU) proposes appropriate measures in accordance to it. One of those measures is the EU program known as "Marco Polo II" (period 2007-2013). The objectives of Marco Polo II:

- Reducing of the roads congestion,
- Improvement of the environmental performance of the freight transport system,

- Increasing the intermodality (the performance of transport operations using more than one transport mode)
- Organisation of the traffic flow.

Marco Polo II is designed for companies that wish to switch and to increase the traffic from the roads to the railways and / or delivery within the European Union (EU). Marco Polo II is commercially oriented financial instrument that can develop quickly.

From January 1 2007 operators may submit to the European Commission proposals to transfer the modes of transport and, if they are approved in the election procedure that is made by the officials of the commission they receive funds to start the transport of freight transport services where transport by railway or waterways is used. Thus the initial risks of a project to switch the transport mode are provided with the financial assistance which is limited in its amount (30-50 percent maximum) and in its time (two to four years).

2.7.3. Trans-European Network (TEN)

During the period 1995-2005 the European Commission has already given Austria financial aid totaling 200 million euros out of the EU budget for transport projects relating to the Trans-European Networks (TEN).

Funding to date has largely been for railway projects. Most of the aid to railway development has been for the Brenner and Danube axes. This is also a reflection of the great importance which the EU attaches to these rail routes.

In addition to railway funding Austria has also so far received assistance from the European Commission for projects relating to inland waterways, roads, aviation and transport management.

General guidelines for community trans-European transport network ("General guidelines for TEN-T") were revised in April 2004. After negotiations for new general guidelines (Decision No. 884/2004 / EC) Austria ensured participation in 10 projects, including six major axes of the new list of TEN-priority axes and projects. Under the

previous priority projects "list of Fall" Austria was included in only one axis (Brenner axis). The adoption of the new TEN-T guidelines and new general list of priorities in April 2004 thus represents a marked improvement of the position of Austria in terms of trans-European networks compared with the legal position.

2.7.4. Trans-European Railway Project (TER)

The Trans-European Railway project (TER) of the United Nations Economic Commission for Europe (UNECE) seeks to develop a coherent and efficient network of rail and combined transport. In spatial terms it is concerned chiefly with the networks of central and Eastern Europe and their links to western and southern Europe. It is thus highly important to Austria.

2.7.4.1. Origin

The initiative for a Cooperation Agreement on the Trans-European Railway project was taken by the UNECE in 1988.

On 1 January 1993 the TER Trust Fund was formed. This Fund finances the work of administration and organisation needed to implement the TER project.

The following states are members: Austria (since 1995), Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Slovak Republic, Slovenia and Turkey. Countries in the process of becoming members are: Switzerland, Azerbaijan and Armenia. Ukraine is an observer country.

2.7.4.2. Aim of the project

The aim of the project is to develop a coherent and efficient network of rail and combined transport in the countries of central and eastern Europe and to link this to western and southern Europe. Networks will in the medium term be made compliant with the standards of the European Agreement on Main International Railway Lines (AGC).

The European Union's Trans-European Networks are based partly on the TER corridors and various EU statements make express reference to TER.

In cooperation with the EU, TER (like its sister project for motorways, TEM) is working on a "master plan" for infrastructure in the member countries. By analogy with the Trans-European Networks (AGC/AGR standards), the aim is to build a subsidiary network based on TER standards, connecting to the more secondary network and closing existing gaps (see link: TEM and TER – UNECE web site).

In the common TER database, member countries exchange information on their rail networks and companies. Access to the database is free of charge for member country authorities. Private individuals (e.g. consultants) may also access it on payment of a fee.

2..7.4.3. Significance of TER for the transport in Austria:

- TER is consistent with the principles of Austria's transport policy: the promotion of combined transport and the switching of transport from road to rail;
- TER is consistent with the resolutions of the Conference of Ministers of Transport of Central European Countries, which call transport infrastructure to be developed and harmonised with a particular eye to environmentally friendly modes of transport;
- Because of its geographical position Austria acts as a bridge between western and eastern Europe in terms of transport infrastructure compatibility and interoperability, since TER members include not only EU Member States and non-EU members but also eastern European countries which use broad gauge track. (Broad gauge railways are those using a track width greater than the standard gauge of 1435 mm).

- The priorities of TER are also important to Austria, since Austria's infrastructure interests lie chiefly in central and eastern Europe.

2.7.5. UNECE –Agreement on Main International Railway Lines (AGC)

The creation of a homogeneous and interoperable European railway system is an important requirement if the railways are to compete with the other transport modes, road haulage in particular. To that end, the European Agreement on Main International Railway Lines (AGC) defines a network of railway lines of major international importance, together with the parameters for infrastructure on these routes. The AGC is intended as the basis for coordinated governmental action in development of the European rail network.

The AGC was drawn up under the aegis of the United Nations Economic Commission for Europe (UNECE). It came into force on 27 April 1987. Its objective is the creation of a homogeneous and interoperable European rail network. Twenty four European states are Contracting Parties to the Agreement (see map). Belgium has begun the ratification process. Portugal has signed the Agreement but not yet ratified it. Austria acceded as a full member in 2002. (text of the Agreement: see link)

The Agreement comprises the main body of the Agreement plus

- Definition of a network of railway lines of major international importance (Annex 1, for the Austrian AGC network see figure) and
- Definition of infrastructure parameters (Annex 2).

Annex 2 (AGC parameters) lays down; inter alia, nominal minimum speeds for these AG Clines as follows:

- existing lines and lines to be improved or reconstructed: 160 kilometres per hour (km/h)

- New lines: 300 km/h on lines for passenger traffic only; 250 km/h for passenger and goods traffic.

The "Yellow Book" is an inventory, published by UNECE, of existing AGC routes and the standards and parameters relating to them. UNECE's main Working Party on Rail Transport meets once a year in Geneva, amongst other things to complete the ongoing work of updating the Agreement (see link: Yellow Book).

2.7.5.1. Implementation in Austria

Even before Austria signed up to the Agreement the AGC parameters were already observed during the construction of new rail lines in Austria and modernisation of existing ones. On signing the AGC, however, Austria issued a statement to the effect that because of the country's difficult topography (mountainous regions) compliance with the parameters, particularly with regard to speed, could not be guaranteed in every case. Austria's accession to the AGC was approved by the National Council at its 6 July 2001 sitting. The original English-language text of the Agreement together with a German translation was published in the Federal Law Gazette BGBl. No 147/2002 of 9 July 2002.

2.8. THE NETHERLANDS

The Ministry of Transport, Works and Water Management one of the thirteen ministries which



Public (VenW) is make up

the national government. The ministry consists of the policy departments and executive departments, as well as the Directorate-General for Public Works and Water Management (Rijkswaterstaat), the Transport, Public Works and Water Management Inspectorate (Inspectie Verkeer en Waterstaat) and the Royal Netherlands Meteorological Institute (KNMI).

The main goal of VenW is to protect Netherlands from water and to ensure safe connections of international quality. Accordingly, the Ministry has its mission: reliable with the water, progressive with the connections.

2.8.1. Investment in construction and maintenance

2.8.1.1. Roads

The Ministry of Transport, Public Works and Water Management had determined in the budget an additional six million euros from now until the end of 2010 for the management and maintenance of the roads. The maintenance works will provide a better asphalt and renovation of the old. The additional funds are also allocated for the expansion of roads and construction of new roads. The key objective is to construct safe and efficient road network. The detailed plans of the Ministry of the Netherlands roads throughout the next few decades are described in the policy document for mobility.

2.8.1.2. Railways

The number of passengers and goods transported by railway in the Netherlands will increase in the coming years. In order to facilitate this growth, the reliability and capacity of the existing railway network should be increased. This requires construction of new rail lines and maintenance of the existing ones. The accuracy is also important. The aim is to ensure timely arrival and departure of at least 87% of the trains.

Considerable effort is given into the passenger line with high speed Hogesnelheidslijn-Zuid (from Amsterdam to Schiphol, Rotterdam, Antwerp, Brussels and Paris). The investments of the national government in the line will provide better international connections of Western Holland (the Randstad) to the other urban areas in Europe. From June 16, 2007, the government uses Betuweroute for freight transport.

2.8.1.3. Waterways

The quality of the waterways in the Netherlands is of a particular importance in regard to the proper functioning of the internal navigation. The Ministry of Transport, Public Works and Water Management is responsible for the national waterways. The transport of goods by waterways is increased. Also, the question about the maintenance of the waterways is open, and the additional funds have been allocated for this purpose.

2.8.2. Regional transport on short distances

The term "light rail" covers a variety of public rail transport concepts. Common to these concepts is that they include a regional transport on the distance from 10 and 40 kilometres. There are several different types of light rail vehicles, but in terms of the size, they are between trams and (heavy) trains.

The provincial or urban regional authorities usually undertake the initiative in relation to the light railway. The Ministry of Transport, Public Works and Water Management will be involved only if the main lines are used. The Ministry is responsible for the

management and security of the railway infrastructure. Also, the ministry provides funding for the construction of the light railway lines.

The realization of the constructional works on the Netherlands roads was performed in 2006 and 2007. The quality of the roads and infrastructure will be improved in the next two years. This will include maintenance of the existing roads, bridges, as well as expansion of the roads and construction of new roads. These activities will be realized in almost all Dutch provinces.

One change in the near future that introduces the Ministry is in relation to the price for the roads usage.

Driving costs money. Not only is paid for fuel, insurance and for the car itself, but also for the owning of the car in the form of taxes on sales and on road. These funds contribute to the revenues which in turn are spent on construction and maintenance of the Dutch roads.

In the near future, the ownership will not be paid, but the usage of the car. The Dutch Motor Vehicle Tax or 'Motorrijtuigenbelasting' (MRB) and the Dutch tax sales or 'Belasting Personenauto's en Motoren' (BPM) will gradually cease to apply, and instead of them, they will pay a tariff per driven kilometre. Those who drive less - will pay less. Those who drive more - will pay more. Vehicles that pollute more will pay more taxes than others. The money collected will be used for construction, management and maintenance of roads and bridges, because the basic premise is: "the infrastructure costs money."

The prices for roads usage are not an aim by themselves. They distribute prices for the roads on different and impartial basis between the road users. Also, the prices for the road usage are relating to the availability and sustainability. Something must be done to improve the flow of the Dutch traffic. System in which a little more will be paid, especially in the hours of traffic jam, will lead to more intelligent usage of the road capacity. The difference in the tariffs by the environmental characteristics of the vehicle will promote that the car users should buy and drive more eco-friendly vehicles.

Compared with the existing system, some will have to pay more, some less. Accordingly, the prices will not generate more revenue for the government. Therefore, the whole operation is deliberately titled "different ways of mobility payment". The implementation was envisaged for 2011.

2.8.3. Research Programme

A research was conducted in the preparations for the future implementation throughout the state territory for the compensation based on the driven kilometer ('Kilometerprijs'). The results identify and formulate better the requirements specifications.

As it was confirmed by the survey for the cost of mobile communication in the Dutch system for determining prices of the roads, the costs for mobile communication are still significant. In this research possibilities for several other means of communication are examined including with the organization needed for future successful implementation. Four parties are invited to submit a proposal at the beginning of December. The results of the research are expected in April 2008.

"Trusted Elements" and "PKI the Dutch KMP-scheme" will use OBU-equipment for registration of the roads usage. Through the wireless communication, the data from OBU will be sent to the office and vice versa. Because these data form a basis for collection and application, a reliable and legal system for transmission and reception of data should be created. The research is focused on trusted elements (TE's) and Public Key Infrastructure (PKI), for which it is examined whether they are the appropriate means for receiving of the desired results, and if so, how it could be previously organized. As it is stated in the decision taken in November 2007 by the Dutch Cabinet the implementation of KMP will begin in 2011.

Throughout 2007 the Ministry had explored the opportunities for earlier gradually introducing of the parts from the KMP-system. Several variations in the implementation were investigated, including the equipping of all vehicles with DSRC with a purpose to introduce the KMP on a part of the Dutch road network as a possible first stage. From

this research a list of practical issues derived that should be answered by the potential suppliers of DSRC.

TRL has conducted this research, which mainly focused on the following question: Which is the real production period for the amount of needed DSRC for KMP, under what preconditions and what are the main risks? The possible DSRC-suppliers were invited to collaborate on this research by providing the relevant information for their available DSRC, as well as allowance for TRL to visit their production capacities. The uncertainties in the final requirements for the KMP system have led to a series of assumptions in this research. The most relevant uncertainties in the requirements are listed. Based on these assumptions it was concluded that the required production for the Dutch KMP is possible, under the condition to choose DSRC which are already commercially feasible. To wait for the future DSRC to meet the requirements of the KPM scheme is a big risk.

The automatic number-plate recognition can be used for payment for the use of roads (eg. London, Stockholm). The performance of ANPR systems is rapidly advancing. However, the operational specifications for which local authorities and suppliers report vary between 74-98% of recognition for all passing vehicles. Therefore, it was required that the TNO research conducts very fast scan to obtain a realistic and independent data on the accuracy and the percentage of the exact observed numbers of plates. In this direction the different purposes of the ANPR systems were explored and they were compared to the purpose of KPM. Implementation is suggested by the implication of estimates of costs and risks associated with these differences, as well as the required recognition and failure rate.

Adequate and reliable regime is essential by the use of the different types of application for the successful realization of the charging system within the national frameworks based on distances. The transferable and mobile means for application have an important role in the concept of application of the Dutch system for the charging of the roads. Since there is not much experience in this regard, the Ministry of Transport, Public Works and Water Management decided to issue a Request for Information (RI) in relation to the technical capacity of the transferable and mobile equipment. The deadline for registration expired on July 12, 2007. Since then, eight suppliers are invited for giving workshops and technical demonstrations. The results of RI are now available.

A reliable and accurate measurement system of the use of the roads is essential for successful realization of the collection based on distance. To obtain a special knowledge and insight in the reliability and accuracy of this system, three independent expert research institutions were invited to submit proposals for conducting a research on behalf of the Ministry. These three institutions are: Transport Research Lab (United Kingdom) TNO (Netherlands) TÜV Rheinland (Germany). According to the objective procedure for the task assignment - Transport Research Lab (TRL) were selected. A testing of the equipment delivered by several suppliers was conducted in the summer of 2007. The tests were conducted on the same tracks in the western Netherlands using three equipped vehicles with GPS as a reference.

The mobile communications of data proved to be an important indicator in the costs of the system for determining prices for the roads. This research is aimed at providing insight into the costs for mobile data communications and future trends. The research was conducted by M & I. The results are used to verify the comparative cost criteria published after the market consultation in 2006 and for the future studies for expenses and scenarios. The market for mobile data communication (GPRS / UMTS) is still dynamic and competitive. Therefore, it can be expected a costs reducing. However, the cost for communication will continue to be a significant factor. It is recommended not to neglect the possible alternatives such as Wi-Fi or DSRC.

Within the scheme for price determining, an allowance will be charged based on the total travelled distance (together with other factors such as time, location, and the characteristics of the vehicle). The distributors of OBU use different technologies to determine the total travelled distance. These technologies are often based on the comparison with the digital maps in OBU. The aim of this research project is to determine if the travelled distance can be precisely used without a detailed mapping. Often, the regular updating of the digital maps in OBU requires more costs. Because of these reasons, the survey is conducted on alternative technologies to calculate the distance.

Three algorithms, simple calculation, simple filter, and more sophisticated algorithms were used in this study to generate values for distance without the use of maps. This research is based on data put at disposal by the Transport for London. Three different calculations are compared with the original distances calculated by OBU. The

data are derived from relatively short trips in the London area, as it can be expected in the Netherlands. It was concluded that the simple algorithm works well under the condition that the data from the GPS source are of good quality. Filter algorithm succeeds in reducing the noise and improves the quality of the data. Good results were achieved with the "sophisticated" algorithm, where it was achieved to correct the missing data. However, in exceptional cases, it was inappropriate. Further finish would be a solution for these cases.

2.9. SWEDEN

The Ministry of Entrepreneurship, and Communications is responsible for the activities of the government in the areas:

- Business development - issues related to business development, small and medium-sized companies, the purchase capital, entrepreneurship, simplification the rules, issues related to patents and innovation, cooperative enterprises and general conditions for the enterprises growth.
- Competition – issues concerning competition, freedom of trade and certain issues relating to the business law and EC rules on state aid to the business sector.
- Electronic Communications - issues relating to electronic communications.
- Energy - security of supply, reliable power transmission, renewable energy, Aeolian energy, certificates for electricity and improved energy efficiency.
- IT infrastructure - and responsibility for coordination of issues related to the use of information technology.
- Post Communications and treasury services - issues related to postal communications and treasury services.
- Primary Industries - forestry industry and other primary energy industries, manufacturing industries of vehicles together with their producers and recycling.
- Regional growth - regional policy issues, including the regional areas for assistance, support for enterprises and coordination of regional policy in different social sectors. Programs for regional growth. Geographic and national programs 1 and 2, and initiatives of the Community Interreg, Urban and Leader +. European Spatial Development Perspective (ESDP).



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- R & D - research and development in technology, space exploration, energy, transport and communications, and techniques for testing and measurement.
- State-owned enterprises – managing with enterprises that are fully or partially owned by the state.
- Tourism - Tourism policy, international tourism marketing.
- Transport - issues relating to the transport of passengers and goods (roads, air traffic, naval traffic, railways) in the country and transport between Sweden and other countries. Terms of competition for the Swedish transport companies. The infrastructure of roads and railways. International cooperation on issues related to the EU Trans-European Transport Network (TEN-T).

2.9.1. Political objective

The overall objective of the transport policy is to ensure that citizens and activities in all parts of the country are provided with transport which is efficient in terms of the economy as a whole and sustainable over long-term.

The overall objective of the transport policy is divided into six sub-objectives:

- Available Transport System
- High quality transport standards
- Safe Transport
- Good Environment
- Advantageous regional development
- Transport system that is managed and which equally serves the interests of men and women

Long-term, all six sub-objectives must be achieved. However, in short term, it may be necessary to prioritize between the sub-objectives.

2.10. IRELAND

The Department is responsible for implementing an integrated transport policy and through an integrated approach the Department will implement policies designed to improve regional balance, and reduce rural isolation and social exclusion. “Transport 21” provides €34 billion investment in the development of an integrated transport network over the period 2006 to 2015. Specific responsibilities in relation to roads and road transport include: implementation of the program for national roads as part of the national development plan, implementing the Government's strategy for road safety and the appropriate policy to regulate standards for vehicles, licensing of road transport and testing drivers.



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The Department for investigation of aviation accidents is part of the Department for Transport and is responsible for the investigation of aircraft accidents and serious incidents in Ireland and in some cases when Ireland registries airplane abroad.

The Chief Inspector of Investigation submits a report to the Minister of Transport.

The Department for investigation of aviation accidents conducts investigations into aircraft accidents and serious incidents in accordance with Annex 13 to the Convention on the International Aviation Organization, Directives 94/56 / EC of the European Council and the statutory instrument no. 205 from 1997. The fundamental goal of such research is to determine the conditions and causes of such events, in terms of saving lives and avoiding similar incidents in the future. The apportion of blame or liability is not a goal of this researches.

Reports are published on the website. Reports published on this page contain facts about the observed incidents. This information are published to inform the airline industry and the public on the terms of these accidents and incidents. The contents of these Reports may be subject to change or correction if there is new information available.

The issuance of all reports on the website of the Department for investigation of aviation accidents is just their policy and occurs immediately after finishing each individual report. Also, a version of the brochure is regularly issued and printed. Excerpts of these reports may be published without any licence only if the source is properly specified.

2.11. THE UNITED KINGDOM

The role of the Department of Transport is to determine the overall strategy and to manage relationships agencies responsible for delivery of vision. This sector has information the sector is structured, the responsibilities of different regional and different objectives set by the Government.

The Department was established to provide a focus on delivering the Government's Transport Strategy. The role of the "center" of the Department is to set a strategy and manage the relationships with the organizations responsible for delivery.

The Board of the Department is configured to provide support. Members of the Board include the General Manager of the:

- Group of rail and national network
- Group of urban and national network
- Incorporated sources
- Group of Security, service delivery and logistics



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2.12. POLAND

The Ministry of Infrastructure covers the areas of transport and telecommunications. The Ministry of several departments covering areas of operation as follows:

2.12.1 Department for strategic and transport policy

The Department is responsible for formation of the of the country in terms of the infrastructure development and formulation and coordination of the transport policy. Also, the department performs the tasks related to the European strategy for infrastructure development and participation in the strategies of the EU in terms of infrastructure, programming of land transport, and drawing conclusions connected to projects related to transportation of inland waters and port infrastructure.



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2.12.2. Legal Department

The tasks of this sector are covering the execution of issues related to the legal service of the Minister, the Director General and the Ministry and the legislative activity of the Ministry.

2.12.3. Control Department

The tasks of the department are control of the activities of organizational units in terms of legality, economy and efficiency, cooperation with the bodies of internal control and coordination of the review of complaints and applications.

2.12.4. Budget and Finance Department

The tasks of the sector cover the coordination of the basic questions of the government's economic policy, economic-financial elements, economic-financial cooperation with other countries, as well as the implementation of the Budget managed by the Minister.

2.12.5. International Cooperation Department

The tasks of the Department are concerning the initiation, coordination and supervision of the decision-making process in the European Union.

2.12.6. Department of Defense issues

The tasks relating to the activities within the integrations where the country is a member (EU, NATO).

2.12.7. Department of Railways

It is responsible for the regulation in the railways department and development programmes.

2.12.8. Air Transport Department

It is Responsible for the regulation in the Air traffic department and development programmes for this type of transport.

2.12.9. Telecommunications Department

It is Responsible for performing tasks of the Government Act of Telecommunications and Government programs for telecommunications.

2.12.10. Post Office Department

Development of programme for Post Office activity and market supervision.

2.12.11. Structural Funds Department

Includes management of funds relating to roads and transport policy and monitoring of the use of the funds from these funds.

2.12.12. Cohesion Funds Department

The Sector manages the financial assistance from the cohesion funds intended for development of the transport infrastructure. This includes the forwarding of applications for these funds to the European Commission.

2.12.13. Department of Roads and Road infrastructure

The tasks of the sector cover the implementation of the activities related to road transport, traffic safety and conditions for the road transport process.

2.12.14. Department of Investment and Economic Analysis

The tasks of the Department cover the execution of tasks related to the implementation of the investments, proposing of programs which relate to investing, conducting of economic and financial analysis.

2.12.15. Department of Government Programme for the construction of roads and highways

The Sector is focused on performance of the issues related to government programs for construction of the national roads, including the preparation and amendment of long-term programs, taking measures to secure project financing from

these programs. Also the Department is associated with the tasks relating fees for the use of roads, projects for Public-Private Partnership.

3. PROCESS OF LAW HARMONIZATION IN THE TRANSPORT AND COMMUNICATIONS FIELD IN THE REPUBLIC OF MACEDONIA WITH THE EUROPEAN UNION LEGISLATION

3.1. Law adopted in 2007 with the implemented EU measures

3.1.1. Laws in the field of road traffic

- *Law on Road Traffic Transport*

Transposed the Directives **96/26 EC; 84/647 EEC** and the regulations: **56/83 EEC; 684/92 EEC; 881/92 EEC; 3118 / 93EEC; 792 / 94EC; 3315 / 94EC; 12 / 98EC**; partly the Regulation **2121/98 EC**.

- *Law on Public Roads*

Aligned with the Directive **31996L0053**

- *Law on Transportation of Dangerous Goods*

This law are transposed the following directives: **94/55 / EC, 2000/61 / EC** which complements the Directive **94/55 / EC, 2001/7 / EC, 2001/26 / EC** from 7 May 2001, **2004/112 / EC, 1996/35 / EC, 2000/18 / EC, 98/91 / EC** which complements the Directive **70/156 / EEC, 96/49 / EC, 2006/90 / EC**.

- *Law on Road Traffic Safety*

Transposed are the directives **88/599 / EEC** and **91/439 / EC** and regulations: **3821/85 / EEC, 2135/98 / EEC** and **3820/85 / EEC**.

3.1.2. Laws in the field of Railway Traffic

- *Law on transformation of the PE “Macedonian Railways” C.O. Skopje*

Transposed Directive **31994L0440 91/440** and Regulations: **1970R1107 no. 1107/70, 1969R1192 1192/69**.

- *Law on Railways*

Transposed Directives **31994L0440 91/440**, **31995L0018 95/18 / EC**, **31995L0019 95/19 / EC**, **32001L0012 2001/12 / EC** as substitutes by the Directive of the Council **91/440 / EEC**, **32001L0013 2001/13 / EC** is replaced by the Directive of the Council **95/18 / EEC**, **32001L0014 2001/14 / EC**, **32004L0049 2004/49 / EC**, and amending of the Directive **95/18 / EC** and of the Directive **2001/14 / EC**, **31992L0106 92/106 / EEC** Regulations: **1969R1191 no. 1191/69 (EEC)**, **1970R1107 no.1107 / 70**

- *Law on Railway Transport Safety*

Transposed Directive **32001L0014 2001/14 / EC**, **32004L0049 2004/49 / EC** amending the Directive **95/18 / EC** and of the **Directive 2001/14 / EC**.

- *Law on contracts for transportation in the rail transport*

Transposed Directive **31992L010 92/106 / EEC**

- *Law on Railway Market Regulatory Agency*

Transposed Directive **32001L0014 2001/14 / EC**.

3.1.3. Air Traffic Law

- *Law on Aviation*

Eight regulations and directives of the EU are transposed: **31989L0391**, **32003 L0088**, **32000L0079**, **31990 L0314**, **31992L 0059**, **31993L0013**, **31995L 32003R 0046** and **2042** - partly.

3.1.4. Laws in the field of Electronic Communications

- *Law on Electronic Communications*

The Law on Electronic Communications is transposed in the following Directives: **2002 / 19EC**, **2002 / 20EC**, **2002 / 21EC**, **2002 / 22EC**, **2002 / 58EC**, **2001 / C 96/02**, **97/33 / EC**, **98/61 / EC**, **98 / 84 / EC**, **Regulation 2887/2000**, **Decision no. 676/2002 / EC**.

- *Law on Radio Broadcasting activity*

Transposed EU measures in the Law on Radio Broadcasting activity are the Directives: **89/552 / EEC, 84/450 / EEC, 97/55 / EC** and recommendations no .: **(99) 1 (94) 13, 2000 (23), (97) 20 (91) 5 (99) 15 96 (10), (99) 1 (2000) 7, 2000 (23).**

3.2. Legislation with the implementation of the EU measures envisaged for 2008

3.2.1. Legislation in the field of road traffic

- *Law on Public Roads*

EU measures: **31999L0062; 31999L0037; 32004L0052; 32004L0054.**

- *Law on Road Traffic Safety*

- Rulebook on the manner and control during the use of tachographs

EU measures: **32006R0561**

3.2.2. Legislation in the field of air traffic

- *Law on Aviation*

Bylaw acts of the manner, organization and conditions for granting slots

EU measures: **31993R0095**

- Law on obligatory and actual-legal relations in air traffic

EU measures: **31989R2299; 31992R2409; 31997R2027; 31993R3089; 31999R0323; 32002R0889; 32004R0261; 32004R0785; 32005R2111.**

3.2.3. Legislation in the field of Electronic Communications

- Law on amending the Law on Broadcasting Activity
- EU measures: **32007L0065**

4. COMPARATIVE EXPERIENCES OF THE ORGANIZATION MANNER OF THE MINISTRIES OF TRANSPORT IN THE CANDIDATE COUNTRIES FOR EUROPEAN UNION MEMBERSHIP

4.1. TURKEY

The Ministry of Transport in Turkey, a candidate country for EU membership, covers the following sectors:

- Road sector
- Railway Sector
- Aviation sector
- Maritime sector
- Communications sector



Several years ago, the

road transport sector of the Ministry of Transport of Turkey got its own legislation through the enactment of the Law number 4925 which came into force on July 19, 2003.

Within the improvement of the transport sector, all workers in the transport sector need to have EU certificates of competence. Namely, the three criteria of the EU "professional reputation, professional compatibility and financial efficiency" are regulated by the Regulation on road transport. The criterion for professional compatibility is regulated by special regulation. Currently 7 educational institutions have received Education - Institutional certificate of professional compatibility 2 of which are universities, and other 5 are sectoral organizations.

Also, all activities related to the road transport will be coordinated with the computer system, by the implementation of an automated system for road transport.

In terms of the rail transport of goods, the Ministry of Transport of Turkey has taken several important measures to promote this kind of transport. In 2003 the administration for block trains began working, whose implementation allows transport of goods without waiting between the departure and arrival. "Logistics villages" are introduced to

help the integrated transport at several locations across the country, to build rail lines to the large production capacities, the method of transporting of the trucks by rail is introduced by which it is contributed to less damage on highways and reduce the pollution of the environment.

The Aviation sector is also reformed. In line with the objective of approximation of the airport fees and private communication tax with many private companies involved in the aviation business and increase competition and quality of service. The Ministry is involved in the project SMART (Systematic Modernization of possibility of using of this form of transport, prices of air tickets are reduced, as well the Air Traffic Management Recourses) to enable the airspace of Turkey and other countries to be controlled by a computer center.

The Maritime sector as the most important activities in the past few years had the staff training in this area, increased security at the highest level, and a system for automatic definition is introduced, for the monitoring of all ships.

Actions are undertaken in order to improve the communication sector in the country to introduce Internet in all schools across the country, Internet access in all places in the country are introduced and a process of introducing of an Universal service had began. In the postal services sector a modernization of postal branches is made and a system of electronic calls for reducing of the queues and crowds at post offices is introduced.

As more significant projects underway and which are implemented are:

- "Marmaray" project, which refers to the construction of more traffic lanes, tunnels, overpasses, etc. that can improve the traffic in Istanbul
- The renovation of the old railways line in some parts of the country, as an activity for the achievement of the plan for the lines on which high speed traffic will be made and promotion of this kind of rail transport. Within these projects happens cooperation with the municipalities for the reconstruction of the lines. It is planned and expected to achieve an increased speed of trains with the reconstruction from 55 to 100 kilometers per hour (km / h).
- Intense and quick activities began to renovate and modernize the airports. Activities are undertaken in order to modernize and expand the airport terminals and other services in the airports with an aim to offer airport services after the highest world standards.

5. PRIORITIES ON THE WAY TOWARDS EU, IN THE FIELD OF TRANSPORT-CONSTRUCTION OF PAN EUROPEAN CORRIDOR

High Level Group (HLG) for transport identifies five main axes and determines the number of projects that are classified into two groups projects and will begin to be implemented before 2010 and projects with long-term interest until 2020. HLG highlighted the need for further studies and analyzes which relate to the technical specification of the environmental impact and financial mechanisms needed to implement the projects. Priority axes / projects identified by the High Level Group for Macedonia for the implementation by 2010 were provided:

- Construction of the border crossing highway with Albania - Skopje - border with Bulgaria (738.83 million euros)
- Rehabilitation of the railway line Tabnovce - Gevgelija, phase 1
- The railway line Kumanovo – Beljakovce-border with Bulgaria
- The railway line Kicevo - Struga - border with Albania

For the implementation after 2010:

- Rehabilitation of the railway line Tabanovce- Gevgelija phase 2

Project with regional significance and national priority:

- Construction of multi-modal terminal located in Struga

In the medium-term priorities it is included the construction of the section Veles - Prilep. The section Veles - Prilep represents a strategic relation of the Republic of Macedonia by which the highway that passes through the central part of the Republic will be completed and it is of primary importance for development. The section is a part from the European Corridor 10d and it is a connection of particular importance for the transport of the whole region towards the Central and Western Europe.

Within the programming of SEETO proposed routes that enter in the medium-term priorities are the routes:

- Upgrading the section at highway level Bitola - Resen - Ohrid - Podmolje and

- Construction of the highway Otovica - Stip - Delčevo

Key strategic documents for the development of the Trans-European axes passing through the territory of the Republic of Macedonia (Corridor VIII and X):

- Public Investment Programme 2006-2008
- Memorandum of Understanding on the development of the SEE Core Regional Transport Network of the Southeast Europe (Status: signed in June 2004, the realization happens through the High Level Group of the EC for Transport and SEETO (South East Europe Transport Observatory)
- Final Report on the High Level Group on EC of transport for the Trans-European transport axes to the neighboring countries and regions
- Five year plan of SEETO 2007-2011
- Study for the development of the transport network in the Western Balkans from JBIC

3. Relevant EU-funded projects relating to the transport sector development and Trans-European axes passing through the territory of the Republic of Macedonia (Corridor VIII and X)

- Upgrading of the road E-75, section border Bogorodica to Gevgelija (4.6 km)
- Construction and reconstruction of the border crossing point Bogorodica
- Construction and reconstruction of border crossing point Medzitlija
- Development of a major project to upgrade the road E-75 Demir Kapija- Udovo-Gevgelija (44.3 km)
- Upgrading of the road E-75, section Negotino-Demir Kapija Phase I (5.3 km)
- Construction of the highway E-75, section Negotino-Demir Kapija Phase II (2.3 km)
- Construction of the highway E-75, section Negotino-Demir Kapija Phase III

The Ministry of Transport and Communications has received technical assistance from the European Union for:

- Preparation of a National Transport Strategy

- Preparation of Investment Plan for the Roads
- Preparation of Study on the restructuring of the road sector in the Republic of Macedonia

4. Participation in the preparation for using the Instruments of the European Commission for Pre-accession Assistance (IPA)

The Instrument for Pre-accession Assistance of the European Union started with the application from 01.01.2007, following the timeline frame of the new Financial perspective of the EU (2007-2013). It is governed by Council Regulation (EC) no.1085 / 2006 of the Council for establishing an Instrument for Pre-accession Assistance (IPA). IPA replaces the current programs CARDS (for the Western Balkans countries) and ISPA, PHARE and SARARD (the candidate countries), whose duration is limited by the existing Financial perspective i.e. by the end of 2006. The new IPA instrument is introduced in order to facilitate the management of the assistance from the European Union (instead of 4, introduces 1). However, it does not mean that all beneficiary countries will have the same treatment; the differentiation is provided with the different approach for different category of countries to the components of IPA (potential candidates and candidates for membership).

The structure of the new IPA is shown in the chart as follows:

Schematic representation of the structure of the IPA instrument

- I. Transition Assistance and Institution Building (formerly CARDS / PHARE)
- II. Cross-border and regional cooperation
- III. Regional Development (formerly ISPA - infrastructure projects)
- IV. Human Resources Development (formerly PHARE)
- V. Rural Development (formerly SAPARD - Agriculture)

The Ministry of Transport and Communications is involved in the preparation and additional implementation of the Components I, II, III. Considering that the component III -Regional development an emphasis is placed on the development of infrastructure projects, with the conclusion of the Government, a senior program officer was appointed

by the Ministry of Transport and Communications-Sector of the European Union by which the Ministry is responsible coordinator of this component.

According to the Multi Planning Document (MIPD) within the Component III – Regional Development an emphasis is placed on infrastructure projects aimed at full traffic connection of the Republic of Macedonia with the Trans-European networks. Common determination is the finalization of the Corridor 10, financing the construction of the sections of the highway Demir Kapija - Udovo and Udovo - Smokvica, modernization of the railway line Tabanovce - Gevgelija and completion of the project documentation for Corridor 8. The biggest part of the funds from this component will be designed for Development of the transport infrastructure due to a greater willingness to absorb the funds. For this component in that course are activities to prepare the Strategic Coherence Framework and Operational Programme.

5.1. Corridor 8

The Ministry of Transport and Communications actively participates in the work of the Technical Secretariat for Corridor 8, as well as in the working groups in its context. The main goal of this Secretariat is developing the road and railway infrastructure along the Corridor 8 for what purpose a series of studies and pre-feasibility studies have been developed and are in the course of making. The promotion of the Pan-European Corridor 8 in the EU funds and international financial institutions is one of the efforts of the Technical Secretariat.

In order to provide funds for the construction of the railway network of Corridor 8, the Republic of Macedonia is part of a regional initiative to lobby in front of the institutions of the European Union in order to provide funds for the construction and modernization of the Corridor 8. Also in this regional initiative were included Republic of Bulgaria and Republic of Albania, in order to lobby for receiving a Coordinator from the European Union who will be in charge of this Corridor.

5.2. Corridor 10

The most important activity when it comes to the Corridor 10 is the implementation of the Protocol on cooperation on border crossing along the countries of the Pan-European Corridor 10, which was signed in June 2006 in Corfu and which has as main goal to facilitate the flow of people and goods along the Corridor 10. Signatories for short or medium term need to realize harmonize of the legislation and procedures for border crossings with the EU acquis, the constant exchange of information between the relevant authorities and agencies, especially with the electronic media, in order to achieve closer cooperation and increased efficiency. The recommendation is to create contact points in each country which will be in charge of this task. The formation of a working group is in progress. First chair is the Republic of Greece.

Also, through the Greek Plan for Reconstruction of the Balkans a donation is expected from the Greek government to finance the missing section of the Corridor 10, Demir Kapija Smokvica which represents an advantage for the European Union during the allocation of the IPA funds, as well increase of the same in the upcoming period. According to the adopted Action plan it is expected signing of the Contract with constructor of the constructional works and commencement of the implementation during 2008.

6. OTHER ACTIVITIES FOR DEVELOPMENT AND CONSTRUCTION OF THE TRANSPORT INFRASTRUCTURE IN THE REPUBLIC OF MACEDONIA



In 2014 the Republic of Macedonia is committed and focused on the construction of new highways, new railways and reconstruction and modernization of the old, along the Pan-European transport corridors which are passing through our country.

The state implements these important projects in cooperation with the major international financial institutions like the World Bank, the European Bank for Reconstruction and Development, European Investment Bank, the European Union through the IPA, and the Export-Import Bank of China.

The construction of two extremely important highways in Macedonia has started in cooperation with the Export-Import Bank of China. The issue is about highways which are linking the capital city of Skopje with the city Stip in the eastern part of the country and Kicevo with Ohrid, the most important tourist destination in Republic of Macedonia in the western part of the state. All these sections are part of the Pan-European Transport Corridor 8, which is crucial for the economic development of the region, including Macedonia, Bulgaria and Albania.

The construction of a new motorway section in eastern Macedonia has already begun. The motorway from Skopje to Stip is 47 kilometers long and represents an investment of 208 million Euros, the funds are provided by the EXIM Bank. The construction is expected to be completed in 2017.

Besides this project the construction of another very important new motorway section from Kicevo to Ohrid in the western part of Macedonia is in progress. This motorway is 57 kilometers long and has a value of 374 million Euros, the funds are provided by the EXIM Bank. It is planned to finish the construction of the motorway in 2016.

The construction of these sections of the highway means further expansion of the overall national motorway network, resulting in faster flow of vehicles, but at the same time raising the level of the quality of transport services, and certainly one of the goals is to meet the needs of all tourists transiting in this area.

Regarding the part of the new highways construction in Macedonia, it is worked on the final completion of the Corridor 10 on highway level from the entry to the exit of the country. This is the part from Demir Kapija to Smokvica in the southern part of the country; the highway section has a length of 28 kilometers. This project is worth about 210 million Euros and the construction activities are already half completed. The funds for this part are provided by the EBRD, EIB and the EU Pre-Accession funds.

The aim of the Republic of Macedonia is the construction of highways of two more major sections, one along the Corridor 10, and one along the Corridor 8.

The first road is from the capital Skopje to Blace - Kosovo border, with a length of 12.4 kilometers and has an estimated value of 70 million Euros.

The second section is from Gostivar to Kicevo and is part from the Corridor 8. This section is designed to be added to the existing highway from Skopje to Kicevo, as well as to the section from Kicevo to Ohrid, which is expected to be completed in 2016. This road is 42 kilometers long and has an estimated value of 276 million Euros. The project envisaged construction, maintenance and toll collection on these parts.

State authorities plan to announce a public call for the concession of this road direction at the beginning of 2015.

In terms of the local infrastructure it is worked on construction of local roads, and this project the state realizes in cooperation with the World Bank.

In terms of this policy in the following 2015 it is planned to build 118 local roads with a total length of 200 kilometers. Beside that it is planned a construction of 5 new express routes, by which the internal road network will be enhanced and the traffic flow will be improved to and from the main directions of the Corridor 8.

Besides the improvement of the road infrastructure, the state is planning policies and measures for even more efficient transport, such as the construction of logistics centers at the border crossings and bigger cities through public-private partnership, the implementation of intelligent transport systems on the roads to monitor the road conditions, for which a design is in progress, and the construction should begin in 2016.

Regarding the railway connection, they are working on the last link to the Bulgarian border which is from Kriva Palanka to Deve Bair with length of 24 km, and the estimated value is 330 million Euros. Recently is announced a call for selection of consultant which should design the section for a period of 22 months.

Also, activities are undertaken as well for the completion of the railway line from Kicevo to Lin, i.e. the border with Albania, with a length of 70 kilometers. The estimated value for this line is 570 million euros. The activities for the design of this section had started and it is expected to be completed in around two years time.

7. SUMMARY

Based on the information provided on the manners of which the departments dealing with issues of transport and communications function the following general conclusions can be drawn:

- There is no established system of internal organization of the work of the mentioned departments in the Member States of the Union;
- In contrast, through the prism of the positioning of the Macedonian Ministry of Transport and Communications may be perceived a new quality in the work of this

important department, which is part from the executive power in the Republic of Macedonia;

- A difference can be noticed in the activities of the ministries of the EU old member states and new member states of the Union. In addition, to the first one a greater emphasis on the programs that protect the environment and raise the public awareness about pollution is noticed in spite of the most infrastructure projects in the newer members of the European Union.
- The Republic of Macedonia has a friendly approach towards a mutual cooperation and progress of the region, in order to reach the European values and fulfillment of the vision to full membership in the European Union.
- The preparation of a medium-term strategies for all areas that are covered by the Ministry is in order to define the objectives and activities which should be taken in the specific areas. It is desirable to be made these strategies for a longer period of several years.
- Introduction of systems for safer traffic on the roads with locating and neutralizing of the dangerous places on the road arteries.
- Promotion of the rail transport as cheaper and less damaging form of transport for the environment.
- In the coming crucial period for our country, in which a receiving of the date to start negotiations about full membership is expected, the Republic of Macedonia should put all potentials to engage all social capacities to achieve our common goal. In this regard, the Ministry of Transport and Communications should include all the resources to complete the ongoing reforms in several areas, as well as for harmonization of the Macedonian legislation with the one of the European Union, because only with mutual efforts of all social factors and dedication of all citizens, the strategic goal of Macedonia, membership in the European Union and NATO can be achieved.
- It is recommended a consistent harmonization of the legislation of the Republic of Macedonia with the legal legislation of the relevant field in the European Union and continuous monitoring of new developmental activities in the Member States.

- It is recommended to continue and intensify the cooperation with the Directorate General (DG) for Regional Policy and DG - Expansion in cooperation with DG - Transport and Energy.
- Undertaking of international activities for complete construction of the Pan-European Corridors 8 and 10.

8. Biographies of the authors

Aneta Stojanovska-Stefanova, born on 28.01.1982 in Stip. She has finished her primary education in the Primary School "Dimitar Vlahov" - Stip where she was pronounced for the most talented student of the generation '95 / '96. She has finished her Secondary education in the Gymnasium "Slavcho Stojmenski"-Stip with a great success. During her high school period she was a vice president of the Union of Secondary School Students of Macedonia.

She continues her education as a full-time student at the Law Faculty "Iustinianus Primus" in Skopje, at the Department of Political Science. During the study she was a scholar of the German Foundation "Konrad Adenauer" and trainee in Assembly of the Republic of Macedonia by the US National Democratic Institute (NDI).

She had enrolled postgraduate studies at the Faculty of Political Science and Diplomacy in Skopje, course - International and European policy and diplomacy. Successfully defended the thesis "The constitutional and legal, as well as political aspects of foreign policy, with a retrospect on the experience of the Republic of Macedonia" and has obtained the academic title Master in Political Sciences. Nowadays, she is PhD student in Political Science at Faculty of Law, University Goce Delcev-Stip, Macedonia.

During the study and after it she actively publishes her papers in the journals in the country and abroad. In the scientific research she affirms through participation and presentation of papers at congresses, conferences, projects, symposiums, seminars and

open debates in the country and abroad. At the same time, she is author of several scientific papers in various national and international journals. In 2009 she won the award for special efforts by the USAID Office in Skopje, for proven leadership and continuous support in the process of development and implementation of the Automatic System for the distribution of ECMT licenses, as well as for the growth of transparency, honesty and commitment within the USAID project called E-Government.

In 2015, she won the Order of Merit for contribution of rebuild of Bigorski Monastery St. John the Baptist in Republic of Macedonia.

In her working career she worked as Head of Cabinet in JP Plumbing-Skopje, State Advisor in the Ministry of Transport and Communications, and she is currently University Teaching Assistant at the University "Goce Delchev"-Shtip, scientific area of research in the International Relations and diplomacy history. She speaks fluently English, and has knowledge of the German language.

Drashko Atanasoski was born on March 12, 1971 in Gostivar. He finished his primary education in Gostivar and in 1990 he finished his High Economic School "Cede Filiposki - Dame", acquiring an economic technician degree.

In April 2002 he graduated at the Faculty of Tourism and hospitality in Ohrid at the Department of Customs and Freight Forwarding and obtained the title Graduated Manager for customs and freight forwarding.

In January 2002 he enrolled on postgraduate studies at the Faculty of Economics at the University "Ss. Cyril and Methodius" - Skopje, Department of International Trade, managed by Vladimir Petkovski, PhD. He finished his Master studies in 2008 on the title "Harmonization of the customs system of the Republic of Macedonia to the European standards" and obtained the title Master of Economics.

In January 2011 he had PhD at the Faculty of Tourism and Hospitality - Ohrid Department of Customs and Freight Forwarding and obtained the title of Doctor of Science in Customs and Freight Forwarding.

After finishing the Faculty of Tourism and hospitality-Department of Customs and Freight Forwarding in May 1999 he joined the Custom Administration of the Republic of Macedonia as a Customs officer, Custom officer-co-operator at Customs terminal, Customs terminal-Tetovo at Customs office in Skopje, Customs Administration of the Republic of Macedonia. On this job position he did Goods control that is subject of the import-export of the Republic of Macedonia and testing in accordance to the submitted declarations.

In January 2002, he was assigned on the job position High customs officer at the Customs terminal, Customs terminal-Tetovo at Customs office in Skopje, Customs Administration of the Republic of Macedonia with an assignment Data insertion in the database at the Customs Administration.

In March 2002 he was assigned to the Head of Border Control Jazhince in the Customs office in Skopje, Customs Administration of the Republic of Macedonia. At this job position his daily duties and responsibilities were: management with the personnel, and their organization and control, receipt of documents for entry and exit of goods and travellers, their processing and registration in the database, monitoring and respect of all legislation in the field of customs procedures for more efficient and timely fulfilment of the obligations, preparation of daily, monthly and annual reports on ongoing work and its submit to the Administration, reception and evaluation of the staff at the customs terminal, cooperation with NATO, KBR, KFOR, UNMIK and OSCE convoys for current working etc.

Since 2005 and today as well at the Customs Administration of the Republic of Macedonia he performs the function Head of Department for payment of income, budget, guarantees and analysis in the Department for payment of income, financial materials and legal relations of ownership within the Customs Administration of the Republic Macedonia, with the status of uniformed personnel with special duties and authorization, in accordance with the specific requirements for the implementation of the work tasks provided by the Book of regulations for systematization of the working positions in the Customs Administration.

In September 2011 after completing his doctoral studies as the only Doctor of Science in Customs and Freight Forwarding he obtained the title Associate Professor at the Faculty of Tourism and Business Logistics at the University "Goce Delchev" - Stip where he taught the courses from the above mentioned area.

During the operations he acquired the title Expert of bankruptcy procedure, and is engaged as a certified court expert hired an associate in the Forensic Institute of the Republic of Macedonia in the area of customs issues.

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ETSC	European Transport Safety Council	http://www.etsc.be/HYPERLINK " http://www.etsc.be/ "
OECD	Organization for Economic Cooperation and Development	http://www.oecd.org/HYPERLINK " http://www.oecd.org/ "
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ACEA	European Automobile Manufacturers Association	http://www.acea.be/HYPERLINK " http://www.acea.be/ "
PRI	International Road Safety (La	http://www.lapri.org/fundo11.htmHYPERLINK

	Prévention Routière Internationale)	"http://www.lapri.org/fundo11.htm" "
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FEV R	Fédération Européenne des Victimes de la Route	http://www.fevr.org/HYPERLINK " "http://www.fevr.org/"
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National statistics office	http://www.scb.se /HYPERLINK " http://www.scb.se/ "
<u>United Kingdom</u>	
Parliamentary Advisory Council for Transport Safety	http://www.pacts.org.uk /HYPERLINK " http://www.pacts.org.uk/ "
Royal Society for the Prevention of Accidents	http://www.rospa.co.uk/cms /HYPERLINK " http://www.rospa.co.uk/cms/ "
Scotland's road safety organization	http://www.road-safety.org.uk /HYPERLINK " http://www.road-safety.org.uk/ "
Department of Transport	http://www.dft.gov.uk /HYPERLINK " http://www.dft.gov.uk/ "
Department for Transport (DfT) – Roads, vehicles and road safety	http://www.roads.dft.gov.uk /HYPERLINK " http://www.roads.dft.gov.uk/ "
Government's THINK! Road Safety Scheme	http://www.thinkroadsafety.gov.uk /HYPERLINK " http://www.thinkroadsafety.gov.uk/ "
DfT's Transport Statistics	http://www.transtat.dft.gov.uk /HYPERLINK " http://www.transtat.dft.gov.uk/ "
Driver and Vehicle Licensing Agency (DVLA)	http://www.dvla.gov.uk /HYPERLINK " http://www.dvla.gov.uk/ "
Vehicle and Operator Services Agency (VOSA) including Vehicle Inspectorate and Traffic Area Network	http://www.vosa.gov.uk/vosa /HYPERLINK " http://www.vosa.gov.uk/vosa/ "
Vehicle Certification Agency (VCA)	http://www.vca.gov.uk /HYPERLINK " http://www.vca.gov.uk/ "
Driving Standards Agency (DSA)	http://www.dsa.gov.uk /HYPERLINK " http://www.dsa.gov.uk/ "
Highway agency	http://www.highways.gov.uk /HYPERLINK " http://www.highways.gov.uk/ "

Transport research laboratory	http://www.trl.co.uk /HYPERLINK " http://www.trl.co.uk/ "
Center for transport studies	http://www.cts.cv.ic.ac.uk /HYPERLINK " http://www.cts.cv.ic.ac.uk/ "
UK police service	http://www.police.uk /HYPERLINK " http://www.police.uk/ "
Police service of Northern Ireland	http://www.psnl.police.uk /HYPERLINK " http://www.psnl.police.uk/ "
Northern Ireland statistics & research agency	http://www.nisra.gov.uk /HYPERLINK " http://www.nisra.gov.uk/ "
Central statistics & research branch	http://csrb.drdni.gov.uk /HYPERLINK " http://csrb.drdni.gov.uk/ "
National statistics office	http://www.statistics.gov.uk /HYPERLINK " http://www.statistics.gov.uk/ "
National Safety Camera Liaison	http://www.nationalsafetycameras.co.uk /HYPERLINK " http://www.nationalsafetycameras.co.uk/ "
<u>Republic of Macedonia</u>	
Ministry of Transport and Communication	http://www.mtc.gov.mk/
Secretariat of European Affairs	http://www.sep.gov.mk/
Government of Republic of Macedonia	http://www.vlada.mk/
<u>Republic of Croatia</u>	
Ministry of Maritime Affairs, Transport and Infrastructure	http://www.mppi.hr/
Limited Liability Company for Operation, Construction and Maintenance of Motorways	http://hac.hr/

Croatian Post Inc.	http://www.posta.hr/
<u>Republic of Turkey</u>	
Ministry of Transport, Maritime and Communication	http://www.ubak.gov.tr/
Directorate General of Coastal Safety	http://www.kegm.gov.tr/
Directorate General of Civil Aviation	http://www.shgm.gov.tr/
Directorate General of Infrastructure Investments	http://www.dlh.gov.tr/
Directorate General of Road Transport Regulation	http://www.kugm.gov.tr/

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