

As you know at this gathering I always enjoy the opportunity to reflect on Macedonian railway reforms. However, as you probably all know elections were held for all seats in the Assembly following the premature dissolution of this body on March 5, 2014, and general elections were held to elect the president of the country, as well.

So, the elections are over and we are waiting for the new government to be formed and continue our responsibilities in the railway department.

I can report that at this time there is no progress in the railway reform, except to stress some information which you might find interesting.

After more than three years, an international passenger train is transiting on rail corridor 10 on regular basis again, that is link by train connecting Thessaloniki with Skopje and Belgrade.

I am sorry to say this, but you probably all know from the news about the accident that has occurred between a passenger train and a bus, when the bus crossed a level crossing even though an automatic gate arm and signaling system were turned on. As a result of the crash the bus overturned and passengers were injured. Namely, I am not competent to say who is to blame for the competent authorities should say so, but actually the bus driver sneaked around the semi - gate arm and the train crashed into the bus which was at that moment in the zone area at the level crossing reserved for the train only.

Goods transported in first quarter of 2014 compared with the same period of previous year indicate decrease of 11%. Mainly are transported petroleum products, products of metallurgy, construction materials, ores, wood, grain, etc. There is a market demand for shipping electronic parts on route from Athens-Skopje-Belgrade-Budapest-Prague-Bratislava. Transport with Kosovo takes place smoothly and without delay.

About the passenger transport comparing with the first quarter of year 2013 it is obvious that number of passengers reduced by 15%.