



REPUBLIC OF MACEDONIA



## RAILWAY REGULATORY AGENCY

### Legal framework

- The Agency is an independent legal, established on the basis of the Law on Railway Market Regulatory Agency ("Official Journal of the Republic of Macedonia" no. 7/2008) in order to provide inspection and impartial performance of the activities in the railway transport, performed as public interest services,
- The working activities of the Agency are in accordance with the new Law on Railway System ("Official Journal of the Republic of Macedonia" no. 48/2010), since its entrance into force on the 17.04.2010,
- The Agency is an independent legally, self finance from % of track access
- The Agency is responsible for its operations to the Parliament of the Republic of Macedonia

### Responsibilities of the Agency

The Agency is responsible for:

- Control of the quality of the railway services given by the railway operators and infrastructure managers;
- To undertake measures for providing protection of passengers rights;
- To provide that the track access charges to the railway infrastructure established by the railway infrastructure manager is non-discriminatory, in accordance with the Law for Railway System;
- To undertake measures for prevention from unfair and discriminatory behavior of the railway infrastructure manager and each railway operator or applicant for granting an infrastructure capacity;

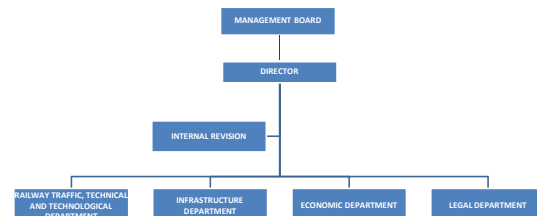
### Responsibilities of the Agency

- To undertake measures for prevention from unfair and discriminatory behavior between two or more railway operators in providing railway transport services;
- To undertake measures for prevention from unfair and discriminatory appliace of the network statement and the framework agreements;
- To approve the charges in cases of congested infrastructure, if the capacity plan cannot be realized/implemented or if the proposed solutions are not economically and financially profitable;
- Control over the access and the use of the service facilities and the stable premises which are not managed by the railway infrastructure manager, but are regulated by the agreement between the service provider and one or more railway operators;

### Responsibilities of the Agency

- To keep a Registry on issued, annulled and withdrawn licenses for public railway transport given to the railway operator and licenses for management of the railway infrastructure given to the railway infrastructure manager;
- To observe/control the railway market in order to analyze the competition between different types of transport and
- To monitor the railway market service competition, including the railway freight market.

### Organizational Hierarchy and Structure of the Agency



### Licenses for public railway transport

- The Agency informed the Railway Operator MR JSC Transport Skopje to adjust its license for public railway transport with the provisions of the Law on Railway System.
- Slovenske zeleznice INFORM US THAT THEY are interested to be railway operator in the railway market of the Republic of Macedonia. The Director of the Agency on there request had a meeting with the director of the branch office of Slovenske zeleznice (Slovenian Railways) in the Republic of Macedonia , Slovenske zeleznice Alpe Balkan Kargo Skopje in relation to entrance of Slovenian railways as railway operator in the railway market of the Republic of Macedonia. The Agency verified the license that had been submitted by Slovenske zeleznice Alpe Balkan Kargo Skopje with the Public Agency for Railway Transport of the Republic of Slovenia. Thus, according to Article 18 of the Law on Railway System, this license is accepted and valid for the territory of the Republic of Macedonia

### Current situation on the railway market in the Republic of Macedonia

Currently, there is only one railway undertaking that possesses license for public railway transport. In this time of economy crisis, our RU transports 3-4 million tones/year. Having in mind the statistics from 20 years ago, when around 10 million tones/year have been transported, it can be concluded that nowadays most of the infrastructure capacities are not used.

This condition on the market gives false comfort to the RU concerning the number of submitted capacity allocation requests in the freight transport. Consequently, there is an increased number of ad hoc requests and increased costs related to track access. At the same time, the infrastructure manager, due to lack of financial needs, and in order to decrease the costs, imposes restrictions on ancillary tracks from 10pm until 5am. The main goal of the infrastructure manager is to apply higher tariff for the tracks with low frequency in this period of the day. Due to this and other similar problems related to track access charge (invoicing of services in accordance with Annex II of Directive 2001/14/EC), the companies did not sign the Infrastructure Access Contract.

### Current situation on the railway market in the Republic of Macedonia

- In order to surpass the problems with the draft access contract and the network statement, a meeting was held (10.12.2010) between the representatives of the Agency, the infrastructure and the transport company. Both the representatives from the transport and from the infrastructure company had agreed to include the solved issues within the new access contract and the network statement, after which they sign the contract and the new time schedule enter into force.
- On 12.04.2011, representatives of the Agency, the infrastructure and the transport company had a meeting concerning the network statement and it was agree that this kind of meetings have benefit for all in the railway sector in Macedonia.

### Cooperation with international bodies and institutions

- The Agency carried out the approved TAIEX Study Visit "Mechanisms and criteria for financing railway infrastructure projects on defining quality indicators as a first step in signing multi-annual contracts between the Government of the Republic of Macedonia and the infrastructure company as well as development of models for defining quality indicators for PSO determination" with the Ministry of Infrastructure and Environment and the Office of Transport Regulation (the NMa), in den Haag, the Netherlands (15-17.02.2011);
- The ERA meetings (workshops) organized by the Ministry of Transport and Communication, which were held in Skopje (22-23.02.2011), in relation to safety and interoperability of the railway system.
- Representatives of the Agency participated on the working meeting of railway regulatory bodies of the EU countries, Republic of Macedonia and Republic of Croatia, organized by DG MOVE of the EU Commission, and in relation to the Recast of the First Railway Package, in Brussels, Belgium (18.03.2011).
- Representatives of the Agency participated on meeting of the Rail Regulatory Bodies in South East Europe (Albania, Bosnia and Herzegovina, Croatia, Kosovo, Macedonia, Montenegro, Serbia, Slovenia) in Zagreb, from 12th-13th May 2011.



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THANK YOU FOR YOUR ATTENTION!

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