

SUMMARY OF THE RAIL REFORM IN MACEDONIA

The latest news is that the Law amending the Law on the Safety of the Rail System is pending in the Assembly and will soon be adopted and published in the Official Gazette. Reason to amend the law is to bring further alignment with other national legislation and to set clear procedures which are mentioned in the law.

At present the Law on the rail system is hereby amended and consultations are ongoing with all relevant stakeholders who have to do with using this law. Again, the reason for amending the law is to be in line with other national legislation.

A Committee which was acting as an accident investigation body soon will be established in the General Secretariat at the Government of the Republic of Macedonia.

About the international freight traffic I was informed by the MR Transport JSC-Skopje that it is reduced due to customs strikes in Greece. Now shipping is done by European countries through Bulgaria for lack of border procedures of goods being shipped.

Secondary laws arising from the laws in force some are in stage of completion and some are under preparation.

Based on the article of the Law on Budget, the Parliament at its session held on 21 September, 2011, adopted a Decision on reallocation of funds among budget users of central government and funds between the State budget for 2011, and the railways as users were allocated additional funds as well. Especially for railway infrastructure maintenance are assigned almost one million euro and for the PSO approximately one million euro more. According to the signed PSO contract for the period 2011 to 2013 between the MoTC and the MRT the services will continue to be served by the budget of the MoTC as it is stated in the contract (3.1 ME for each year).

In October, 2011 a Contract was signed with German consultancy firm (Railistics GmbH) regarding the assignment "Support for Rail reforms in Macedonia" for maximum amount of 200.000 Euro. The funding sources were provided from Germany as German II Technical Cooperation Fund. The assignment addresses the need for an adviser to the MoTC for further work which is required to calculate and structure the PSO, than develop the functions of the newly established Safety Directorate and an advisor to the Rail Regulatory Agency on developing regulatory capacity for the rail sector, in view of future market liberalization.

The Agreement between the Government of the Republic of Macedonia and the Government of the Republic of Kosovo on Border Dispatching for Rail transport was signed on September 15, 2011 in Skopje at the promises of the MOTC. The process of ratification of the Agreement already has begun. Regarding the Implementing Agreements arising from the Agreement the

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MoTC has sent letters to the competent institutions which soon will need to initiate contacts with the neighbouring competent institutions and are required to meet the deadline for signing these Implementing Agreements between them, and that is 90 days after the entry into force of the Agreement.

The Network Statement for 2012 is already on the IM's web site and is in a phase of translation on English language.

At the end, I am particularly honoured to thank Mr. Jost for his input of good and realistic assessment of the railway sector in the Republic of Macedonia in the Progress Report for 2011. As an official representative in the RWG on behalf of the Ministry I would like to highlight that we highly appreciate the conclusions in this Progress Report and our aim in 2012 of the Railway Department is to continue the good work in order to implement and enforce the acquis.

I wish you successful work and thank you for your attention.