

TRANSPORT POLICY IN THE REPUBLIC OF MACEDONIA¹

Verica Dančevska¹, Josif Talevski, Ile Cvetanovski

Faculty of Technical Sciences Bitola

Makedonska falanga 33 Bitola

Republic of Macedonia

verica.dancevska@tfb.uklo.edu.mk

Abstract

Transport systems of Macedonia and European Union in historical retrospective were formed partly on equal and partly on divergent principles, interests and influences. As a candidate country for entry to the EU, Macedonia is adapting its transport policy to that of the EU. Institutional adaptation will not be controversial, but practical implementation of the policy compliant with the European one can be subject to delays due to historical heritage and present limitations. The paper presents the problems between transport policy in the Republic of Macedonia and transport policy of European Union.

Key words - Transport policy; Republic of Macedonia; European Union; challenges to transport policy

INTRODUCTION

Transport, in its theoretical and practical aspects, is one of the basic factors of economy in every country. Furthermore, the effective economic growth and development, mostly depends on traffic policy and total development of the traffic.

Traffic policy in the Republic of Macedonia, as well as in the other transitional countries, is not sufficiently given enough attention, nor is practically applied all relevant factors which influence on the development of the traffic and transport. On account of the positive influence which the developed transport system can hold the economy of one country, it is

¹ Professional paper

necessary to research the role of the traffic policy in the Republic of Macedonia and its economy.

The existence of the economy market inevitably follows the development of the traffic system. The necessity to include the Republic of Macedonia in the European traffic flows, as well as its interest to associate with the European Union is imperative which is set for the Government of the Republic of Macedonia and its citizens. The advanced inter correlation in the economy with the linearization of the goods and services flow, as well as creating conditions for capital flow, should follow with a previous consistent traffic policy. In spite of developed traffic policy, as well as for better organization of the traffic system, it is possible to increase current flow and to create a new market flows, which could have an effect on the export –import balance.

The traffic policy model elements in Republic of Macedonia are: 1) traffic infrastructure, 2) traffic supra-structure, 3) subject of transportation, 4) Modern transportation technologies, 5) connecting the different branches of transport, 6) environmental protection costs and sustainable development costs, 7) law frame traffic services production, 8) logistic activities in the area of traffic and transport, 9) integrated information traffic system, 10) management and leadership element, 11) organizational culture, 12) gross domestic product, 13) intellectual capital and 14) other elements .

This traffic policy model includes values representing quantitative traffic policy elements for the year 2007, and assumed values for 2012. The Republic of Macedonia ought to be a joined party of European Union, and values for the year 2017. The Republic of Macedonia is planned to be the European Union full member.

This was forecast for traffic policy model, but some changes are happened in Macedonia. Their influence has direct or indirect implications in the traffic and transport area.

By setting up a traffic policy model, a base for further transport system development is given which should bind national traffic flows to European traffic flows

TRANSPORT POLICY TO DATE

Macedonian transport policy has been formed over a long history. The transport policies of the Turkey Empire, the Kingdom of Yugoslavia after the First World War and Socialist Yugoslavia after the Second World War, have left behind more negative than positive consequences. After the long historical period and then Independence, key strategically tasks for Macedonian transport policy remain and are as follows:

- Quality transport links of Eastern and Western Macedonia.

- Quality transport links among Macedonia and its neighbors - Greece, Albania and Serbia.
- Improvement of transport links between Macedonia and European Countries.
- Intensive inclusion of Macedonia in international rail transport system.
- Intensive inclusion of Macedonia in international air transport system.
- Intensive inclusion of Macedonia in international interposol transport system.



Fig. 1. The Republic of Macedonia

Resource: <http://www.factmonster.com/atlas/country/macedonia.html>

Only after Independence (8th September 1991), was Macedonia able to formulate and apply transport strategies and policies. From Independence till today is too short a period to remedy all the negative inherited consequences which are present in the Macedonian transport network. Transition and the relatively short period of independence, have even more so reduced the economic means needed to radical changes in the development of transport. However, the emphasis of transport policy has been put on investing in new transport infrastructure (the construction of highways and motorways), and

on the development of the rail and air transport systems. Less attention has been given to the maintenance, reconstruction and modernization of the transport system. Equally neglected is an orientation towards modern organization and quality business operations and removing imbalances between particular sectors of transport. Rail and air transport are seriously underdeveloped in relation to road transport.

Current transport policy attempts to remedy the weaknesses in transport policy prior to Independence. It is aimed at the development of a transverse transport network, especially Pan – European corridors.

FUNDAMENTAL STRATEGIES OF MACEDONIAN TRANSPORT POLICY

Fundamental strategies of Macedonian transport policy emerge from official documents, laws and regulations passed by the Macedonian Parliament and Government. The document, which is of particular importance, is the document on *Proposal National Strategy for integration on Republic of Macedonia in EU*. The starting point for transport policy is based on Macedonia's interests in appropriately evaluating its most important transport routes. Of special importance are: Pan – European corridors VIII and X across Macedonia, then geopolitical changes in the Macedonian geographical environment, structural changes to the Macedonian economy related to transport and the application of modern technology and ecological standards to transport.

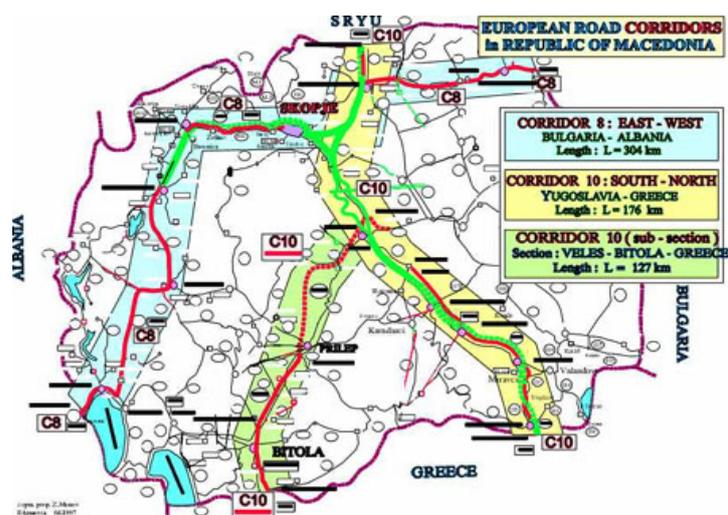


Fig. 2. European Road Corridors in Republic of Macedonia

Recourse: <http://www.roads.org.mk/cor-e2.htm>

Macedonia's developmental transport policy is based on the following strategic goals:

- Evaluation of Macedonia's geographical transport position within the European main transport corridor network.
- Appropriate development of transport infrastructure and transport operations to include the Macedonian economy in international processes and economic development.
- Creating opportunities for direct foreign investment and international financing for infrastructure development programmes.
- Developing integrated transport.
- Constantly raising the level of safety within transport activities.
- Balancing transport development with protection of the environment.
- Restructuring large state – owned transport companies thereby providing them with market oriented approach.
- Regulating relations in administration, construction, and use of transport infrastructure, in particular that which is public property.

The functioning of the Macedonian transport system places the above mentioned goals in an international context, which assumes a strict application of the rules and norms from international conventions signed by Macedonia. Equally, the implementation of transport development is focused on minimizing total construction and usage costs of the transport system.

Taking into account transport strategy and developmental policy, which are gradually implemented by the measures and instruments arising from current transport policy, and other supporting policies and the necessity of coming into line with the European model of transport, the following framework of Macedonian transport policy is proposed:

- Focusing on the integration of the Macedonian transport system into the European. This means the formation of the integrated transport network based on the principles of intermodality and subsidiarity, especially in main transport routes, that is, international European corridors.
- Balancing the development of transport sectors, with the emphasis on appropriate price policies and an increase in transport system efficiency.
- Strengthening domestic and international dimensions of the transport market, with an emphasis on attracting international carriers.
- Restructuring the transport system: (a) restructuring national transport companies, (b) privatising carriers and the management of routes, (c)

separating transport management, carriers and route management, (d) increasing transport competitiveness in a free transport market, (e) creating conditions for the commercial management of infrastructure.

- Focussed management of transport routes, with an emphasis on complementary and regulatory transport policy, and consistent intersector cooperation in formulating regional, investment, fiscal and social policy, taking into account social issues in transport policy.
- Harmonising transport laws, regulations, norms and standards with those of the EU.
- Compensating for the negative consequences privatisation, deregulation and liberalisation of the transport market.
- Removing or reducing the damaging consequences of transport on the environment with the emphasis on programmes that stimulate ecologically acceptable modes of transport, for example, rail, air, public and combined transport.
- Continuous formulation and application of programmes that increase transport safety.
- Efficiently satisfying individual transport needs focusing on sustainable mobility especially in populated urban areas.
- Unifying all transport authority within the Ministry of transport and regulating this by law.
- Formation of a multidisciplinary body in charge of transport policy, planning and management, and which is regulated by law.

CONCLUSIONS

EU legislation in transport and transport policy is focused on improving the function of the internal transport market. In this sense, efficient and ecologically acceptable transport services in road, rail and air transport are promoted. EU transport standards also comprise: liberalization of the market, technical safety and social regulations and norms in the context of a unified European transport market. Equally, **Stabilization and Association Agreement between the EU and the Republic of Macedonia** contains regulations on: infrastructure development, railways, combined transport, easier access to the transport market, simplifying transit procedures, and the application of technical, ecological and social norms in land transport.

From the above – mentioned point of view, a practical and institutionalized Macedonian transport policy is contained in the laws and documents of the Macedonian Parliament, government and other central and decentralized government institutions, and is in extenso complemented by fundamental EU strategies and demands. Macedonia has started and is in the

process of making its transport policies compatible with those of the European Union. However, the European Commission findings show what enormous efforts Macedonia must still make pre- and post - entry to the EU. This also applies to transport infrastructure, which has sufficient capacity, but for the most part, is in average to poor condition. The Commission findings point to increased efforts needed in the administration of the transport system, with an emphasis on road, rail and air transport so that the structure of the transport system comes more into line that of the EU.

REFERENCES

- [1] Padjen, J.: Prometna politika, Informator, Ekonomski institut, Zagreb, 1996.
- [2] European Commission: White paper European transport policy for 2020: Time to Decide.
- [3] Dančevska, V.: Traffic policy in a function of sustainable development in the economy of the Republic of Macedonia - in Macedonian., Doctoral Thesis, Faculty of Technical Sciences – Bitola, 2005.
- [4] <http://www.factmonster.com/atlas/country/macedonia.html>
- [5] <http://www.roads.org.mk/cor-e2.htm>