

Law on Railway Transport Safety

I GENERAL PROVISIONS

Subject of the Law

Article 1

This Law shall lay down the conditions for a safe, proper and unimpeded railway transport on the whole territory of the Republic of Macedonia.

Article 2

The railway transport safety provisions shall refer to the public transport of passengers and goods and to the transport of passengers and goods for personal needs in the railway transport, in accordance with this Law and the regulations adopted on the basis of this Law.

Purpose

Article 3

The objectives of this Law shall be:

- developing and regulating the railway transport safety;
- defining responsibilities between the actors in the railway transport;
- introducing and developing common safety targets and common safety methods in order to, as much as possible, harmonize the safety in the Republic of Macedonia with the safety that is being applied in the Member States of the European Union;
- defining and implementing a structure on principles for the management, regulation and supervision of railway safety;

Definitions

Article 4

Certain terms used in this Law shall have the following meaning:

1. **“Safety authority”** shall be a Railway Sector within the Ministry of Transport and Communications, entrusted with the tasks regarding the railway safety in order to ensure a unified safety regime for cross-border infrastructures;
2. **“Alert device”** shall mean a device designed for automatic stopping of a train in the event of a lack of caution or inability of the driver of the towing vehicle to stop the train;
3. **“Towing vehicle”** shall mean a self-propelled rolling-stock (diesel locomotives, electric locomotives, steam locomotives, motor cars and motor vehicles for special purposes);
4. **“Towed vehicle”** shall mean a rolling stock designed for transport of passengers, luggage or goods (railway cars, freight cars and trailers);
5. **“Train”** shall mean a properly composed and hooked row of railway and freight cars with one or more self-propelled towing vehicles, only a self-propelled towing vehicle and only motor cars;
6. **“Railway air space”** shall mean the space above the rail area on a 12 i.e. 14 meters height with a long-distance power line of voltage exceeding 220 KV passing through, with regard to the upper rim of the rail;

7. **“Emergency situation in railway transport”** shall mean an accident, a serious accident or an incident resulting in the death or injury of one or more persons, or material damage, i.e. resulting in interrupting, endangering or impeding of the railway transport;
8. **“Main railways”** shall mean the railways that are allocated in the international railway network of the European railways”.
9. **“Conformity document”** shall consist of “EC type-examination certificate”, issued by an Authorised Body for conformity assessment and a “Declaration of conformity” issued by the manufacturer of the installations, devices and equipment and/or rolling stock;
10. **“Other railways”** shall mean the railways that are not included in the main railways network”.
11. **“Railway infrastructure”** shall mean a single technical and technological system of railways with upper and lower line, railway facilities, railway stations, the trains electric traction facilities, signalling and safety systems, telecommunication and information systems in railway transport, buildings, depots and other construction facilities on railway stations with the purpose of organising, regulating the railway transport and maintaining the infrastructure, the land that functionally belongs to the railway, the official premises and facilities;
12. **“Railway”** shall mean a land rail line of communication for transport of passengers and goods by rolling stock;
13. **“Train station”** shall mean an official section on the railway from where the transport of opposite and consequent trains is regulated, in which passengers enter and exit, and goods is loaded and unloaded;
14. **“Railway line area”** shall mean a land area on both sides on and below the railway body determined with an investment and technical and expropriation documentation, being one meter wide on both sides from the lower rim of the railway land body;
15. **“Railway network”** shall mean the totality of the railway infrastructure managed by the infrastructure manager;
16. **“Railway system”** shall mean a system comprised of the railway carriage and railway infrastructure;
17. **“Rolling stock”** shall mean a vehicle designed for move by rail (locomotive, motor car, railway and freight cars, as well as rolling stock for specific purposes);
18. **“Railway area”** shall mean a land area determined with an expropriation documentation on which there are railways, facilities, installations and devices that are used in organizing and conducting railway transport;
19. **“Railway and freight cars”** shall mean rolling stock constructed for move by railway, designed for transport of passengers (railway cars), i.e. transport of goods (freight cars);
20. **“Railway carrier”** shall be a domestic and foreign legal person whose main activity is providing passenger and/or goods transport services by railway and which possesses a permit for public transport and a safety certificate;
21. **“Railway worker”** shall be a natural person employed with the infrastructure manager, i.e. the carrier.

22. **“Railway equipped with automatic stopping devices”** shall mean a railway with an embedded automatic sensor designed for forced stopping of a rolling stock, which, due to different reasons has not complied to the basic stopping signalling devices;
23. **“Protected zone of a railway”** shall mean an imagined land zone on both sides of the railway, 200 meters wide each, with regard to the endings of the rail area;
24. **“Common safety methods (CSMs)”** shall mean the methods to be developed to describe how safety levels and achievement of safety targets and compliance with other safety requirements are assessed;
25. **“Common safety targets (CSTs)”** shall mean the safety levels that must at least be reached by different parts of the rail system and by the system as a whole, expressed in risk acceptance criteria;
26. **“Industrial railway”** shall mean a railway by which the legal person in the area of transport, industry, mining, forestry and other economy areas transports passengers and goods for personal needs;
27. **“Industrial gauge”** shall mean a railway gauge that connects to the railway infrastructure and is used for supplying and shipping goods for the owner, i.e. the owner of the right to use that gauge;
28. **“Incident”** shall mean any occurrence, other than accident or serious accident, associated with the operation of trains and affecting the safety of operation;
29. **“Investigating body”** shall be a Commission appointed by the Minister for Transport and Communications, which is an independent with regard to its organisation and decision making, from the infrastructure manager, the carrier and third parties;
30. **“Public transport”** shall mean transport of passengers and/or goods available to anyone under equal conditions, which is carried out on the basis of an agreement between the carrier and the services user;
31. **“Crossroad”** shall mean a transport section on a railway from where the transport of opposite and consequent trains is regulated, in which passengers can enter and exit;
32. **“Train braking mass”** shall mean a set of the braking masses of the cars of which the train is composed, and which provide safe train braking;
33. **“Locomotive depot”** shall mean a railway facility with appropriate installations and devices, where rolling stock are prepared and maintained;
34. **“Car weight per meter of length”** shall mean the weight of an empty or loaded car, divided by the length of the car in meters, measured from the front - up to the front of the uncompressed fenders (fender devices), i.e. automatic junctions expressed in KN per meter of length (10 KN = 1 t);
35. **“Manipulation rail”** shall mean a part of the railway infrastructure used for transport of goods on demand and without an established timetable;
36. **“Maximum train speed”** shall mean the train speed on a railway or on its section, indicated in the timetable or prescribed in other way, which must not be exceeded;
37. **“Motor cars”** shall be electromotor cars, electromotor compositions, diesel-motor cars, diesel-motor compositions and motor coaches;

38. **“Inclination of the vertical alignment”** shall mean the vertical inclination of the railway measured with the tangents of the angle in relation to the horizontal line and is expressed in per thousand;
39. **“Highest allowed speed on railway”** shall mean the prescribed highest speed on the railway or its section, in accordance with the technical condition of the railway and other conditions;
40. **“Accident”** shall mean an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences. Accidents are divided into the following categories: collisions, derailments, level- crossing accidents, accidents to persons caused by rolling stock in motion, fires and others;
41. **“Detaching shunt”** shall mean a shunt used for detaching railway, or rail of another railway or industrial gauge from an existing railway;
42. **“Axle load”** shall mean the weight of an empty or loaded car expressed in KN divided by the number of axels of the vehicle (10KN= 1 t);
43. **“Maintenance of railway infrastructure”** shall mean the set of all actions of the current and investment repair of the railway infrastructure;
44. **“Road crossing”** shall mean a point where railway crosses with a road on a same level;
45. **“Pedestrian crossing”** shall mean a point where railway crosses with a pedestrians crossing on a same level;
46. **“Positioning”** shall mean positioning of a railway worker to an official post, in towing vehicle or in rail car;
47. **“Transport for personal needs”** shall mean transport of passengers and/or goods in railway transport for the needs of the infrastructure manager or for the needs of the railway carrier;
48. **“Rail car”** shall mean a special purposes vehicle designed for maintaining the railway infrastructure;
49. **“Distance between gauges”** shall mean the distance between the axles of two neighbouring gauges;
50. **“Reconstruction of railway, railway facility, installation and devices of a rolling stock”** shall mean a renovation by which its basic construction and technical characteristics are changed;
51. **“Repair of a railway”** shall mean a complete replacement of the upper line of the rail (tracks, gauge kit, ties, shunts, sifting and supplementing the lattice), rebuilding of the lower line and other activities on the existing railways;
52. **“Registering speedometer”** shall mean a device in the towing vehicle which is used for registering the speed and the elapsed distance as well as other data during the movement of the towing vehicle;
53. **“Serious accident”** shall mean any train collision or derailment of trains, resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the infrastructure or the environment, and any other similar accident with an obvious impact on railway safety regulation or the management of safety, extensive damage that can immediately be assessed by the investigating body to cost at least EUR 2 million in total;

54. **“Communications system”** shall mean a set of telecommunication facilities, i.e. technical assets, interconnected, so that they represent a technological entirety and are used for transporting, sending or receiving messages;
55. **“Unoccupied profile (dimension) of the railway”** shall mean a limited space in the vertical section normally positioned to the middle of the gauge. The axis of the unoccupied profile is positioned normally to the line that touches the upper rim of the tracks and passes through the middle of the gauge, i.e. the middle of the distance between the tracks;
56. **“Official section on a railway”** shall mean the section from where the railway transport is regulated (railway stations, crossroads, freight forwarding, loading intersections, sections for switching from double track lines to single track lines and standing places);
57. **“Standing place”** shall mean a transport section of a railway designed solely for entrance and exit of passengers in trains designed for transport of passengers.
58. **“Technical station”** shall mean a railway facility with installations and devices where rolling stock are prepared and maintained;
59. **“Load profile (profile of the vehicle)”** shall mean a limited space in the vertical section normally positioned to the middle of the gauge. Middle of the gauge is the middle of the distance between the gauge rails. Loaded rail stock must not go beyond the border of the load profile, neither a part of their body nor the signals;
60. **“Technical specification for interoperability (TSI)”** shall mean the specifications by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and ensure the interoperability of the trans-European rail systems;
61. **“Infrastructure manager”** shall mean a public or other legal person that is responsible for establishing and maintaining railway infrastructure;
62. **“Road manager”** shall mean a legal person authorised to maintain and manage the road infrastructure;
63. **“Device for ensuring safety on road crossing”** shall mean a device used for closing the road crossing – barriers or semi-barriers or device that gives signals when announcing an arrival of a train or a rolling stock;
64. **“Device for ensuring safety on pedestrian crossing”** shall mean a device that signalizes an arrival of a train or rolling stock;

II. DEVELOPMENT AND MANAGEMENT OF SAFETY

1. Development and improvement of railway safety

Article 5

- (1) The Ministry of Transport and Communications as an authorized body shall ensure that railway safety is generally maintained and, where reasonably practicable, continuously improved the safety and act to the prevention of serious accidents, in accordance with this Law and the related regulations that have been adopted on the basis of this Law.
- (2) The Ministry of Transport and Communications shall ensure that safety rules are laid down, applied and enforced in an open and non-discriminatory manner, fostering the development of a single European rail transport system.
- (3) The infrastructure manager and the carrier shall be equally responsible for the safe operation of the rail system and obliged to implement the control measures, to apply safety rules and standards and to establish safety management systems in accordance with this Law.

- (4) The infrastructure manager and the carrier shall be equally responsible, each in his own area of work and for disregarding the safe operation of the rail system.
- (5) The infrastructure manager shall have public authorisations laid down with this Law.

2. Common safety indicators

Article 6

- (1) In order to facilitate the assessment of the achievement of the CST and to provide for the monitoring of the general development of railway safety, the Ministry of Transport and Communications shall collect information on the common safety indicators (CSIs) through the annual reports of the safety authorities, the infrastructure manager and the carrier.
- (2) The manner of collecting information for developing common safety indicators shall be prescribed by the Minister for Transport and Communications.

3. Common safety methods

Article 7

- (1) The CSMs shall describe how the safety level, and the achievement of safety targets and compliance with other safety requirements, are assessed by elaborating and defining:
- risk evaluation and assessment methods,
 - methods for assessing conformity with requirements in safety certificates of the railway carrier for performing railway transport and safety certificates for railway infrastructure management.
 - methods for testing whether the structural subsystems of the trans European railway systems are managed and maintained in accordance with the relevant essential requirements.
- (2) The CSMs shall be revised at quarterly intervals, in accordance with the prescribed procedure, taking into account the experience gained from their application and the global development of railway safety and the obligations on the Ministry of Transport and Communication laid down in Article 5 paragraph 1 of this Law.
- (3) The Ministry of Transport and Communications shall make any necessary amendments to the safety rules prescribed in the Republic of Macedonia in the light of the adoption of CSMs and revisions to them.

4. Common safety targets

Article 8

- (1) The CSTs shall define the safety levels that must at least be reached by different parts of the railway system as a whole, expressed in risk acceptance criteria for:
- individual risks relating to passengers, staff including the staff of contractors, level crossing users, as well as individual risks relating to unauthorised persons on railway premises;
 - general safety risks.
- (2) The Ministry of Transport and Communications shall make any necessary amendments to the safety rules prescribed in the Republic of Macedonia in order to achieve at least the CSTs, and any revised CSTs, in accordance with the implementation timetables attached to them.

5. Safety management systems

Article 9

- (1) The safety management system shall comprise organisation and preparation due to providing safe management in the railway transport. Infrastructure manager and carrier shall separately develop, establish and organize their safety management systems to ensure that the railway system can achieve at least the CSTs, is in conformity with the national safety rules, in accordance with this Law, and safety requirements determined in the TSIs, and that the relevant parts of CSMs are applied.
- (2) The safety management system shall meet the requirements and contain the elements adapted to the character, extent, risks and other conditions of the railway system in the Republic of Macedonia.
- (3) The safety management system of any infrastructure manager shall take into account the effects of operations of the carrier and allow the carrier to operate in accordance with this Law, the TSIs and the conditions of the safety certificate.
- (4) The infrastructure manager and the carrier shall submit an annual safety report concerning the preceding year to the Minister for Transport and Communications.

III. RAILWAY TRANSPORT

Article 10

- (1) The railway transport on the territory of the Republic of Macedonia shall be performed according to the manner and rules laid down with this Law and other laws.
- (2) The international railway transport shall be performed in accordance with the international agreements that have been ratified by the Republic of Macedonia and the international railway regulations that have been signed by the infrastructure manager.
- (3) The infrastructure manager and the carrier within their work shall be bound to organize and permanently conduct regular control of the safe performance of the railway transport, as well as to develop and establish safety management systems in railway transport, in accordance with Article 9 of this Law.

1. Railway

Article 11

- (1) The railway shall consist of: upper and lower line of the railway with the railway facilities (bridges, tunnels, passages, supporting walls, etc.), the railway equipment, the rail area of the railway and the air space above the railway.
- (2) The railways, according to the design and transport quantity, the economy significance or the significance they have for the domestic and foreign transport, shall be divided into main railways and other railways.
- (3) The Government of the Republic of Macedonia, upon proposal by the Minister for Transport and Communications shall lay down the network of main railway tracks and other railway tracks, their classification, as well as the indications.
- (4) The infrastructure manager and other legal persons shall be bound to keep records for the railway tracks and installations, the facilities and devices on the track, as well as other technical data of significance to the railway transport safety.
- (5) The manner of keeping records referred to in paragraph 4 of this Law shall be prescribed by the Minister for Transport and Communications.

Article 12

- (1) In the process of projecting, constructing, reconstructing, repair and maintaining of the railway the general technical requirements on safe railway transport shall be applied, as well as the standards and norms and the special technical requirements prescribed by law.
- (2) The general technical requirements on safe railway transport that have to be met by railway stations shall be prescribed by the Minister for Transport and Communications.
- (3) The special technical requirements that have to be met by the railways shall be prescribed by the infrastructure manager.

Article 13

- (1) A railway shall connect to another railway only in a station, and as an exception, to an open railway, provided that the transport safety measures laid down with this Law are implemented.
- (2) If a railway connects to an open track of the main railway track, the detaching shunt has to be constructed with a protective gauge and secured with signals and fore signals. The signals have to be dependent on the position of the shunt, which is controlled by the neighbouring occupied official section on the railway.
- (3) The detaching shunt referred to in paragraph 2 of this Article has to be operated by a railway worker, if its position is not controlled by the neighbouring occupied official section on the railway.

Article 14

A common bridge for a railway and a public road can be constructed on same pillars or with the same construction provided that the railway and the road are separated with a safety fence.

Article 15

- (1) A road can not be built in a railway line area (hereinafter referred to as the: rail area).
- (2) Only railway facilities and installations can be built in the rail area.
- (3) The distance between the railway and the road cannot be less than 8 meters from the axel of the nearest gauge to the nearest point of the upper line of the road.
- (4) With an exception to paragraph 3 of this Article, in mountainous and hard terrains, in canyons and other similar terrain configurations and in urban areas, the distance between the railway and the road that has not the characteristic of a motorway can be less than 8 meters, provided that the unoccupied profiles are not in contact and that signalling and safety devices can be placed between them, as well as telecommunication devices, stable installations of electric traction and other devices necessary for safe transport and the vertical alignment of the railway to be one meter above the vertical alignment of the road.
- (5) If the existing road does not meet the conditions of paragraph 4 of this Article, safety fences have to be placed on the road, in accordance with the law.
- (6) The safety fence referred to in Article 14 of this Law and paragraph 5 of this Article shall be placed and maintained by a legal person authorized to maintain and secure the roads.

Article 16

(1) In the rail area one can not plant trees, build buildings or other facilities apart from facilities that are in service to the infrastructure manager.

(2) With an exception to paragraph (1) of this Article, with consent from the infrastructure manager facilities and installations of other legal persons can be built, which are in service to loading and unloading of goods for railway carriage, in a manner determined by the infrastructure manager.

Article 17

(1) In the rail area, pipelines, electric and other aerial lines and underground cables and similar installations can be placed, only with a consent of the infrastructure manager, as well as to cross with a railway or to be in parallel with the railway, if their placement and work does not threaten the safety and the security of the railway transport.

Construction and Reconstruction of Railways and Installations

Article 18

(1) Legal persons that construct or reconstruct railways and installations, shall be bound in their projects on construction or reconstruction of railways and installations, to envisage solutions for a safe railway transport.

(2) The legal persons that maintain, i.e. repair the railways shall be bound to do it in a way that enables safe transport.

(3) The legal persons referred to in paragraph 2 of this Article shall be bound after the completion of the work to remove from the railway and the rail area the residual of material, work assets, warning signs and other objects for the purpose of safe transport.

(4) During the maintenance and reconstruction of the railways, special attention has to be paid to the elimination of defects on the railway, due to which on certain sections emergency situations occur or may occur.

(5) The manner and the conditions for the purpose of safe transport, during maintaining i.e. repairing railway tracks referred to in paragraph 2 of this Article shall be prescribed by the infrastructure manager.

Attesting Installations, Devices and Equipment

Article 19

(1) The installations, devices and equipment that are embedded in the newly built or reconstructed railways, and which represent their integral part shall be subject to obligatory attesting with regard to the prescribed characteristics in accordance with the attesting regulations for those installations, devices or equipment.

(2) The installations, devices and equipment that represent an integral part of the railways can be embedded in railways and included in transport only if they possess a conformity document.

2. Rolling Stock

Article 20

(1) Rolling stock have to be projected, constructed, reconstructed and maintained so that they meet the technical and other conditions for safe railway transport, the prescribed standards and technical norms, and the rolling stock designed for use in international transport have to meet the additional special technical conditions laid down with international

agreements that have been ratified by the Republic of Macedonia and with international railway regulations.

(2) The list of standards and technical norms on safety of rolling stock shall be prepared and adopted by the Institute for Standardization of the Republic of Macedonia and submitted to the Ministry of Transport and Communications for publication in the Official Gazette of the Republic of Macedonia.

Prototype

Article 21

(1) Prototype of a rolling stock (hereinafter referred to as: “prototype”), can be used in railway transport following an issued licence for its use.

(2) The licence for use of a prototype shall be issued by the Ministry of Transport and Communications upon request by the manufacturer or user, after submission of a conformity document.

Article 22

(1) Due to testing the prototype, the Ministry of Transport and Communications can issue an interim prototype examination certificate.

(2) The interim prototype examination certificate shall be issued upon a written request to the Conformity Assessment Authority.

(3) The interim prototype examination certificate shall lay down the requests for its testing in transport and the time limit of validity.

(4) The interim prototype examination certificate can be issued during the examination, however, no more than 1-3 months.

(5) The prototype for which an interim prototype examination certificate has been issued, has to be used in transport under the conditions laid down in the certificate and its use expires with the validity of the certificate.

Article 23

(1) Rolling stock that are result of an assembly-line production or that have been individually produced or reconstructed, concerning the construction, technical and exploitation characteristics have to correspond to the approved prototype.

(2) The provisions of Articles 21 and 22 of this Law that refer to the prototype shall also refer to the reconstruction of rolling stock.

Technical Inspection of Rolling Stock

Article 24

(1) Rolling stock produced on an assembly-line or produced individually, imported or leased from abroad, prior to the use in transport, have to be inspected in transport, to possess a declaration of conformity and to have passed a technical inspection.

(2) The technical inspection, which can be regular and occasional, ensures whether the rolling stock from paragraph 1 of this Article meet the set conditions, whether they have the prescribed and functional devices and equipment, whether they are prepared for safe transport and whether they correspond to the approved prototype (declaration of conformity).

(3) The rolling stock has to be sent to a regular technical inspection once in a calendar year, and if necessary they can be sent on an occasional technical inspection.

(4) The rolling stock that meets the set conditions on the technical inspection shall be issued a certificate for a technical functionality, which is valid for 12 months.

The technical inspection of rolling stock shall be done by a legal person authorised by the Minister for Transport and Communications to conduct technical inspections on rolling stock, following the opinion by the Institute for Accreditation.

(6) In order to be authorised, the legal person has to employ at least 5 persons with university education, 3 of them have to be machine engineers, 2 have to be traffic engineers and 1 has to be electrical engineer, with at least 6 years of work experience in their speciality, and other technical staff, as well as to possess an appropriate business premises, equipment and devices.

(7) The authorisation referred to in paragraph 5 of this Article will no longer be valid if the legal person does not meet some of the conditions prescribed in paragraph 6 of this Article.

(8) The detailed criteria concerning the expert preparation of the other technical staff, the business premises, the equipment and the devices referred to in paragraph 6 of this Article, as well as the manner and procedure for performing technical inspection on rolling stock shall be prescribed by the Minister of Transport and Communications.

Article 25

(1) Carriers shall be bound to keep records of the rolling stock and other technical data important for transport safety, use and maintenance of rolling stock.

(2) The manner of keeping records and technical data referred to in paragraph 1 of this Article shall be prescribed by the Minister for Transport and Communications.

Braking Devices

Article 26

(1) Rolling stock has to be equipped with functional devices for train stopping.

(2) Railway cars and motor cars have to be equipped with hand braking devices (hand brakes) and the towing vehicles, also, have to be equipped with fastening brakes.

(3) A number of freight cars have to possess fastening brakes for securing the rolling stock from self-propelling or hand brakes in relation to the total number of freight cars that are included in the rolling stock park of the carrier.

(4) The number of freight cars of the rolling stock park of the carrier that have to possess i.e. the train, fastening and hand brakes, in a scope that is of significance to the railway transport safety shall be prescribed by the infrastructure manager and the carrier.

(5) The locomotives, railway cars and the motor cars have to be equipped with devices for quick stopping in a dangerous situation.

(6) The devices for quick stopping in dangerous situation, which are embedded in railway cars and in motor cars, have to be accessible to the passengers and clearly marked.

Automatic Stopping Devices

Article 27

- (1) The towing cars have to possess embedded automatic stopping devices, if they move on railways that are equipped with automatic stopping devices.
- (2) With exception to paragraph 1 of this Article, on railways equipped with automatic stopping devices, in exceptional cases, towing vehicles without embedded automatic stopping device or with non-functional automatic stopping device can move in the event of: train movement from a railway without embedded automatic stopping device to a railway with embedded automatic stopping device and vice versa, train movement on a roundabout railway, continuation of movement to the first possible replacement of the towing vehicle in the event of a defect of the automatic stopping device during the movement, directing the towing vehicle to a workshop etc.
- (3) The detailed technical conditions and measures for safe railway transport referred to in paragraph 2 of this Article shall be prescribed by the infrastructure manager.
- (4) The towing vehicles on main railways, with an allowed speed of over 100 km/h have to be equipped with radio devices for establishing radio connection with the dispatch centre.
- (5) The towing vehicles have to be equipped with a functional sound signalling device, functional registering speedometer (tachometer), functional alert-device, first aid kit and a fire extinguisher.

3. State of Equipment of the Official Sections with Signalling and Safety Devices

Article 28

- (1) Due to ensuring safe and unimpeded transport, the transport sections from which the railway transport shall be managed and regulated, depending on the maximum limited speed of train movement, have to be equipped with signalling and safety devices, as follows:
 - For train speed up to 50 km/h, at least with protective signals;
 - For train speed exceeding 50 km/h, i.e. regardless of the train speed, on main railways with entry signals and fore signals. The entry signals have to be in a technically conditioned mutual dependence, and depending on the position of the shunt on the movement path to signalize whether the further movement is permitted with a regular or reduced speed;
 - For train speed exceeding 100 km/h, with entry signals and fore signals and with exit signals that are set to have a technically conditioned dependence on the movement path, so that they can be positioned to allow for further movement, only if previously secured movement path has been ensured and if the railway is not occupied in the train movement direction until the next enter, exit or space signal. The exit signals of neighbouring transport sections have to be in a mutual technically conditioned dependence so that they can be positioned to permit only a one-way movement;
 - For train speed exceeding 100 km/h, at entry and exit signals in stations, as well as at space and protective signals with rail automatic stopping devices.
- (2) The main railways for train speeds exceeding 100 km/h have to be equipped with devices by which connection can be established with the staff of the towing vehicle and the dispatch centre.
- (3) On railway with no embedded railway automatic stopping devices, when connection is established to a railway with embedded automatic stopping devices, the entry signals and the fore signals of the connecting railway in a transport connection section have to be equipped with railway automatic stopping devices or with protective shunts on the movement path.

State of Equipment of the Official Sections

Article 29

- (1) The railway stations and other official sections on the railway where the railway transport is regulated have to possess prescribed premises, devices and equipment, platforms, as well as other devices that allow safe transport management.
- (2) The premises and places for reception, accommodation and sending passengers, baggage and packages in the railway transport have to be illuminated, heated and supplied with appropriate devices, installations and equipment necessary for passengers safety and safely working at those places.
- (3) In railway stations with double track lines and single track lines, the access to the trains have to be constructed in a way that the passengers do not cross the gauges (underground passage, front platforms etc.)
- (4) The standing places on double track lines and single track lines must have platforms connected with passages under or over the railway.
- (5) The standing places on double track lines and single track lines referred to in paragraph 4 of this Article, apart from the standing places with island platforms, must have a fence between the gauges.
- (6) The standing places on a single track lines must have a platform.
- (7) The state of equipment of the official sections referred to in paragraphs 1 and 2 of this Article shall be prescribed in detail by the Minister for Transport and Communications.

4. Rules on Safe Performance of Railway Transport

Article 30

- (1) The railway transport has to be preformed in accordance with the rules on safe performance of railway transport, under conditions and in a manner for safe performance of the railway transport, as a single technical and technological system on the territory of the Republic of Macedonia.

Article 31

- (1) The transport of passengers and goods can be performed only in rolling stock designed for that purpose.
- (2) The transport of hazardous materials and objects has to be conducted in accordance with the regulations that lay down the transport of dangerous goods and objects.

Article 32

- (1) The train has to be equipped with the prescribed devices that contain chemical agents for fire extinguishing and a first aid kit, stored in easily accessible places in the train.
- (2) The passenger trains have to be illuminated inside, at night, and in daytime in tunnels when the travel last for more than 3 minutes.
- (3) The train cars, motor cars and trailers for transport of passengers have to be provided with temperature of at least +18°C, if the external temperature shall be lower than +12 °C.
- (4) The passenger trains have to be on both sides marked with notice boards that indicate the route of the train.
- (5) In passenger cars the place for a disabled person has to be marked.

Article 33

- (1) Rolling stock, with or without freight, with regard to the profile dimensions, axis load and weight on length meter, the construction, technical and other characteristics have to meet the set up conditions for the railway they are moving on, as well as the other conditions for rolling stock.
- (2) The rolling stock that do not meet the conditions referred to in paragraph 1 of this Article (special package), can move on railways in the Republic of Macedonia if they meet the special conditions that ensure safe transport.
- (3) For special packages carriage in railway transport on the railways in the Republic of Macedonia, a certificate shall be issued by the infrastructure manager.

Article 34

- (1) On a railway, the train can move with a speed that corresponds to the technical characteristic of the railway and the railway installations and devices, the characteristic of the rolling stock of the train, as well as the train braking mass.
- (2) In railway transport, the train speed has to be adjusted to the set up speeds on a certain railway or a section of that railway, and the set up maximum train speed must not be exceeded in any case.

Article 35

- (1) Prior to commencement of work on a railway or railway installation, facility or device, as well as during the maintenance of railways or railway installations, facilities or devices, the necessary measures for transport safety and security of the workers who carry out the works have to be taken.
- (2) The legal person that carries out the works, i.e. which maintains the railways and the railway installations, facilities and devices shall be bound, prior to commencement of the work, to secure the place where the work will be performed.
- (3) The infrastructure manager shall be bound during the work referred to in paragraph 2 of this Article to organize safe transport on the place where the work is carried out.
- (4) Following the completion of the work referred to in paragraph 1 of this Article the legal person that carries out that work shall be bound to remove from the railway the residual of material, work assets, signalling signs and signs and other objects that has placed during the performing of the work and to set: the equipment, telecommunication, signalling and safety and other devices necessary for safe railway transport.

Article 36

- (1) The conditions and the manner for safe railway transport, with regard to the rolling stock and railways of Articles 31,32, 33, 34 and 35 of this Law, are shall be prescribed in detail by the Minister for Transport and Communications.
- (2) The infrastructure manager shall elaborate in detail the manner and procedure of implementation of the regulations referred to in paragraph 1 of this Article.

Article 37

- (1) Concerning the railway transport, the infrastructure manager and the carrier shall be bound to keep record and other technical data of significance to safe transport.

(2) The manner of keeping records and other technical data referred to in paragraph 1 of this Article shall be laid down by the infrastructure manager and the carrier.

5. Signalisation System and Signalling Marks

Article 38

(1) Concerning the railway transport, traffic railway signals and signalling marks shall be applied, which have to be set up in a way that the railway staff can quickly and safely inform each other about the train transport, on the manoeuvre, on the permission or prohibition of movement over certain sections, on the condition of the railway, the trains speed limitations etc.

(2) The signalling signs shall be used as transport railway signals.

(3) The signalling marks shall denote railway sections of special importance for safe railway transport.

Article 39

(1) The signalling system and the signalling marks have to comply with the organisation and the work process of the railway transport and to meet the transport safety requirements.

(2) The meaning of the signalling signs and signalling marks has to be single on the whole territory of the Republic of Macedonia.

(3) The signalling signs and signalling marks of the railway, the train, type, meaning, form, colour and the smallest distance of visibility of the signalling signs and marks, as well as the places for their embedding, i.e. positioning and the manner of their use shall be prescribed by the Minister for Transport and Communications.

Article 40

The signalling signs and signalling marks have to be used for denoting the dangers of temporary character, especially those that occur due to sudden damage of railway infrastructure and temporary limitations and prohibitions of transport. Those transport signals and signalling marks have to be removed as soon as the reasons, due to which they were placed, have vanished.

Article 41

(1) The railways have to be equipped with the prescribed signalling signs and signalling marks.

(2) The signalling signs and signalling marks have to be illuminated with own illumination source or to be covered with a reflecting material so that they can be noticed easily in daytime, at night and during a reduced visibility, by the railway staff and other persons.

(3) The railway staff, carrier and other persons, shall be warned with the prescribed signalling signs and signalling marks about a danger threatening them, informed about the limitations, prohibitions and warnings they have to comply with, and they shall be provided with the necessary notifications for safe railway transport and for their personal safety.

- (4) The railway transport has to be carried out in accordance with the prescribed signalling signs and signalling marks.
- (5) The damaged and obsolete signalling signs and signalling marks have to be removed and replaced immediately, and in the event of changed railway transport conditions they have to be supplemented by the infrastructure manager.

Article 42

- (1) The front side of the train, at night, has to be with appropriate signals, whilst the end side of the train has to be with appropriate signals during daytime and night time. At night, and during a reduced visibility in daytime, those signals have to provide illumination of an appropriate colour and intensity.
- (2) Trains can move on railways if equipped with signals placed at the end of the train, covered with reflecting material so that they can reflect light of an appropriate colour and intensity.

6. Conditions that have to be met by Railway Workers directly Involved in Railway Transport

Article 43

- (1) The railway worker directly involved in the work and performing of railway transport has to meet the prescribed conditions with regard to the professional and medical competence and other prescribed conditions in accordance with this and other laws.
- (2) The tasks and working hours of the railway workers shall be prescribed by the infrastructure manager, i.e. the carrier with an own act.

6.1. Vocational Training

Article 44

- (1) The railway worker, depending on the job, has to have a completed technical education, a completed practical work under supervision, has to have completed programme for vocational training and a passed expert examination for that type of work.
- (2) The railway worker referred to in paragraph 1 of this Article shall be issued by the infrastructure manager a certificate for completed practical work under supervision, and a certification for the passed expert examination.
- (3) The railway worker, depending on his work, has to continue with professional specialisation and his knowledge is regularly, and if necessary periodically examined.
- (4) The vocational training, the professional specialisation and the knowledge examination (regular and periodical) shall be conducted by the infrastructure manager. The regular examination of the vocational training shall be performed every three years.
- (5) The manner and procedure for acquiring vocational training, the programme on vocational training, the professional specialisation, the regular and periodical examination of knowledge of a railway worker who is directly involved in the railway transport, the form and the contents of the certifications referred to in paragraph 2 of this Article shall be prescribed

by the Minister for Education and Science in accordance with the Minister for Transport and Communications.

6.2. Medical Fitness

Article 45

- (1) A railway worker, i.e. a person who has completed education for a railway worker depending on his work, have to meet the set up medical requirements and to be psychophysically fit for conducting the work assignments.
- (2) The medical fitness of a railway worker has to be checked regularly and according to the prescribed conditions shall be sent to a special medical examination.
- (3) The determination and checking of the medical fitness of a railway worker shall be carried out by a medical examination.
- (4) The medical examination referred to in paragraph 3 of this Article shall be carried out in a medical facility, which meets the prescribed conditions and is authorized by the Minister for Health.
- (5) The medical facility shall keep record of the performed medical examinations and shall be bound to safeguard it for at least 5 years.
- (6) The requirements for determining the medical fitness, the manner of determining, the check-ups and the timelines for regular and special medical examination of a railway worker shall be prescribed by the Minister for Health in accordance with the Minister for Transport and Communications.
- (7) The manner and procedure for determining the requirements that have to be met by the medical facility for performing medical examination shall be prescribed by the Minister for Health.

Article 46

- (1) The railway worker must not start working if he is tired or ill to that extent, or he is in such a psychophysical condition or he is influenced by drugs or psychotropic substances, so that he is not capable of conducting the assigned responsibilities.
- (2) The railway worker referred to in paragraph 1 have to posses an evidence for such condition from the family doctor.
- (3) The railway worker who during his work feels tired or ill or due to any reasons is incapable of further conducting of his responsibilities shall be bound to notify in writing the direct manager and to stop the work if he estimates that he cannot carry out safely his responsibilities and tasks. The direct manager shall be bound to instantly send that railway worker to a special medical examination.

Article 47

- (1) The railway worker must not start working if his organism contains alcohol and/or other psychotropic substances, and he must not use alcohol and/or other psychotropic substances during the work.

(2) The railway worker shall be bound, upon request by an authorised worker, to let himself be checked for presence of alcohol and other psychotropic substances in his body.

(3) The railway worker in whose body, by proper testing with appropriate procedures and devices, a presence of alcohol and/or other psychotropic substances is determined, will be considered to be influenced by alcohol and/or other psychotropic substances.

(4) The manner and procedure of determining the presence of alcohol and/or other psychotropic substances in the body of a railway worker shall be prescribed by the Minister for Health.

6.3. Licence for Railway Transport Regulation

Article 48

(1) The railway transport regulation can be conducted only by a person with a licence for railway transport regulation.

(2) The railway transport regulation licence shall be issued to the person referred to in paragraph 1 of this Article, if the person meets the following conditions:

1. the person has the prescribed medical fitness for railway transport regulation;
2. the person is at least 18 years old;
3. the person has a proof of an appropriate vocational training for this occupation;
4. the person has a certificate for conducted practical work under supervision for at least one year;
5. the person has a certificate for passed expert examination and
6. the person does not have a ban for railway transport regulation.

(3) The licence referred to in paragraph 1 of this Article shall be issued by the infrastructure manager, within 3 days from the passing of the expert examination.

(4) The person that will no longer meet the conditions referred to in paragraph (2), points 1 and 6, of this Article, will be deprived from the railway transport regulation licence by the infrastructure manager.

(5) The person that regulates the transport must always carry the license with him and shall be bound to present the licence upon request by an authorized person.

(6) The infrastructure manager shall keep record for the issued licences for railway transport regulation.

(7) The manner and procedure for issuing and depriving railway transport regulation license; the shape and content of the license form; the form, content and manner of keeping the record of issued and deprived licences shall be prescribed in details by the Minister for Transport and Communication.

6.4. Driving Licence for Railway Towing Vehicle

Article 49

(1) Only a person with a driving licence for railway towing vehicle can drive a railway towing vehicle.

(2) The driving licence for railway towing vehicle shall be issued to the person referred to in paragraph 1 of this Article, if the person meets the following conditions:

1. the person has the prescribed medical fitness for driving the vehicle;
2. the person is at least 18 years old;
3. the person has a proof of an appropriate vocational training for this occupation;
4. the person has a certificate for completed practical work under supervision for at least one year;
5. the person has a certificate for passed expert examination and
6. the person does not have a ban on driving the vehicle.

(3) With an exception to paragraph 2 item 2 of this Article, a towing vehicle of express, fast and business passenger carriage trains can be driven only by a person that, apart from the conditions referred to in paragraph 2 of this Article, is 21 years old and has previously driven a railway towing vehicle for at least three years.

(4) The licence referred to in paragraph 1 of this Article shall be issued by the infrastructure manager, within 3 days from the passing of the expert examination.

(5) The person that will no longer meet the conditions referred to in paragraph (2), points 1 and 6, of this Article, will be deprived from the driving licence for railway towing vehicle by the infrastructure manager.

(6) The person that drives a railway towing vehicle must always carry the license and shall be bound to present the licence upon a request by an authorized person.

(7) The infrastructure manager shall keep record of the issued licences for driving railway towing vehicle.

(8) The manner and the procedure for issuing and depriving the driving license for railway towing car; the form and content of the license form; the form, contents and manner of keeping the record of issued and deprived licences shall be prescribed in detail by the Minister for Transport and Communications.

6.5. Working Hours, Shift Duration and Pause between Two Consequent Shifts

Article 50

(1) The total working hours of the train and station staff shall be laid down in a collective agreement in accordance with the law.

(2) The total working hours of the railway worker during one shift cannot exceed 12 hours.

(3) With an exception to paragraph 2 of this Article, the total working hours of the railway worker that drives a railway towing vehicle of an express, business or fast passenger carriage train must not exceed 8 hours.

(4) The railway worker must have an uninterrupted pause of at least 12 hours between two consequent shifts.

(5) The daily pause of the train staff outside the company premises (station of rotation) shall last at least 6 hours, if it is planned that the work of the train staff in one shift (departure and return to the company premises - domicile station) will last longer than 12 hours.

(6) If the work of the train staff from and to the domicile station can be performed in one shift, the pause in the station of rotation shall not be obligatory.

(7) In the stations of rotation, the train staff, concerning the daily pause referred to in paragraph 5 of this Article shall be provided with appropriate resting premises.

(8) The total shift duration of the train and station staff, the total duration of driving the towing train vehicle, the daily and weekly pauses and the shift timetable of the train and station staff, depending on the transport organization, the execution of the railway timetable and the other conditions that affect the psycho-physical fitness of the train and station staff for safe execution of the work assignments in the railway transport, as well as the conditions for accommodating a railway worker in the stations of rotation shall be laid down in a collective agreement in accordance with the law.

7. Crossing of a Railway with Road

Article 51

(1) During a construction and reconstruction of a railway, the crossing of a railway and a road, the selection of the sections where crossing of a railway with road can be performed, and the establishment of the measures that have to be taken due to providing safe transport at the road crossing are determined in accordance with the following technical criteria:

- traffic density;
- visibility;
- the railway and road movement speed and
- other local conditions of significance to the transport safety.

(2) The criteria, the crossing sections and the measures referred to in paragraph 1 of this Article shall be prescribed in detail by the Minister for Transport and Communications in accordance with the Minister for Interior.

Article 52

(1) Crossing of a railway with motorway, i.e. regional road cannot be on the same level.

(2) Crossing of a railway with road in a station area (between enter and exit signals) cannot be on the same level.

Article 53

(1) Crossing of a railway with road on a same level can be performed by their reducing to a necessary number of groupings on two or more roads to a joint crossing section, whereas the distance between two crossings must not be less than 2.000 meters.

(2) The criteria and procedure of reducing, establishing of the joint crossing section and the manner of crossing of a railway with road referred to in paragraph 1 of this Article shall be prescribed by the Minister for Transport and Communications.

Article 54

(1) Crossing of road vehicles and cattle over a railway can be done only on road crossings, and crossing of persons over a railway shall be done only on pedestrian or road crossings.

(2) The train, i.e. rolling stock shall have the right of way on a road or pedestrian crossing with regard to the road vehicles and other participants of the road transport.

- (3) The road vehicles that do not meet the prescribed conditions with regard to the dimensions, total weight and axis load shall need an authorisation from the infrastructure manager in order to cross the railway.
- (4) Pedestrian movement on railways shall be prohibited.

Article 55

- (1) The safety on road and pedestrian crossing shall be provided with devices for ensuring safety on road and railway crossing, or signalling signs and an obligatory securing of the appropriate visibility zone.
- (2) The devices used for ensuring the safety on road and pedestrian crossing referred to in paragraph 1 of this Article have to meet the special technical conditions and have to be in accordance with the Law that lays down the road transport safety.
- (3) The special technical conditions that have to be met by the devices referred to in paragraph 1 of this Article shall be prescribed by the infrastructure manager following a delivered opinion by the Ministry of Interior.
- (4) The devices or signalling signs that warn the participants in the railway transport of approaching to a road crossing shall be placed and maintained by the infrastructure manager.
- (5) The devices or signalling signs that warn the participants in the road transport of approaching to a road crossing shall be placed and maintained by a legal person authorised for maintenance and protection of roads.

Article 56

- (1) Safety fence has to be placed for pedestrians on a railway pedestrian crossing.
- (2) The manner of placing of the safety fence referred to in paragraph 1 of this Article shall be prescribed by the Minister for Transport and Communications.
- (3) The placement and maintenance of the safety fence referred to in paragraph 1 of this Article shall be done by the infrastructure manager.

Article 57

- (1) On a railway, prior to a road or railway crossing, where the safety is ensured by an appropriate visibility zone, proper signalling marks have to be placed, which are managed by the railway worker who drives the railway vehicle, and which are used for warning when such crossing is approached.
- (2) The signalling marks referred to in paragraph 1 of this Article have to be covered with reflecting (fluorescent) material.

8. Communications Systems

Article 58

- (1) The communications systems on the railway infrastructure have to be constructed and maintained so that they represent a single technical and technological whole with regard to the functioning and using, and to meet the requirements for safe railway transport.

(2) The detailed technical conditions for maintaining and using the communications systems of the railway, depending on the significance and category of railways shall be prescribed by the infrastructure manager.

Article 59

(1) During construction of new railways and during reconstruction of existing railways, the telecommunication links have to be carried out as wired, telecommunication or optical cables or wireless with radio signals.

(2) The telecommunication signals between the workers that regulate the railway transport must be recorded.

(3) The manner of utilization of the devices and the equipment referred to in paragraph 1 of this Article, shall be prescribed in details by the infrastructure manager.

9. Electrified Railways

Article 60

(1) The electrification of the railways shall be performed with an application of single-phase system of 25 KV, 50 Hz.

(2) The contact conductor of the single-phase system (25 KV, 50 Hz) at the same level road crossing must be set at a height of at least 5,5 meters, with regard to the upper rim of the rail, by placing protective gates on both sides of the road crossing at least 8 meters from the nearest rail, measured from the road axis and on 4,5 meters height above the road surface.

(3) Appropriate signs have to be placed on a set distance from the protective gate on both sides of the road crossing, which denote prohibition of transport of road vehicles that, including the freight, surpass the highest legally prescribed height, with an indication for the height of the protective gate due to save road transport on the road crossing.

(4) The protective gates referred to in paragraph 2 of this Article shall be set up and maintained by the infrastructure manager.

(5) The traffic signs that ban the road vehicles transport referred to in paragraph 3 of this Article shall be placed and maintained by a legal person authorized to maintain and secure the roads.

Article 61

(1) On railways whose contact grid is under voltage and where there is danger to human life, appropriate protective measures have to be taken.

(2) On all installations and devices near the contact grid appropriate measures for protection from electric influences have to be taken.

(3) The detailed technical criteria for implementation of the appropriate protective measures referred to in paragraph 1 and 2 of this Article shall be prescribed by the Minister for Transport and Communications.

(4) The appropriate protective measures referred to in paragraphs 1 and 2 of this Article shall be implemented by the infrastructure manager.

10. Responsibilities in the Event of Emergency Situations

Article 62

(1) Legal and other persons performing railway transport shall be bound to take measures for rescuing persons and providing help to injured persons in railway transport emergency situations.

(2) In the event of interruption of railway transport due to emergency situation, the persons referred to in paragraph 1 of this Article shall be bound to take measures for establishing transport as soon as possible.

Article 63

(1) Inspection and determination of the reasons for railway transport emergency situations and the circumstances under which they have occurred shall be conducted by the investigation body-Commission established by the Minister for Transport and Communications.

(2) The Commission shall consist of two members proposed by the infrastructure manager, two members proposed by the carrier and one member proposed by the Ministry of Transport and Communications.

(3) The Commission members shall be entitled to reimbursement. The amount of the reimbursement shall be set up by the Minister for Transport and Communications depending on the extent and complexity of the activities. The reimbursement for the members shall be provided by the body, i.e. the institutions that have nominated the members.

(4) The mandate of the Commission shall be 2 years.

Article 64

The tasks of the Commission for inspecting the emergency situations shall be as follows:

- Organisation and providing first aid to injured people;
- Securing the traces (removal of the speedometer tape, removal of the soundrecording tape, taking away documentation such as: travel declarations with enclosures, traffic log, telegraph-telephone log, business timetable, local instructions, orders and other documents of significance to the emergency situation);
- Photographing the emergency situation (towing and towed vehicles, railway etc.) and developing of the necessary sketches of that place;
- Hearing of the persons involved in the emergency situation;
- Determining the state in the emergency situation and the ability for further conducting of transport;
- Determining the reasons for the emergency situation and the possible quantity of the damage;
- Removing from the working positions of the people involved who are suspected to be responsible for the emergency situation;
- Determining the responsibility with the people involved in the emergency situation;
- If needed, conducts reconstruction of the emergency situation;
- Prepares a report on the emergency situation and
- Performs other activities due to determining the cause for the emergency situation.

Article 65

(1) The railway workers and other persons found or present at the place of a railway transport emergency situation, in which persons have been injured, shall be bound to participate in the rescue of those persons and to give them first aid and to immediately inform the responsible bodies, and if there are dead and injured persons to inform the nearest medical facility, as well as the Ministry of Interior.

(2) Legal and other persons that perform railway transport shall be bound, if there are dead and injured persons, or a significant material damage has been caused in the emergency situation, to immediately inform the nearest medical facility, the Ministry of Interior and the Ministry of Transport and Communications, and if the number of dead and injured persons is significant the Ministry of Health as well.

Article 66

The bodies that investigate the railway transport emergency situations shall be bound during the investigation to take care of not obstructing the railway transport, i.e. conducting the investigation in a short period of time, so that the obstruction to the transport, if necessary, to be as low as possible.

Article 67

(1) Legal and other persons that perform railway transport shall be bound, if there are dead and injured militaries or a material damage has been caused to the technical and other assets of the Army of the Republic of Macedonia in emergency situations, immediately after the occurrence of the emergency situation to inform: the nearest medical facility, the Ministry of Interior and the Ministry of Transport and Communications and the Ministry of Defence.

(2) Legal and other persons that perform railway transport shall be bound, concerning the railway transport emergency situations and other occurrences of significance to the railway transport safety, to keep records and to continually inform the Ministry of Transport and Communications.

(3) The statistical monitoring and registering of the emergency situations shall be conducted by the Commission referred to in Article 63 paragraph 1 of this Law and the legal and other persons that perform railway transport. The Commission referred to in Article 63 of this Law, before the expiration of its term, submits the statistical data to the Ministry of Transport and Communications.

(4) The classification of emergency situations, the manner and procedure for determining the causes, consequences, circumstances and the responsibility in emergency situations and the longer interruption of transport, the manner of informing the medical facilities and the Ministry of Interior about the emergency situation, and the manner of keeping records and other data on emergency situations shall be prescribed in detail by the Minister for Transport and Communications in accordance with the Minister for Interior and the Minister for Health.

11. Obligation and Responsibility of Railway Workers directly Involved in Railway Transport

Article 68

(1) The railway worker who is directly involved in the work and performance of railway transport has to comply with the provisions of this Law, the provisions resulting thereof, to apply and respect the transport and signalling rules, safely and securely to maintain the railways and rolling stock and to respect the working hours and duration of the pause between two consequent shifts.

(2) Noncompliance of the provisions of paragraph 1 of this Article shall represent a violation of the work assignments.

(3) The infrastructure manager shall determine the violations of the work assignments referred to in paragraph 1 of this Article with an act.

12. Internal Order and Protection of the Railway Infrastructure and Vehicles

Article 69

(1) Access and movement of persons and road vehicles in the rail area shall be allowed only on determined sections.

(2) The persons who within their responsibilities and tasks need to accomplish certain assignments, apart from the railway workers, should previously receive a written approval from the infrastructure manager on the place, time and conditions under which they can accomplish those assignments.

(3) As an exception, the provisions of paragraph 2 of this Article shall not apply to the members of the Ministry of Interior and the Army of the Republic of Macedonia, if in emergency or urgent situation they have to conduct certain official actions or to approach the rail area, to move in that region and in the places which are not envisaged for that.

Article 70

(1) Due to safe railway transport, it shall be prohibited:

1. to damage, remove railway infrastructure, railway cars, their equipment and freight;
2. to throw or place any object on the railway or to throw any objects at the rolling stock or from the rolling stock;
3. to conduct activities in the rail area that could damage the railway or reduce the terrain stability (sliding or rockslides, hydro graphic changes etc.) or in any other way to endanger or obstruct the railway transport;
4. to open a barrier on a road crossing without an authorization, to place or hang any object on a barrier or on other signalling and safety device. on a road-crossing, or in any other way to influence the normal functioning of the barrier or any other device on the road crossing;
5. to perform activities, to plant trees or any other high plants or to perform activities near the road crossing that would reduce, obstruct or in any other way hamper the visibility on the railway or the road;
6. to remove without an authorization a device which is placed due to securing the railway transport on the place of rockslide, on the place of downpour or the place exposed to snow falling or strong winds;
7. to insert materials or objects in passenger cars, station premises or in other premises foreseen for passengers, that could threaten the safety of passengers and of other persons or to cause them damage;
8. to use the stopping device for stopping the train, except in the event of imminent danger to the safety of the train, passengers and other persons;
9. to obstruct the work of the watchman on railway, road crossing, bridge, tunnel or any other railway worker involved in railway transport;
10. next to a railway, especially near railway signals to plant high trees and to place signs, marks, sources of colour illumination or any other devices that because of their

colour, shape, illumination or in any other way make it difficult to notice railway signals, or which can mislead the railway workers concerning the meaning of the railway signals;

11. to hold public gatherings, strikes, to put up posters and to write slogans on railway facilities and railway assets without a permission from the infrastructure manager;
12. depositing mud, sand, rocks, waste and other materials on road crossings;
13. cattle grazing in the rail area and cattle crossing the railway.

(2) The infrastructure manager, in the situations referred to in paragraph 1 point 10 of this Article will remove the trees, facilities or lights that could mislead the railway workers with regard to the meaning of the railway signals.

Article 71

(1) On places envisaged for approaching and moving in the rail area and in trains, all persons shall be bound to comply with the internal order of the railway transport.

(2) The authorised railway workers, concerning the implementation of the internal order of railway transport, have the obligation to identify the persons that do not comply with the internal order, to take measures necessary for preventing the violation and measures for establishing internal order, to take away objects that are used for jeopardizing the railway transport safety or for violating the internal order in the railway transport.

(3) The authorised railway workers and other workers responsible for the railway transport safety, determined by the employer, shall press charges with the responsible body against the persons that violate the internal order of the railway transport.

(4) The Ministry of Interior, upon request by a railway worker, shall provide the necessary assistance for preventing and establishing the internal order and in complying of the transport actors with the railway transport safety regulations, in a manner determined by law.

(5) The Ministry of Interior shall take care of the public order in trains, as well as in railway stations.

(6) The railway transport internal order shall be prescribed by the infrastructure manager.

Article 72

(1) The infrastructure manager shall be bound to determine the facilities of special significance to the railway transport safety and to take appropriate measures for physical and technical protection of those facilities.

(2) Facilities of special significance to the railway transport safety shall be:

- Electric-traction substation (ETS 110/25 kV),
- Individual signalling and safety and telecommunication installations placed in the railway stations,
- Places exposed to strong winds and snow falling,
- Places exposed to river erosion, downpour and rainstorm and
- Bridge, tunnel, viaduct and gallery considered to need special protection.

(3) The detailed technical criteria for determining the facilities referred to in paragraph 1 of this Article and the protective measures for securing those facilities shall be prescribed by the Minister for Transport and Communications.

III. TRANSPORT FOR PERSONAL NEEDS

Article 73

(1) Legal persons that conduct transport of objects and workers for personal needs on industrial railways, shall be bound to perform the railway transport in a manner and in accordance with the conditions laid down in this Law.

(2) To industrial railways and rolling stock that belong to legal persons referred to in paragraph 1 of this Article, as well as to industrial workers that are directly involved in the railway transport on the industrial railways shall be applied all conditions and technical norms that are of significance to the safe railway transport laid down in this Law.

Article 74

(1) Legal persons that conduct transport of objects and workers for own needs on industrial gauges that connect to a railway, i.e. railway of an industrial railway shall be bound to perform the railway transport on industrial gauges in a manner and according to the conditions laid down in this Law.

(2) Legal persons that use industrial gauges shall be bound to maintain those gauges in the condition that ensures safe railway transport.

(3) The provisions of this Law that refer to the conditions that have to be met by the railways shall be applied to the industrial gauges and installations, devices, equipment as an integral part of those gauges.

Article 75

(1) The industrial railway or industrial gauge shall be connected to the railway infrastructure in station, and with an exception, to an open railway, with the obligation of implementing the necessary transport safety measures.

(2) If an industrial railway or an industrial gauge connect to an open railway of the main railway, the detaching shunt has to be constructed with a protective gauge and secured with signals and fore signals. The signals have to be dependent on the position of the shunt, which is controlled by the neighbouring occupied official section on the railway.

(3) The detaching shunt referred to in paragraph 2 of this Article has to be operated by railway workers, if its position is not controlled by the neighbouring occupied official section on the railway or if the signals referred to in paragraph 2 of this Article do not function.

(4) The industrial railway or industrial gauge can be connected to a railway only if it is approved by the infrastructure manager.

(5) The manner of connecting and the transport and technical conditions for connecting to the industrial railway or the industrial gauge and the transport safety measures that need to be implemented with regard to the connecting shall be determined by the infrastructure manager, with an own act.

(6) Rolling stock of legal persons that carry objects and workers for personal needs, when used in transport on the railway infrastructure, have to meet the conditions laid down in this Law and the prescribed standards and technical norms.

Article 76

Workers of the legal persons that carry objects and workers for personal needs and which possess their own gauges and railway cars, with regard to the specialised preparation, training and psychophysical fitness, as well as with regard to the other conditions of significance to the safe railway transport have to meet the conditions laid down in this and other laws.

Article 77

The provisions of Articles 69 to 76 of this Law shall appropriately be applied to other legal persons that use the railway infrastructure.

IV. SPECIAL SAFETY MEASURES

Article 78

- (1) The transport actors and other persons must not damage the railway, the railway facilities and installations, the rolling stock and must not obstruct the safe railway transport.
- (2) The transport actors shall be bound to act in accordance with the transport regulations, traffic signalisation set on the railway and the orders given by the authorised persons.
- (3) The legal persons that design and maintain the railways, and that produce and maintain cars, educate or train candidates on issues related to works and tasks of the railway transport shall be bound to act in accordance with this and other laws.

Article 79

- (1) The railway worker will be temporary banned from working if:
 - he is psychophysically incompetent to perform the work and tasks, which has been determined with the opinion of the medical commission on evaluation of the working competence, on the basis of a finding and opinion of the appropriate medical organisation – for the period of the incompetence;
 - he does not go on a medical examination on which he has been sent – for the period until he goes on examination;
 - in a period of one year, due to ignorance of the regulations, he is guilty of having caused three emergency situations at the most, he is sent on a special examination of the professional competence;
 - during an examination of the professional competence, he does not demonstrate an appropriate knowledge on the work and tasks – for the period until he demonstrates the appropriate expert knowledge
 - he does not go on an expert examination on which he has been sent – for the period until he goes on examination;
- (2) In the situations referred to paragraph 1 of this Article, the temporary ban shall be issued by an authorised worker of the employer that reaches a decision on that matter.

Article 80

The authorised worker, on the very place, will temporary remove from transport a railway worker if:

- he finds him conducting work and tasks or if he is trying to conduct work or tasks, when it is obvious that the worker is in such psychophysical condition (tiredness, illness, influenced by medicaments, drugs or other intoxicating materials), which could endanger the transport and personal safety;
- he finds him conducting work and tasks under the influence of alcohol;
- he refuses to cooperate with the responsible control and inspection body;
- he refuses to be tested for presence of alcohol with the application of appropriate materials and devices, or refuses to be medically examined due to finding alcohol in the blood, or if he shows some signs of alcohol disorder or if he is influenced by drugs and psychotropic substances;
- he finds him conducting work and tasks longer than the permitted working hours during one shift;
- he determines that due to inconsideration or in any other way he has caused an emergency situation and thus jeopardized the railway transport safety;
- does not carry the necessary documents for driving a towing vehicle for which he has been trained and documents for transport regulation.

Article 81

(1) The railway worker who, on the basis of Article 79 paragraph 1 of this Law, is temporarily banned from conducting the work and tasks, i.e. who, on the basis of Article 80 paragraph 1 of this Law, is temporarily excluded from transport, must not conduct the working tasks in transport during the period of the ban.

(2) The railway worker referred to in paragraph 1 of this Article shall be temporarily assigned to work and tasks in which is not directly involved in railway transport.

(3) The railway worker who, even after the third time shows unsatisfying results during the examination of his expert preparedness will be released from work.

V. SUPERVISION

Article 82

(1) The supervision on the implementation of this Law and the regulations adopted on the basis of this Law shall be done by the Ministry of Transport and Communications.

(2) The inspection supervision on the application of the provisions of this Law and other regulations concerning the railway transport safety shall done by the Ministry of Transport and Communications through the State Transport Inspectorate, in accordance with the provisions of Chapter VII of the Law on Railways and this Law.

Article 83

(1) The State Transport Inspectorate shall conduct supervision on:

- the state of the railways;
- execution of the provisions of this Law and the conditions of the railway transport;
- the application of the technical regulations, technical norms and standards during the performing of the work and the use of the material in construction, reconstruction, repair and maintenance of railways, railway facilities, rolling stock, installations and devices used in railway transport;

- the work conducted on those facilities and assets in the rail area and protective area of the railway;
 - the technical and other documentation that contains data necessary for conducting inspection.
- (2) Legal and other persons conducting railway transport shall be bound to enable unobstructed inspection supervision, to provide the necessary explanation, and provide insight in the documentation necessary for inspection supervision.
- (3) The State Transport Inspectorate can authorize expert staff from other bodies and institutions, i.e. other legal persons, to conduct individual work related to the inspection supervision, if an expertise or expert equipment is necessary for their execution.

Article 84

- (1) An appeal can be filled to the Minister for Transport and Communications against the decision of the Inspectorate within 8 days following the receipt of the decision.
- (2) The appeal against the decision of the Inspectorate does not delay its execution.

VI. VIOLATION PROVISIONS

Article 85

- (1) A legal person will be fined with EUR 2,500 to 3,500 in counter-value in denars for violation if:
1. it does not organize and permanently conduct regular control on the safe running of the railway transport or if it does not develop and establish systems for safe management of the railway transport in accordance with Article 9 of this Law (Article 10 paragraph 3);
 2. it connects railway to another railway or to an open railway in a manner opposite to Article 13 paragraph 1 of this Law.
 3. it connects an open railway to a main railway and the detaching shunt is not constructed with a protective gauge or is not secured with signals and fore signals (Article 13 paragraph 2);
 4. it does not provide occupation of the detaching shunt by a railway worker (Article 13 paragraph 3);
 5. on a common bridge, it does not separate the railway from the public road with a security fence (Article 14);
 6. it constructs a road in the rail area (Article 15 paragraph 1);
 7. it does not secure the prescribed distance between the railway and the road or if it does not place security fences on the road (Article 15 paragraphs 3 and 4);
 8. in a railway, it embeds installations, devices and equipment without possession of a conformity document (Article 19, paragraph 2);
 9. the rolling stocks, devices and equipment which are embedded in those cars do not meet the conditions laid down in this Law, the prescribed standards and technical norms, as well as the special technical conditions laid down in international agreements and international railway regulations (Article 20 paragraph 1);

10. it releases in transport rolling stock without a permit for its use (Article 21 paragraph 1);
11. it releases in transport a rolling stock without a completed technical inspection (Article 24 paragraphs 1 and 2);
12. it does not maintain the rolling stock in a condition that enables safe railway transport, i.e. does not perform regular and periodical technical inspection thereto (Article 24 paragraph 3);
13. it releases into transport cars without functional braking devices, railway car and motor cars without functional hand braking devices, as well as a number of freight cars without fastening brakes (Article 26, paragraphs 1, 2 and 3);
14. the towing vehicles that move on railways equipped with automatic stopping devices do not possess embedded automatic stopping devices (Article 27, paragraph 1);
15. the towing vehicles that move on main railways, with allowed speeds of over 100 km/h are not equipped with radio devices used for establishing radio connection with the dispatch centre (Article 27, paragraph 4);
16. the towing vehicles are not equipped with a functional sound signalling device, functional registering speedometer, functional alert-device, first aid kit and a fire extinguisher (Article 27, paragraph 5);
17. it does not equip the section from where the railway transport is managed and regulated with signalling and security devices and installations in accordance with Article 28 of this Law;
18. the railway stations and other official sections on the railway where the railway transport is regulated do not possess the prescribed premises, devices and equipment, platforms, and other devices for safe transport management (Article 29 paragraph 1);
19. the premises and sections for reception, accommodation and sending passengers, luggage and packages are not illuminated, heated and equipped with appropriate devices, installations and equipment (Article 29 paragraph 2);
20. it releases in transport a rolling stock for transport of passengers and goods which has not been designed to that end (Article 31 paragraph 1);
21. attaches to a train a rolling stock with or without freight contrary to the conditions referred to in Article 33 paragraphs 1 and 2 of this Law.
22. the train movement speed does not correspond to the technical characteristic of the railway and the railway installations and devices, the characteristic of the cars of the train, as well as the train braking mass (Article 34 paragraph 1);
23. it allows for a railway worker to work without a passed expert examination and without a completed practical work under supervision (Article 44 paragraph 1);
24. it allows for a railway worker to regulate the railway transport, i.e. to drive a rolling stock, if it does not meet the conditions referred to in Article 49 and 50 of this Law;
25. it performs crossing of a railway with a highway, i.e. regional road or crossing of a railway with a road in station area between entry and exit signals on a same level (Article 52);

26. it performs crossing of a railway with a road contrary to the conditions referred to in Article 53 paragraph 1 of this Law;
27. it performs construction and maintenance of the communications system contrary to Article 58 paragraph 1 of this Law;
28. it performs electrification of a railway contrary to the conditions referred to in Article 60 of this Law;
29. it does not implement the appropriate protective measures on railway sections whose contact grid is under voltage and where there is danger to human life (Article 61 paragraph 1);
30. on installations and devices near the contact grid, it does not take appropriate measures for protection against electric influences (Article 61 paragraph 2);
31. it performs actions referred to in Article 70 paragraph 1 items 1, 2, 3, 4, 6, 7 and 9 of this Law;
32. it performs transport of objects and workers for personal needs in a manner opposite to the conditions referred to in Articles 73 and 74 of this Law;
33. it connects an industrial railway or industrial gauge to a railway infrastructure contrary to the conditions referred to in Article 75 of this Law;
34. it performs transport of objects and workers for personal needs with workers who do not meet the conditions referred to in Article 76 of this Law;
35. designs and maintains railways, produces and maintains cars and educates staff contrary to the provisions referred to in Article 78 paragraph 3 of this Law;
36. it does not act in accordance with the provisions referred to in Article 79 and 80 of this Law.

(2) The responsible person in the legal person will be fined with EUR 500 to 1,000 in counter-value in denars for the violation referred to in paragraph (1) of this Article.

Article 86

(1) A legal person will be fined with EUR 1,500 to 2,500 in counter-value in denars for violation if:

1. in the rail area, places pipelines, electric and other aerial lines and underground cables and similar installations without consent from the Infrastructure Manager, as well as to make them cross with a railway track or to be in parallel with the railway track, if their placement and work threatens the safety of the railway transport (Article 17);
2. the rolling stock that are result of an assembly-line production or that have been individually produced or reconstructed, concerning the construction, technical and exploitation characteristics do not correspond to the approved prototype (Article 23 paragraph 1);
3. it does not keep record or other technical data for the rolling stock of significance to the railway transport safety (Article 25 paragraph 1);
4. it does not equip the locomotives, railway cars and motor cars with rapid braking devices in the event of a danger, or if the rapid braking devices embedded in the

- railway coaches and motor cars are not accessible to passengers and clearly marked (Article 26 paragraphs 5 and 6);
5. it has no constructed platforms on the standing places of single track lines (Article 29 paragraph 6);
 6. it performs transport of dangerous materials and objects in a manner opposite to the regulations on transport of dangerous goods (Article 31 paragraph 2);
 7. the train is not equipped with the prescribed devices with chemicals for fire extinguishing and with a first aid kit, stored in easily accessible places in the train (Article 32 paragraph 1);
 8. it does not properly illuminate the passenger train, and in tunnel or in daytime when the movement lasts for more than three minutes or if the train cars, motor cars and trailers for transport of passengers are not heated to the temperature of at least +18 °C, if the outside temperature is lower than +12 °C (Article 32 paragraphs 2 and 3);
 9. the passenger trains are not marked with notice boards that indicate the route of the train (Article 32 paragraph 4);
 10. it does not take security measures for protecting the workers during maintaining the railway, installations and devices (Article 35 paragraph 1);
 11. prior to commencement of works, during the work and after the work conducted on the railway, installation or railway facilities and devices, it does not act in accordance with Article 35, paragraphs 2,3 and 4 of this Law;
 12. it does not keep record and other technical data about the train in accordance with Article 37 of this Law;
 13. in railway transport it applies traffic railway signals and signalling devices in a manner opposite to Article 38 of this Law;
 14. the signalling system and the signalling marks do not correspond to the organisation and the work process of the railway transport and do not meet the transport safety requests (Article 39 paragraph 1);
 15. signals and signalling marks are not used to indicate the temporary dangers or if they have not been removed after the reasons, due to which they have been placed, have disappeared (Article 40);
 16. the railways are not equipped with the prescribed signalling signs and signalling marks in accordance with Article 41 paragraph 1 of this Law;
 17. the signalling signs and signalling marks do not correspond to the prescribed conditions (Article 41 paragraph 2);
 18. the railway transport is not performed in accordance with the prescribed signalling signs and signalling marks (Article 41 paragraph 4);
 19. it does not remove and replace the damaged and obsolete signalling signs and signalling marks, and in the event of changed railway transport conditions it does not supplement them (Article 41 paragraph 5);
 20. it does not mark the train in accordance with Article 42 of this Law;

21. it permits a railway worker to perform work and tasks for which it has been established that the worker does not meet the medical requirements (Article 45 paragraph 1);
 22. the medical institution does not keep record and documentation for the performed medical examinations (Article 45 paragraph 5);
 23. it permits the railway worker to work under the influence of narcotic drugs or other psychotropic substances or under the influence of alcohol and/or other psychotropic substances (Articles 46 and 47);
 24. it does not respect the working hours prescribed in Article 50, paragraphs 2, 3, 4 and 5 of this Law;
 25. in the stations of rotation it does not provide premises for train staff resting (Article 50 paragraph 7);
 26. it does not take measures for rescuing persons and providing first aid to injured persons in railway transport emergency situations (Article 62);
 27. it acts contrary to Article 70 paragraph 1 indents 5, 8, 10 and 11 of this Law;
 28. it does not establish and organize physical and technical protection of the facilities of special significance to the railway transport safety (Article 72);
- (2) The responsible person in the legal person will be fined with EUR 300 to 800 in counter-value in denars for the violation of paragraph (1) of this Article.

Article 87

- (1) A legal person will be fined with EUR 1,000 to 1,500 in counter-value in denars for violation if:
1. in the rail area, plants trees, build buildings or other facilities apart from facilities that are in service to the infrastructure manager (Article 16 paragraph 1);
 2. it does not apply the provisions of Article 18 of this Law.
 3. the railway workers do not act in accordance with the warning signalling signs and signalling marks (Article 41 paragraph 3);
 4. if does not send a railway worker on a regular and special medical examination (Article 45 paragraph 2);
 5. during construction and reconstruction of a railway, the telecommunication connections are not performed as wired, wireless or with optical cables or if they are not recorded (Article 59 paragraphs 1 and 2);
 6. concerning an emergency situation with dead and injured persons or with significant material damage, it does not inform the nearest medical facility, the Ministry of Interior, the Ministry of Transport and Communications and the Ministry of Health (Article 65 paragraph 2);
 7. concerning an emergency situation with dead and injured militaries or with significant material damage, it does not inform the responsible bodies and the Ministry of Defence (Article 67 paragraph 1);
 8. concerning the railway transport emergency situations and other events of significance to the railway transport safety, it does not keep records and

- continually inform the Ministry of Transport and Communications (Article 67 paragraph 2);
9. it does not keep statistics and register of the emergency situations (Article 67 paragraph 3);
 10. during the ban, i.e. during the period of the ban, it performs work and tasks in railway transport (Article 81 paragraph 1);
- (2) The responsible person in the legal person will be fined with EUR 50 to 150 in counter-value in denars for the violation referred to in paragraph (1) of this Article.

Article 88

- (1) A natural person will be fined with EUR 50 to 100 in counter-value in denars for violation if:
1. the person does not inform the direct manager in written form or does not interrupt the work in the situations referred to in Article 45 paragraph 3 of this Law;
 2. the person during the work consumes alcohol and/or other psychotropic substances, or if it has been determined that the person's body contains alcohol and/or other psychotropic substances (Article 47 paragraph 1);
 3. the person, upon request by an authorised worker has not had himself checked for presence of alcohol and/or other psychotropic substances in the body (Article 47 paragraph 2);
 4. the person does not carry the licence for railway transport regulation or does not present it upon request by an authorised person (Article 48 paragraph 5);
 5. the person does not carry the licence for driving rolling stock or does not present it upon request by an authorised person (Article 49 paragraph 6);
 6. the person crosses a railway beyond a road or pedestrian crossing (Article 54 paragraph 1);
 7. the person moves on a railway (Article 54 paragraph 2);
 8. the person does not act in accordance with Article 65 paragraph of this Law;
 9. it performs work in the rail area without a previous written approval by the infrastructure manager (Article 69 paragraph 2);
 10. the person commits any of the actions listed in Article 70 of this Law;
 11. the person does not comply with the internal order of the railway transport (Article 71 paragraph 1);
 12. the person causes damages to the railway, facilities, installations and rolling stock (Article 78 paragraph 1);
 13. the person does not act in accordance with the transport regulations, traffic signalisation set on the railway and the orders given by the authorised persons (Article 78 paragraph 2);
 14. the person does not allow the railway inspector to conduct an inspection, or does not provide the inspector with the necessary explanations and does not provide him with the necessary technical documentation (Article 83 paragraph 2);

VII. TRANSITIONAL AND FINAL PROVISIONS

Article 89

As first reference year for development of the common safety indicators shall be considered 2009 and they will represent an integral part of the annual report in accordance with the Law.

Article 90

As first reference year for development of the common safety methods shall be considered 2010.

Article 91

As first reference year for development of the common safety targets shall be considered 2011.

Article 92

The existing railways, their separate sections, including the installations, devices and the facilities that represent their integral part, the railway stock used for railway transport, as well as the industrial railways and industrial gauges will be harmonised with the provisions of this Law until 2010 at the latest.

Article 93

(1) The detailed regulations of this Law will be adopted within 6 months from the day of entry into force of this Law.

(2) Until the day of entry into force of the regulations referred to in paragraph 1 of this Law, the existing regulations will be applied.

Article 94

On the day of entry into force of this Law, the provisions of Article 44 to Article 125 of the Law on Macedonian Railways shall cease to valid (Official Gazette of the Republic of Macedonia No. 9/98).

Article 95

This Law shall enter into force on the eight day following its publication in the Official Gazette of the Republic of Macedonia.