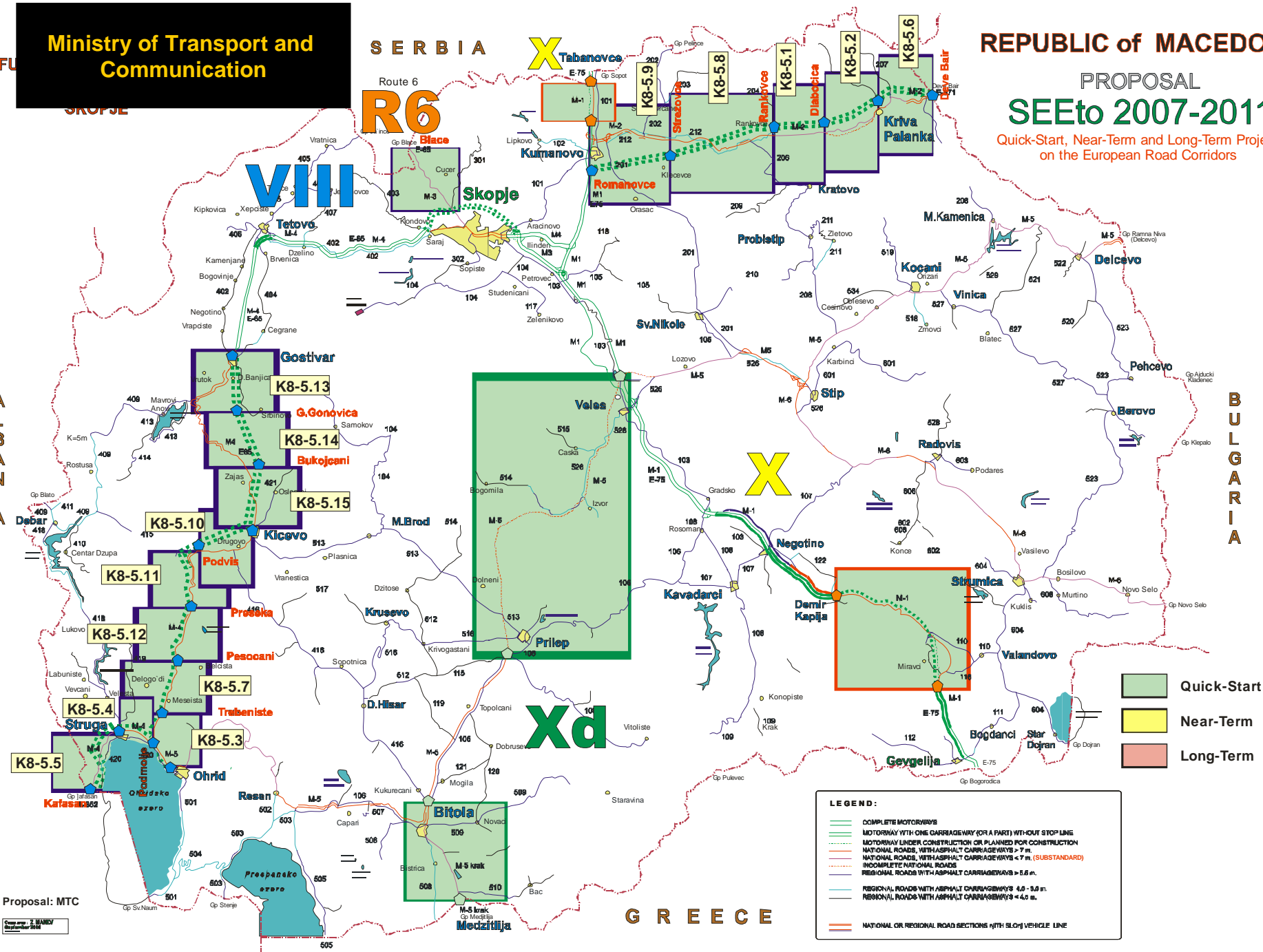




SEETO
Workshop on Public Private Partnership

Ministry of Transport and Communications
Republic of Macedonia

Ohrid, 22-23 March 2007



Proposal: MTC

Prepared by: T. MAREV
2006

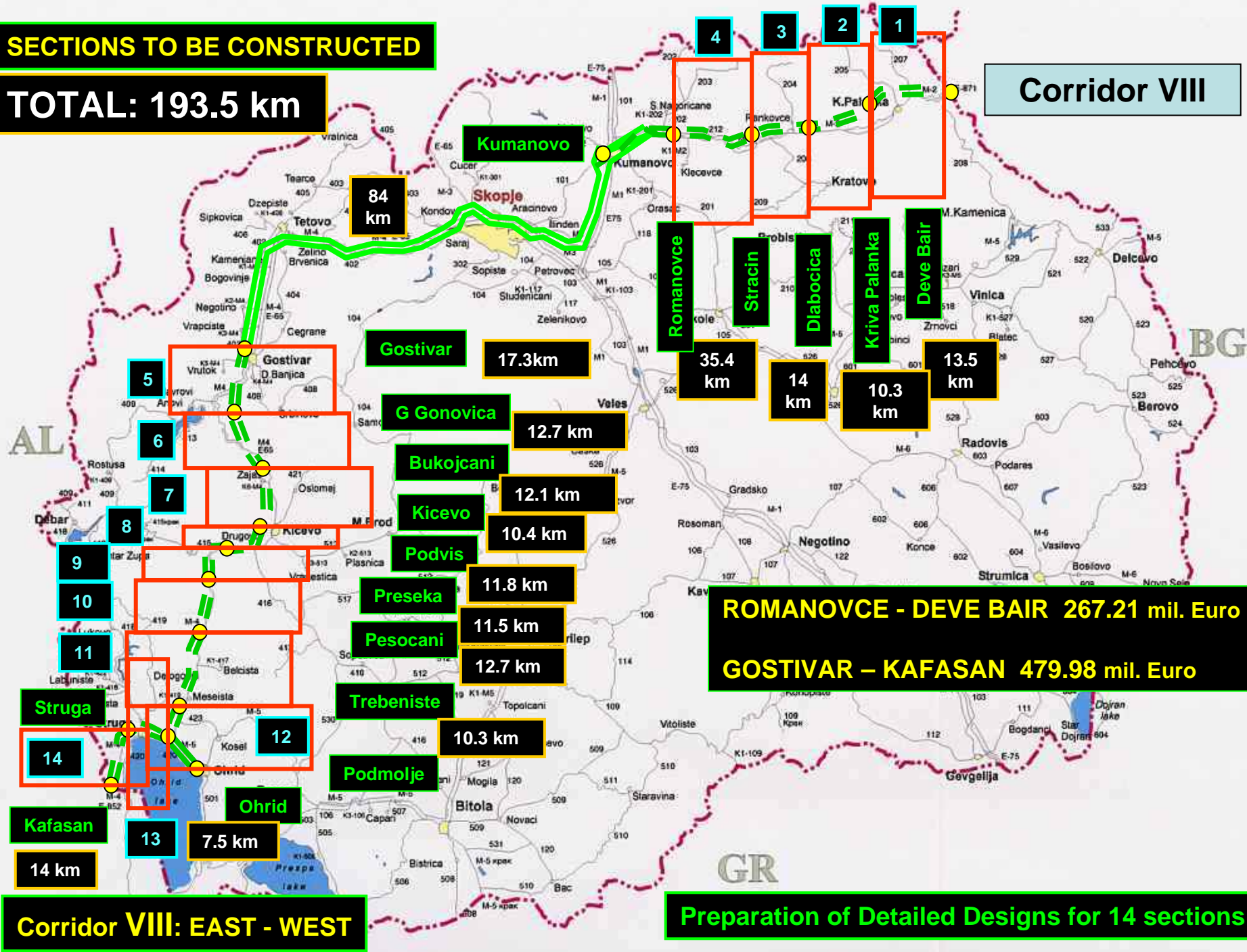
LEGEND:

- COMPLETE MOTORWAYS
- MOTORWAY WITH ONE CARRIAGEWAY (OR A PART) WITHOUT STOP LINE
- MOTORWAY UNDER CONSTRUCTION OR PLANNED FOR CONSTRUCTION
- NATIONAL ROADS, WITH ASPHALT CARRIAGEWAYS > 7 m.
- NATIONAL ROADS, WITH ASPHALT CARRIAGEWAYS < 7 m. (SUBSTANDARD)
- INCOMPLETE NATIONAL ROADS
- REGIONAL ROADS WITH ASPHALT CARRIAGEWAYS = 5.8 m.
- REGIONAL ROADS WITH ASPHALT CARRIAGEWAYS 4.5 - 5.8 m.
- REGIONAL ROADS WITH ASPHALT CARRIAGEWAYS = 4.5 m.
- NATIONAL OR REGIONAL ROAD SECTIONS WITH SLOW VEHICLE LINE

SECTIONS TO BE CONSTRUCTED

TOTAL: 193.5 km

Corridor VIII



ROMANOVCE - DEVE BAIR 267.21 mil. Euro
GOSTIVAR – KAFASAN 479.98 mil. Euro

Corridor VIII: EAST - WEST

Preparation of Detailed Designs for 14 sections

ACTUAL SITUATION

7.4

Tabanovce

CORRIDOR X

Length: 172 km

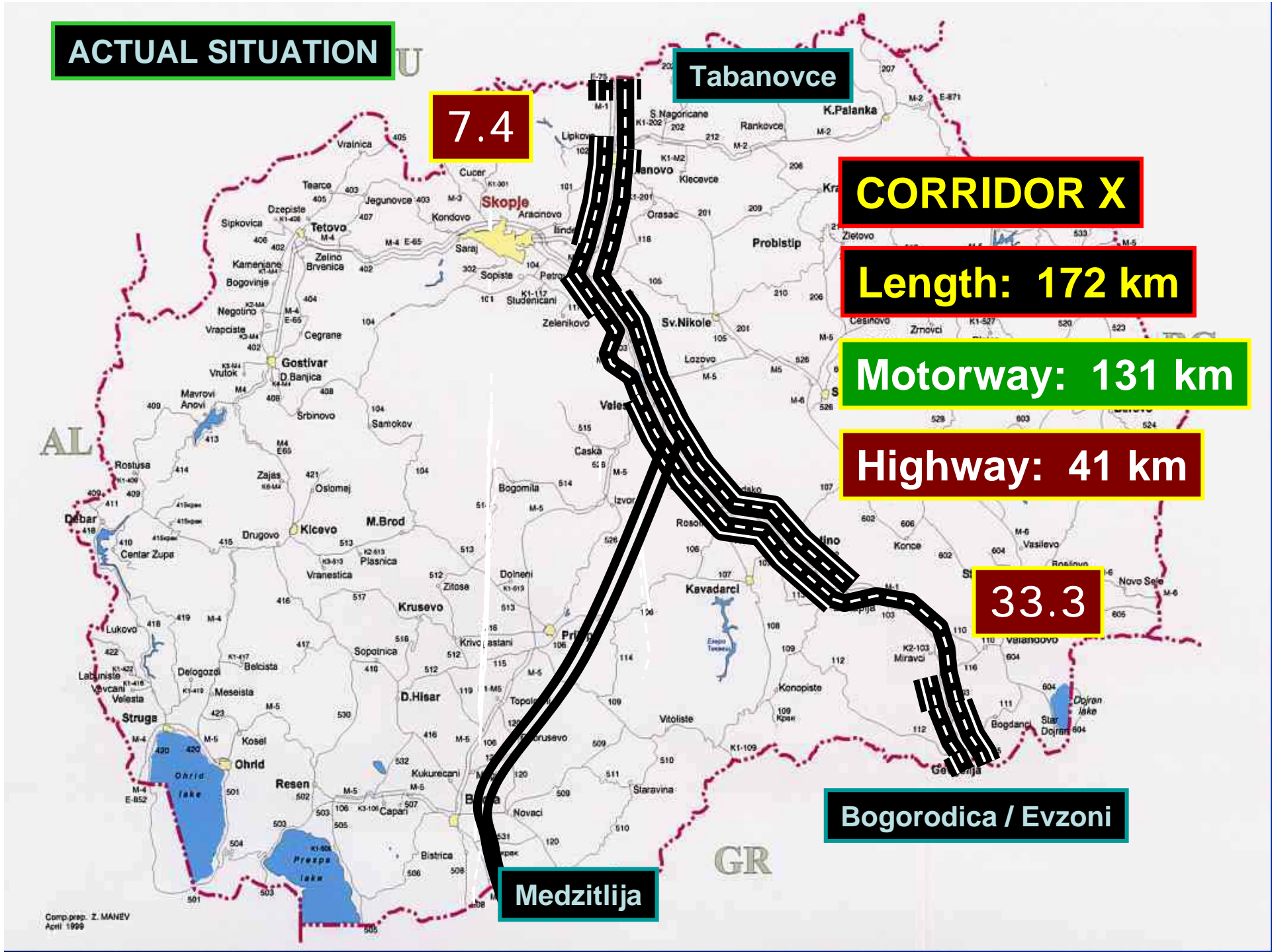
Motorway: 131 km

Highway: 41 km

33.3

Bogorodica / Evzoni

Medzitlija



Financing possibilities - road infrastructure projects

Missing sections to the motorway solution on Corridor X

Demir Kapija – Udovo - Smokvica

- IPA - *funds from Component 3* 32.4 MEURO
 - Budget co-financing to the IPA funds 25% 8.9 MEURO
- Hellenic plan for reconstruction of Balkans 50.0 MEURO
 - Budget co-financing to the HIPERB (10%) 7.0 MEURO
- Other (grants, loans, Concession, PPP)
- Budget co-financing /expropriation/

Tabanovce - Kumanovo

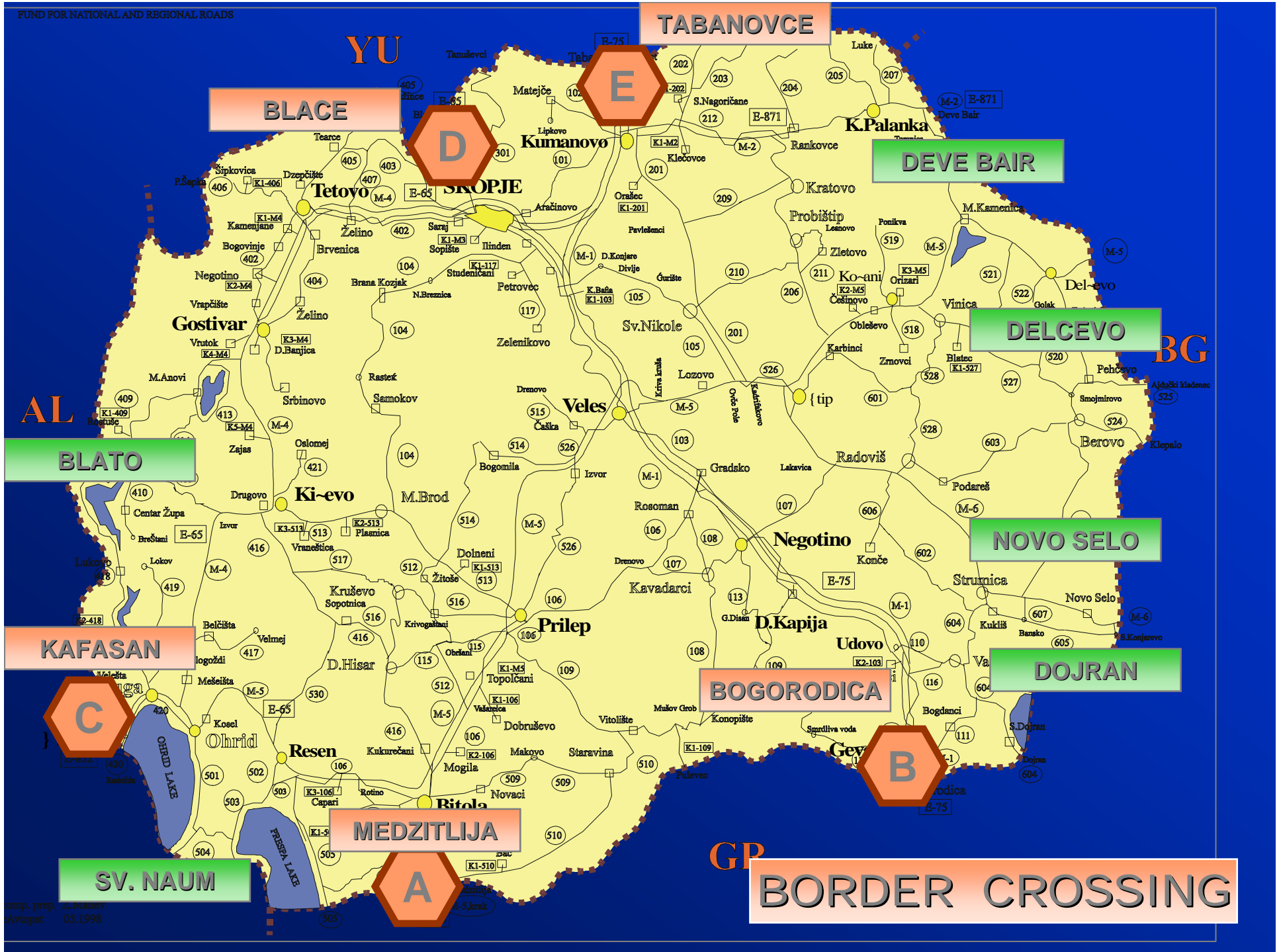
- Component within TTFSEE - negotiations with WB ongoing
- For all other missing sections on both Corridors 8 and 10 Government has started activities for giving under Concession - PPP
- Launched tender for consultant services for concession on road network in the Republic of Macedonia

Importance on SAFETY AND SECURITY OF TRANSPORT AND INFRASTRUCTURE

ROAD SAFETY

- DRIVER BEHAVIOUR
- VEHICLE SAFETY
- IMPROVEMENT OF THE ROAD INFRASTRUCTURE
- **EU** RECOMMENDATIONS OF THE





BLACE

TABANOVCE

D

E

DEVE BAIR

DELCEVO

BLATO

NOVO SELO

KAFASAN

BOGORODICA

DOJRAN

SV. NAUM

MEDZITLIJA

BORDER CROSSING

FINANCIAL ISSUES

Financing possibilities:

- **LOANS**
- **CONCESSIONS**
- **PPP – PUBLIC PRIVATE PARTNERSHIP**
- **IPA financial instrument by EU**
- **There is a firm commitment by the Government for development of the railway infrastructure, that is already presented in the **SHORT TERM** projects of the Government issued **Public Investment Programme****

➤ According the EU legislation the approximation has been done within the following laws:

- Law on public roads
- Law on road transport
- Law on carriage of dangerous goods
- Law on road transport safety- part with Min. of interior
- Railways law – in force from 2005
- Law on transformation of the PE Macedonian Railways in force from 2005
- Aviation law, adopted in 2006
- Law on rail carriage of dangerous goods: to be adopted in 2006

REFORM PROCESS IN THE RAIL SECTOR

- **Public Enterprise Macedonian Railways**
dividing in two entities:
- **Public Enterprise for Infrastructure, the owner will be the State**
- **Shareholding Company for Transport, the sole share holder is the State till the preparation of the Study by the World Bank according to which the privatisation model will be adopted**

MOTORWAY OF THE SEA – PECORRIDOR 8

CENTRAL PART KUMANOVO - SKOPJE - KICEVO



EXISTING RAILWAY LINE 1. Kumanovo – Skopje - Kicevo

Basic Characteristics:

- Length 152 km
- Stations 15

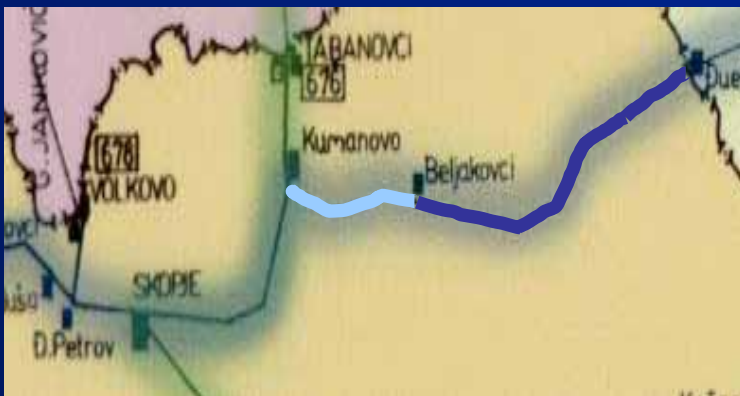
To be facilitate with high performances characteristics

With upgrading and construction of the missing railway-links towards R. Bulgaria and R. Albania it is expected the safety and the quality of transportation to be increased that will lead increasing of trade, transportation of passengers and goods, and in general increasing the socio-economic development of the country and whole region.

MOTORWAY OF THE SEA – PECORRIDOR 8 KUMANOVO – R. Bulgaria & KICEVO - R. Albania

KUMANOVO-Beljakovce -Border with R.Bulgaria

- Line in Construction - October 1994
- Total Budget, 304 mil. EURO
- Government invest, 105 mil. EURO
- Needed funds, 200 mil. EURO
- Existing main design



KICEVO- Border with R.Albania

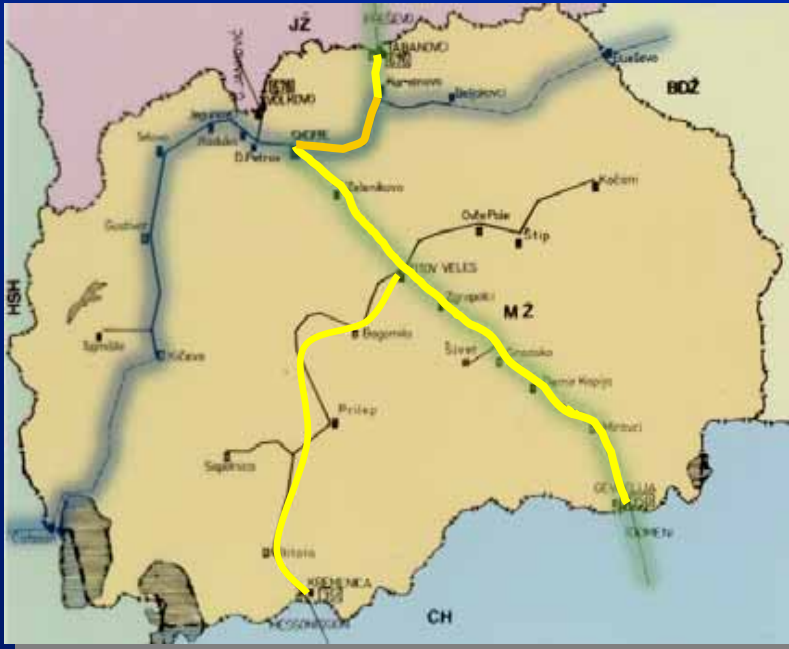
Speed	120 km/h
Length	66 km
Stations	7
Tunnels Length	8 km
Bridges Length	3km

Feasibility study- PHARE, Louis Bergere S.A.
Budget 206 mil. EURO

SOUTH EAST AXIS

CORRIDOR NO. 10 RAILWAYS

TABANOVCE – SKOPJE - GEVGELIJA



- **Basic Characteristics:**
 - Speed 120 km/h; speed limit on several section
 - Length 215 km
 - Stations 29
 - Electrification 25 kV, 50
 - Signaling and Interlocking Equipment
 - Telecommunication Equipment
- Section Kumanovo - Skopje is mutual with Corridor no. 8

» **First PHASE of REHABILITATION** , speed 130km/h – 50 mil. EURO

PEAS "MACEDONIA"

Public Enterprise for Airport Services
"Macedonia" is consisted of two
international airports:

Skopje Alexander the Great Airport
and
Ohrid St.Paul the Apostle Airport

Skopje Alexander the Great Airport Infrastructure



Code ICAO / IATA	LWSK / SKP
Runway	34/16 (2450 x 45 m)
Elevation	238 m
Load classification	LCN 76
Parallel taxiway	1 (A)
Taxiways	6 (B,C,D,E,F,H)
Passenger terminal	3.600 m ²
Freight terminal	1.880 m ² (import:900 m ² /export:900m ² /cold room 40m ³)
Aprons	2 (for Public Transport and Military)

Skopje Alexander the Great Airport



Operative - Functional parameters:

Approach / ILS	Cat II reduced to Cat I
Scheduled Facilitated	Level 2
NAV aids	Approach radar, secondary surveillance radar, VOR, DME, NDB
Fire category	VIII
Passenger aircraft stands	15 (3 for Wide-body and 3 for general aviation)
Check-in Counters	8 (240 passengers /per hour)
Immigration Capacity	4 counters (240 passengers /per hour)
Baggage Claim Area	2 conveyor belts
Catering Capacity	300 – 500 meals/hour
Public Parking	220 cars + 10 busses

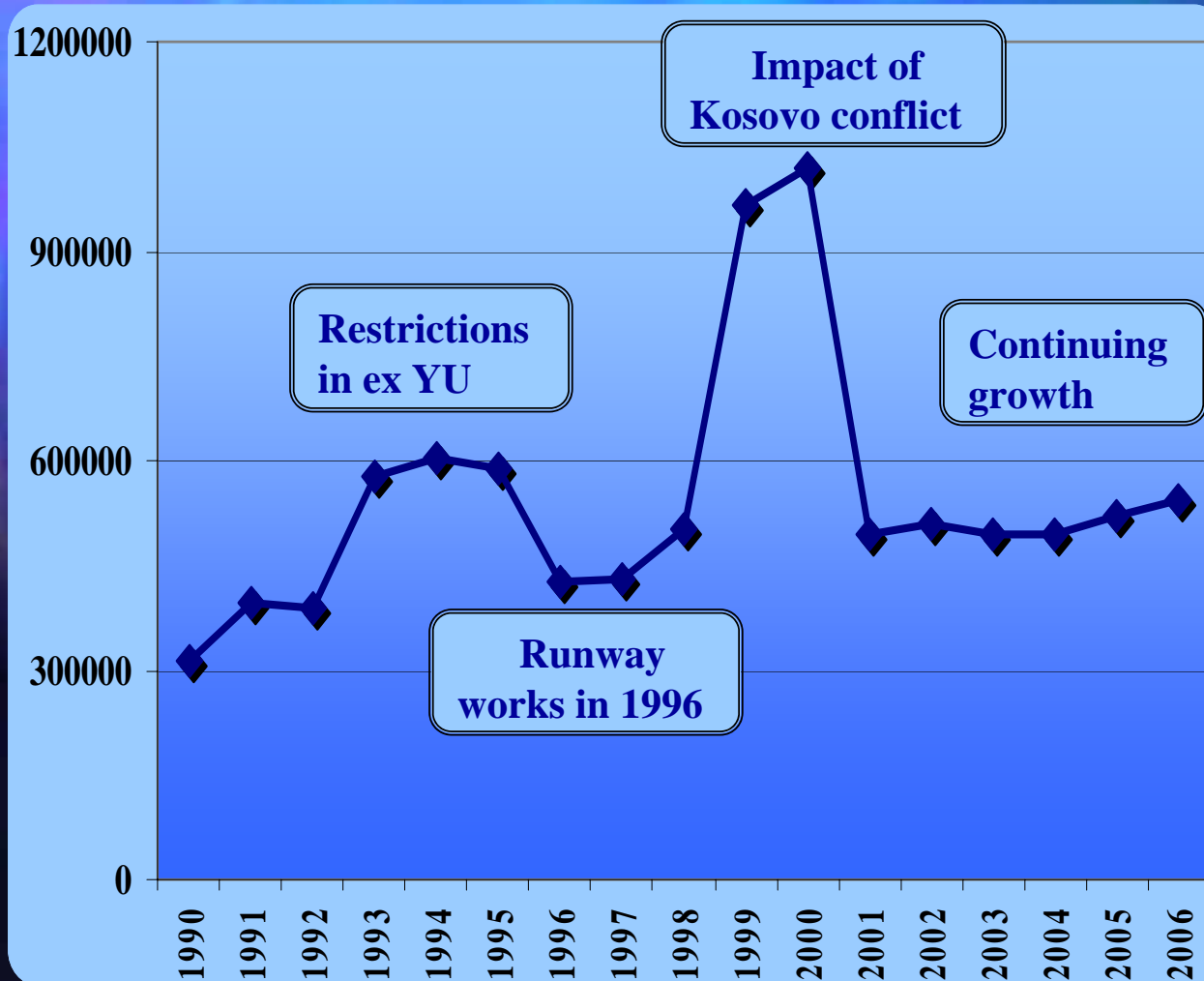
Skopje Alexander the Great Airport



Traffic statistics



PASSENGER GROWTH 1990-2006



2006 TRAFFIC LEVELS:

542 319 PASSENGERS
12 637 MOVEMENTS
2336.4 tonnes of CARGO

DAILY AVERAGE:

35 A/C Movements /
1486 Passengers

Ohrid St.Paul the Apostol Airport



Infrastructure and Operative - Functional parameters :

Code ICAO / IATA	LWOH / OHD
Runway	02/20 (2548 x 45 m)
Elevation	700 m
Load classification	PCN 76
Parallel taxiway	N/A
Taxiways	2
Passenger terminal	1
Aprons	1

Approach / ILS	Cat I
NAV aids	DVOR, DME, LLZ, NDB
Fire category	VI
Passenger aircraft stands	13
Check-in Counters	5
Terminal Building Capacity	300 passenger/hour

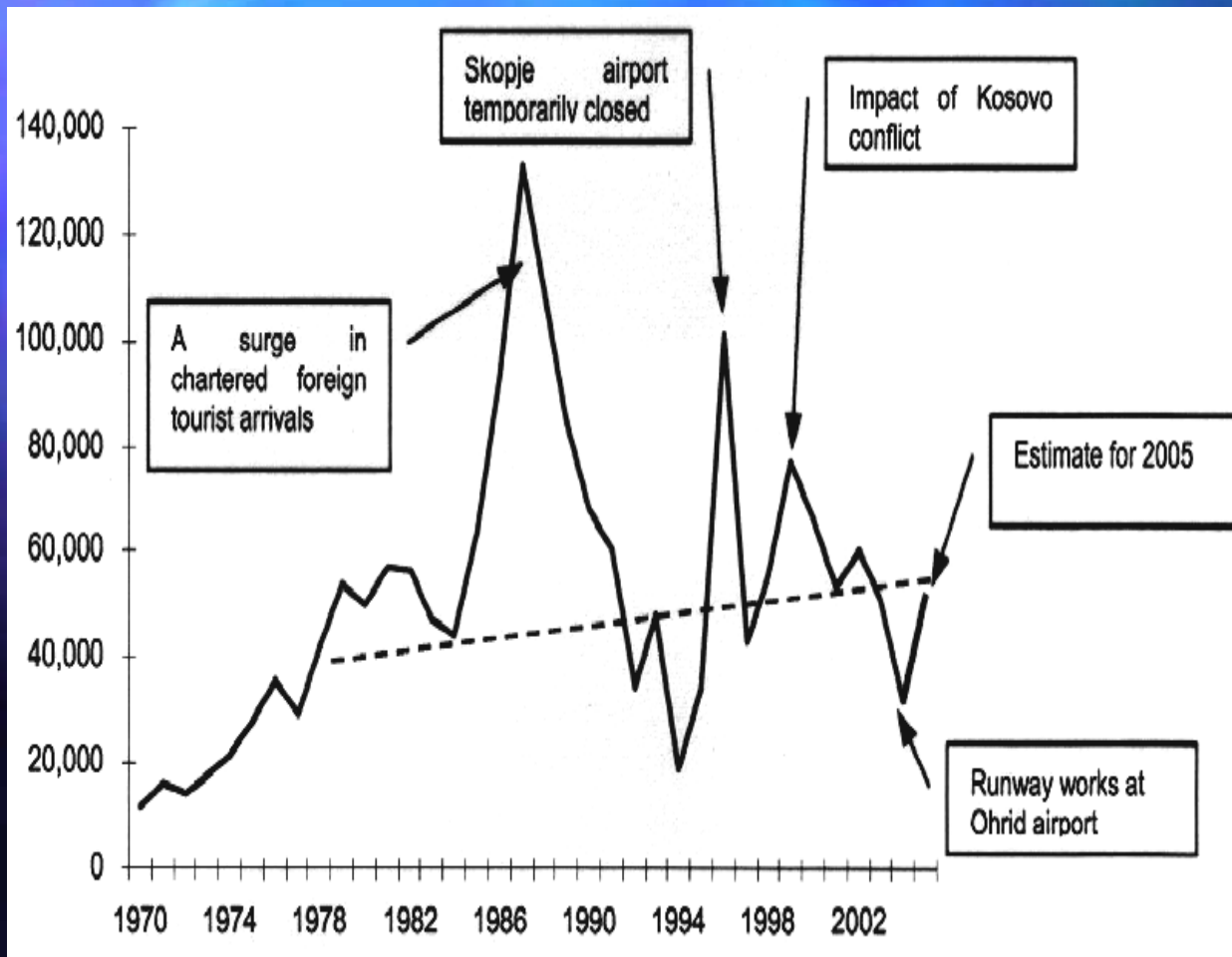
Ohrid St. Paul the Apostle Airport



Traffic statistics



PASSENGER GROWTH 1970-2006



2006 TRAFFIC LEVELS:

50 366 PASSENGERS
1025 MOVEMENTS
14.08 tonnes of CARGO

DAILY AVERAGE:

3 A/C Movements /
138 Passengers

1. Adequate Legislative

Adequate Legislative practicing for regular functioning of both airports in RM is: Aviation Law, (Official gazette of Republic of Macedonia/2006), ICAO Standards, ECAC recommendations, International Agreements and Conventions signed by Government of Republic of Macedonia and ratified by the Parliament of Republic of Macedonia.

■ 2. Current activities

■ 2.1 Projects

- 2.2 According to Republic of Macedonia Government statement no.19-17/41 from the forty-one session held on 12.03.2007, modernization, expansion and increasing of the present capacity, building of new terminal with 25.000m², and runway from uttermost rank etc. is planning.

■ 2.2.1 In process

- Government of Republic of Macedonia announced International limited invitation for engaging consultant team for preparation of a Study for establishing a model for development, concession and preparing concession agreement of both airports.

■ 2.2.2 In preparation

- Privatization of separate not necessary activities in the airport and decreasing of the employment, with preparation of appropriate model.

■ **3. Planned developments, improvements, promotions**

■ 3.1 Infrastructural

- Expansion and increasing of the present capacity, building of new terminal with 25.000m² surface

■ 3.2 Technical- technological

- Expanding of ILS category

■ 3.3 Institutional/organizational...

- Transformation from Public enterprise into Stock company with government ownership, and after master plan is legislated, ownership will be settled.

■ **4. Potential institutional/ organizational/ ownership models**

- After transformation of the Public enterprise into Stock company is done, there will be some changes in the organizational establish and way of operating, meaning management agreements will be contracting, so professionalism and managing level of responsibility will be increasing.



THANK YOU FOR YOUR ATTENTION

***Ministry of Transport and Communications
Republic of Macedonia***

Ohrid, 22-23 March 2007