

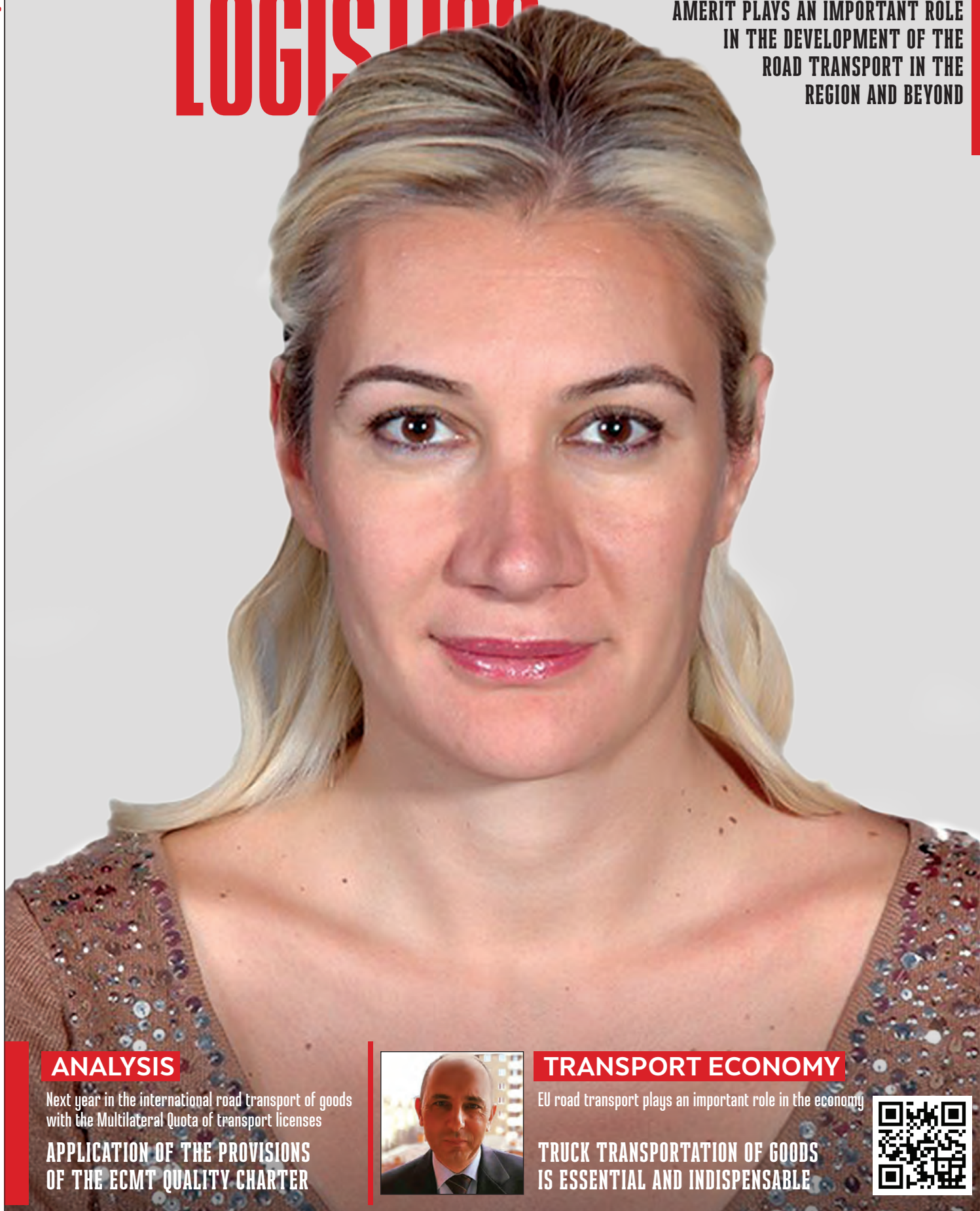
TRANSPORT LOGISTICS

INTERVIEW

MRS. ASLI GÖZÜTOK

President of the Association of Road Transport Associations
in the Black Sea Economic Region BSEC-URTA

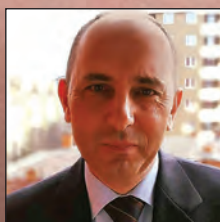
**AMERIT PLAYS AN IMPORTANT ROLE
IN THE DEVELOPMENT OF THE
ROAD TRANSPORT IN THE
REGION AND BEYOND**



ANALYSIS

Next year in the international road transport of goods
with the Multilateral Quota of transport licenses

**APPLICATION OF THE PROVISIONS
OF THE ECMT QUALITY CHARTER**



TRANSPORT ECONOMY

EU road transport plays an important role in the economy

**TRUCK TRANSPORTATION OF GOODS
IS ESSENTIAL AND INDISPENSABLE**





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TRANSPORT AND LOGISTICS

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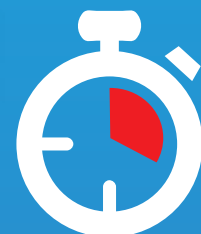


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The new and stricter travel rule for the Balkans is becoming more and more common



MANDATORY APPROVAL FROM THE COMPETENT EU SERVICES FOR ENTRY INTO THE SCHENGEN AREA

Western Balkan citizens who want to travel, although they do not need visas for entry into the Schengen Area, will have to seek approval through an electronic form and pay a 10 euro fee for entering the EU

In order to travel to the Schengen Area, citizens of the Western Balkan countries, among them Macedonian citizens as well, will have to seek approval from the competent EU services in the future, although they will continue to be exempt from visas. This novelty is stated in the proposal for the establishment of a new European System for Travel Approvals (ETIAS), which is announced to enter into force in 2020, and will require filling in an electronic form, in which, in addition to personal and passport data, candidates will also have to indicate the address of their accommodation in the EU, current contact information and the country of entry into the Union. They will have to "inform the EU authorities about being convicted of more serious criminal offenses (terrorism, child sexual abuse, human trafficking or drugs, murders, rape), as well as staying in a conflict zone or deciding to leave a country, within the period of the last ten years". The EU response will be announced within 72 hours, whereas those

who seem to pose any kind of threat will be denied a travel permit.

The applicants will have to pay a 10 euros fee, and this expense will cover a period of three years travel, that is, during the validity of the passport. From the payment of this entry fee to the EU will be exempt per-

sons under 18 and older than 60, EU family members, as well as students and scientific researchers.

The Macedonian Minister of Foreign Affairs, Nikola Dimitrov announced that he will talk with his counterparts from the region, whose countries are affected by the new EU measure, in order to establish a common approach to this issue.

- We shall discuss the matter in order to find a way to indicate that additional burdens on the freedom of movement are not helpful in any way. It is too early to talk about steps that ought to be taken in the future. We want greater openness, not additional closure of the EU towards our region and the Republic of Macedonia - added Dimitrov.

Before the end of October, the European Parliament informed the public that they had voted a new measure which envisaged abolishing the seal of passports and that the EP adopted the establishment of a system for registration of data on entry and exit of third-country nationals, crossing the borders of the EU, which by 2020 will cause significant changes in the Schengen Area.

- New measures will not make life difficult for citizens of the Western Balkans. On the contrary, it will ease the passage of borders. The goal is to travel as quickly as possible, but at the same time, to contribute to the fight against terrorism. We call the whole system smart borders - said the member of the European Parliament, Tanja Fajon. This measure envisages harmonized and unique electronic control of documents at the EU entry, so that apart from checking the passport data, the time allowed for staying in the Schengen Area will also be checked. In fact, the new automated border system will collect biometric data and recognize the citizens on their following trips, and the EP says that this will reduce the possibility of fraud and theft of documents and identities.

J.B.

Yet another strike of the Greek customs officials

Greek border crossings were once again closed for the Macedonian road transporters

The Greek customs has once again closed the border crossings with Macedonia. This time, the customs officers' strike was the reason why on October 19th the traffic was completely closed at all border crossings with the southern neighbor, while the frequency of the passenger vehicles was significantly halted. At the border crossings Bogorodica and Dojran, only pedestrians were able to freely cross the border, whereas the passenger vehicles were let to pass occasionally i.e. after each hour of interruption, vehicles were let through for a period of fifteen minutes, after which the ramps went down again. From our border crossings informed that despite the closed border, no longer queues were created on the Macedonian side, since most of the citizens were already informed about the decision of the Greek customs.

Otherwise, in October, we also registered an interruption of the traffic for trucks at the border crossing with Bulgaria near Delchevo, where truck drivers traveling towards Macedonia were redirected to the border crossing Zlatarevo-Novo Selo.

Next year in the international road transport of goods with the Multilateral Quota of transport licenses



s of January 2018, in the international road transport of goods will start the implementation of the provisions of the Quality Charter in Public Road

Transport in Europe, for international road transport operations carried out with the ECMT Multilateral Quota of transport licenses under the competence of the Transport Ministers of the ECMT Member States. This means introduction of a series of novelties that will bring about changes and tightening of the conditions and responsibilities in transport with the ECMT licenses, whereby the monitoring of the implementation of the Quality Charter provisions of the Member States will be carried out by the Road Transport Group at the International Transport Forum ITF, which prepared this Charter that was adopted by the European Ministerial Conference of Transport Ministers, in May 2015 in Leipzig, and came into force on January 1st, 2016. The Charter is a new or more innovative strategy of international road transport, supported by the European Commission and the International Road Transport Union - IRU, whose main qualitative criteria are essentially based on the application of environmentally friendly vehicles and the appropriate professional qualification of operators for road transport, as well as professional drivers and other mobile workers in this field. Thus, from the beginning of next year, the Quality Charter of the European Conference of ECMT Ministers of Transport will have to be successfully implemented in all 43 Member States, whereby transport operators and drivers who do not meet the set criteria cannot apply for obtaining ECMT licenses. In doing so, enterprises wishing to carry out activities in international road freight transport under the ECMT / CEMT multilateral quota must have authorization issued by a competent authority in the country of registration, which confirms their capacity to perform the activity of an operator in international road freight transport. This means that they meet the requirement for registration in a Member State, but also have a good reputation, then an adequate financial standing and professional ability, whereby the ECMT license should be revoked by the issuing body, if these conditions are not met.

A closer acquaintance with these novelties, as well as the statement of the national authorities and bodies from the member countries of the ECMT, and among them from our country, is expected to follow exactly in the last two months of the year. Meanwhile, the International Road Transport Union - IRU has analyzed the devel-



APPLICATION OF THE PROVISIONS OF THE ECMT QUALITY CHARTER

A series of novelties are expected to be introduced, which will bring about changes and tightening of the conditions and responsibilities in transport with the ECMT licenses, whereby the monitoring of the implementation of the Quality Charter provisions of the Member States will be carried out by the Road Transport Group of the International transport forum ITF

opment of the ECMT, a document that is on the agenda of the IRU Road Transport Council. The document talks about the evolution of the ECMT Multilateral Quota System of Transportation Licenses, from the very beginning in 1974 to the present. It points out that the European Transport Ministers' Conference (ECMT) was established in 1953 to help economic reconstruction in the years after World War II, by facilitating international road transport, which is considered one of the main factors for international trade and for economic growth in Europe. In the 60s and 70s, all participants in international road transport realized that the bilateral regime of international road transport regulations that regulate entry into European international markets, has become an obstacle to the further development of international economic cooperation, especially in trade, logistics and transport.

Hence, in 1974, the multilateral licensing system was created by ECMT, and it allowed carriers to make an unlimited number of

multilateral goods transit in the member countries of Europe participating in the system. Since then, the system has grown and has evolved over the years, including many ECMT member countries. ECMT licenses may be used for operations in the ECMT Member States, as well as across their territories without geographical limitation and without limiting the number of trips in a year, which is a significant change compared to previous strict bilateral permitting systems, that in general could be used for one trip, valid or for bilateral or transit movements within a mutually determined and fixed annual allowance quota, without including third country operations. From the establishment, the ECMT Quota System is considered as a step towards the gradual liberalization of road freight transport that can only be achieved through joint measures from member states towards harmonization of the conditions of competitiveness and between road transporters from different countries, as well as between different types of transport.

THE MAIN OBJECTIVES OF THE ECMT MULTILATERAL QUOTA SYSTEM OF TRANSPORT LICENSES ARE: GRADUAL LIBERALIZATION OF ROAD FREIGHT TRANSPORT, RATIONALIZATION OF THE USE OF VEHICLES, REDUCTION OF EMPTY CAR MOVEMENTS, USE OF ENVIRONMENTALLY FRIENDLY AND SAFE VEHICLES

Managed by the ITF - Group for Road Transport, the Quota System allocates permits to 43 member states, through a user manual / guidebook, and its goal is to promote the use of environmentally friendly, safe vehicles and contribute to ensuring sustainable mobility and bring the highest quality in international transport. Today, the basic quota represents 6,090 basic annual licenses (for Macedonia only 139 basic licenses are allocated from this quota). Initially, the number of permits was calculated based on very few basic criteria, such as population and GDP, but there was a minimum of permits that each country needed to receive. In addition, countries with greater contributions to the ECMT - secretariat budget received more permits than others. Over the years, the system has evolved in response to changes in membership, transport policies and the political landscape. The calculation for distribution of the number of licenses has become complex and difficult, and not only included GDP, but also included the size of the country and trade flows. The main objectives of the ECMT

Multilateral Quota System are: gradual liberalization of road freight transport, rationalization of vehicle use, reduction of empty car movements, the use of environmentally friendly and safe vehicles. In the period 1990-2000, significant socioeconomic and political changes took place in the ECMT geographical area, so in 1993 there was the creation of an EU single market and a European economic area, which inter alia meant the abolition of transport licenses and quotas for international road transport operations, where EU member states fully liberalized their access to road freight markets for transporters from their countries. This led to a reduction in the use and some loss of interest in ECMT licenses by operators in EU Member States, because they possessed a Community permit - proof of entry into the profession, and therefore did not require work permits in the territory of the Community. In 1998, the EU's liberalization took place, the internal market for road transport and cabotage operations were now allowed under certain conditions. In the period 2004-2013, the EU expansion took place,

with 13 new countries that joined the EU, some of them from Central and Eastern Europe, which were given the opportunity to work freely on the EU single market, thus their transport operators were not interested in the Quota System. The financial crisis in 2008-2009 led to the introduction of protectionist measures in the transport policy, including limiting the number of ECMT licenses for their territories.

A very important element for the Quota System of transport licenses is the technical conditions for vehicles, which are used as an incentive for transport operators to improve and rebuild their vehicle fleet, whereas with the growth of the basic quota are being introduced increasingly stringent terms, which provide greater protection of the environment, improvement of road safety, increased market competitiveness and greater share of modality on the road, compared to other types of transport. This enabled the outdated vehicles to be replaced with better and more modern vehicles, i.e. more stringent technical requirements and conditions were introduced, stimulated by

From 13th to 15th October through the electronic system of the Ministry of Transport and Communications

Transporters submitted 580 applications for CEMT licenses

A total of 580 applications for obtaining annual transport licenses for transport of goods in international road transport in 2018 were submitted electronically to the Ministry of Transport and Communications, at the previously specified term from 13th to 15th October. According to the Ministry, out of the total number of applications, 466 are for obtaining CEMT licenses, and the remaining 114 for individual transport licenses for the following year. The Ministry of Transport and Communications is expected to announce the term for allocation of transport licenses in the near future.

As we already informed, Macedonian road transporters for goods transport in 2018 have at their disposal 1,520 annual and 360 monthly CEMT licenses, and with the regular annual allocation of these important transport documents will be made a reservation of 67,980 individual international transport licenses for the next year. 560 of the annual - CEMT licenses are for vehicles with "Euro 5" standard and 960 with "Euro 6" standard, while 360 monthly CEMT licenses are for vehicles with "Euro 5" standard and also for the Russian Federation, towards and for which will be enabled facilitated transport from Macedonia and all other countries that export / import primarily agricultural products of plant and animal origin (with the exception of Italy, Austria and Greece). This quota of transport licenses was obtained in accordance with the decision of the Working Group on Road Transport at the Conference of Ministers for International Transport of Goods, according to which, for the following year to Macedonia were granted 139 basic licenses, 136 of which are transformed into 1,520 annual CEMT licenses, and three basic licenses are transformed into 360 monthly CEMT licenses. The initial analysis of the received contingent transport licenses showed that based on the number of 4,056 vehicles registered in the base of carriers in the Minis-



try of Transport and Communications, this year will be the most difficult to establish a balance between the number of vehicles with "Euro 5" and "Euro 6" standard and the ability to cover as many vehicles as it can with the ECMT licenses. At the same time, this is the third year (since 2015) in which there is no increase in the basic licenses (139), whereas this year, we have the same case as in 2012, when there were a large number of vehicles with the "Euro 3" standard compared to "Euro 4" and "Euro 5" standards, so it is decided to require monthly ECMT licenses to be used from September to December 2018 to cover the needs of transporters transporting goods in fresh and / or frozen state.

bonus licenses and multipliers for increasing (over the basic quota) the number of permits granted by countries which had already accepted and applied higher technical and safety standards for vehicles or stricter regulations for the transport industry, for instance, in terms of training for professional drivers, entry into the profession and social conditions. In the beginning of 2000, the Quota System introduced the norms for the emission of vehicles' gases, i.e. the classification system of green, safe, greener and safer vehicles that multiplied the permits. In March 2015, the Council of Ministers decided on the amount of multipliers for different categories of vehicles for the upcoming years (with discussions in progress

mits for its territory from any other ECMT member country. Unused licenses are also redistributed to other participating countries who need them. Also, in January 2006, the restrictions covering all ECMT Member States were introduced for the number of full trips for third countries that could be undertaken by carriers outside their country of registration, and after the first full trip from the country of registration and other country, the carrier can make a maximum of three full journeys (in which the country of registration is not included), after which the vehicle (loaded or empty) must be returned to its country of registration. This measure led to less intensive use of the available capacity of vehicles. As a result of all these

zation of offenses and training for drivers. The aim of the Charter is to promote the highest quality transport in all participating countries as one of the main pillars of the development of the Quota System, and it is currently working on the development of a mechanism for linking the future quota increase with the implementation of the Quality Charter. The general view of the ECMT member states is that the Charter should enable further development of the Quota System, which requires a comprehensive, coherent, interconnected implementation of all systemic rules, including self-restraint measures in this matter. In terms of the reservations of countries under the Quality Charter, it is generally agreed that by its adoption, all Member States in the Road Transport Group agreed to remove reservations and restrictions, if harmonization within the road freight transport is to be achieved. Austria, Hungary, Italy and Russia believe that the full implementation of the Charter's provisions and the harmonized level of quality within the Multilateral Quota System would also abolish the very reason for retaining the reservations or limitations of the system, and therefore they would be prepared to remove them. What is important is that the main policy established by ECMT in 2006 for the multilateral system of road transport licenses remains unchanged and it advocates: the system should be the symbol of the highest quality in international road transport, it should continue to contribute to improvement efficiency and opening markets. It should strive to strengthen and harmonize controls and sanctions, and allow the licenses to be distributed on the basis of actual needs and efficient use (a mechanism is provided for the automatic redistribution of unused licenses to the countries that most need them, but do not receive them in a sufficient number). Otherwise, by accepting the Charter, the transport ministers of the European ECMT member states undertook to "apply the provisions of the Charter to all international transport operations carried out by the ECMT multilateral quota from January 1, 2018". Among the main issues that are expected to be answered are whether the size and principles of distribution of the basic quota licenses will be changed from next year and whether one of the ideas that was often mentioned is going to be realized, which is liberalization for entering the transport markets for "Euro 6" trucks or their release from any quantitative restrictions, territorial reservations and system restrictions on the number of loaded journeys with these most modern freight vehicles.

J.B.



THE CHARTER OF QUALITY OF INTERNATIONAL ROAD TRANSPORT OPERATIONS, ADOPTED IN MAY 2015, AIMS AT ACHIEVING THE HIGHEST QUALITY OF TRANSPORT IN ALL PARTICIPATING COUNTRIES, WHICH IS ONE OF THE MAIN PILLARS OF THE DEVELOPMENT OF THE QUOTA SYSTEM OF ECMT TRANSPORT LICENSES

for 2019). Earlier, following the revision of the Quota Permit System in 2005 in Moscow, the Council of Ministers adopted the four principles in order to stimulate the development of the system: the permit quota should be a symbol of the highest quality in international freight transport, it should continue to contribute to the improvement of efficiency and market opening, it should strive to strengthen and harmonize controls and penalties and should be distributed on the basis of real needs and efficient use. Here, a significant moment is the introduction of the so-called "Common Pool" in 2006, where countries put their unused licenses, and those who have used all their licenses can apply for the remaining licenses. Recently, one of the Member States introduced a specific restriction, with their national operators using, for example, 60 permits, no matter how many permits it has the right to use. In addition, it will allow only 60 per-

changes, the criteria for calculating the basic quota of the ECMT licenses in 2010 were: execution of the road goods transport (by tonne-kilometer) of vehicles registered in the country, contribution to the ECMT / ITF budget, (GDP), annual GDP growth, total trade of goods (all this with a three-year average), as well as population 2006, area (km²), use of ECMT licenses (in% of issued permits), use of TIR- carnets (as% of total), trade of goods outside the Union.

The latest moment in the development of the ECMT Quota System of transport licenses and overall in road transport in Europe is the Quality Charter for international road transport operations in the ECMT System, which was adopted in May 2015. The Charter focuses on four specific areas: entry into the profession (establishment of a company, good reputation, financial stability, professional competence), driving time and rest (social conditions), categori-

The 6th annual SAMIT 100 of the SEE business leaders was held in Skopje



LARGE INFRASTRUCTURAL PROJECTS ARE NEEDED FOR FASTER MOVEMENT IN THE REGION

The biggest business gathering in these regions, which brought together the Prime Ministers of Macedonia, Montenegro, Albania and BiH, was attended by 153 business leaders from the SEE Region and 96 representatives of the EU and the international and governmental sector from the region

There is a need of large infrastructural projects in the region that will provide economic linkage and free and faster movement of people and goods, as well as digitization that drives the changes - this is the main conclusion of the sixth annual SAMIT 100 of the business leaders from Southeast Europe, held in Skopje on 16th and 17th October, and whose focus was to "connect" the region as a basis for strengthening cooperation through economic and transport links, as well as political coordination and stability. At the SAMIT 100, which gathered together the Prime Ministers of Macedonia, Montenegro, Albania and BiH, a total of 249 participants from 12 countries were registered, of which 153 were from the business sector, and 96 were representatives of the EU and the international and governmental sector, ministers and international financial institutions.

The Macedonian Prime Minister Zoran Zaev pointed out that politicians should bring Europe to the region, because if the private sector and the business community are moving forward, the countries as well will achieve better economic results.

- We are working to promote regional co-operation, as Western Europe will re-

spect us more if we cooperate and if we are united. We need to send a message of unity in the region - Zaev said and urged to reduce the hours of delay at the border crossings for better dynamic growth and development.

Dusko Markovic, The Prime Minister of Montenegro said that although Western Balkan countries are neighbouring countries, people have difficulty traveling from one country to another, and as an example he cited his long trip to Skopje through Sarajevo and Istanbul, which took approximately 12 hours. Albania's Prime Minister, Edi Rama stressed that only the Balkans can afford the luxury of waiting at the borders, which, according to some data, is 3,800 years old. The chairman of the council of ministers of Bosnia and Herzegovina, Denis Zvizdic, said that the economies of the countries of the region are complementary and therefore, in order to have a faster flow of goods and people, the customs barriers should be reduced.

Violeta Bulc, The EU Commissioner for Transport also addressed the SAMIT 100, emphasizing that it is crucial for the region to integrate into the EU and that the Western Balkan countries should use the EU's emergence from the crisis. Bulc also met with the Minister of Transport and Communications, Goran Sugareski, who informed about the rail link between Macedonia and Bulgaria, the biggest project that was realized after the signing of the Agreement for a transit union, with which 70 million euros were allocated for the second section from Beljakovce to Kriva Palanka, and the railway section Bitola - Kremenica for greater connection with Greece was also mentioned

Ivanov: Membership in the EU and NATO and economic and transport links



At the opening of the Samit 100, Gjorge Ivanov, the President of the Republic of Macedonia addressed the opening of the Summit, emphasizing the necessity of political and security connection with EU and NATO membership, in order to overcome the challenges faced by the economies and businesses in the region, such as the small markets and the large outflow of professional staff.

- It is necessary for the European Union to start membership negotiations with Macedonia as soon as possible, and economic and transport connectivity is necessary as high transport costs make our products uncompetitive - said Ivanov and asked the EU to place Macedonia on the map of major infrastructure projects.

at the SAMIT.

In addition, at the SAMIT 100, it was also discussed about the importance of the "Free Freight" project, as an initiative for free freight transport across the region, which will allow the flow of freight traffic without delayed border controls, stopping and customs formalities at the state borders, applying the corresponding European freight transport regulations.



Within the framework of the SAMIT100, a Memorandum of Cooperation was signed with the Comorian Investment Forum of six Western Balkan Countries (WB6 CIF) - a regional cooperation body of chambers from: Macedonia, Serbia, Albania, Kosovo, Bosnia and Herzegovina and Montenegro, whose goal is to unite private sector forces in further regional cooperation, expanded with Slovenia and Croatia.



The start of the project "e-Skopje" was also announced at the SAMIT 100, as a continuation of the EDISON project, which is a regional project for electrification of highways in the region and aims to provide massively acceptable electric mobility through regionally developed solutions and act as an EU innovation center. This "European green corridor", as it was emphasized, will be 1,400 kilometers long, from Ljubljana to Skopje and to Tirana, and with it on the main roads in the region, electric car power installers would be introduced, as well as car pooling, environmental taxis and other innovative solutions.

J.S.B.



EUROPE-WIDE TOLL PAYMENT: DKV BOX EUROPE MADE BY SIEMENS

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MRS. ASLI GÖZÜTOK

President of the Association of Road Transport Associations in the Black Sea Economic Region BSEC-URTA



AMERIT PLAYS AN IMPORTANT ROLE IN THE DEVELOPMENT OF THE ROAD TRANSPORT IN THE REGION AND BEYOND

The international road transport industry is the primary sector for strengthening economic growth at global level, but also the primary one which encounters the negative impacts arising from the unstable political environment

» Mrs. Gözütok, in times of strong global political and economic crisis, which brings rapid and often stressed conflicting changes in the life course of the EU and globally, how do you assess the situation in the international road transport on the Old Continent and in regions that gravitate toward it?

International Road Transport industry is the primary sector to boost the economic growth at global level but it is also the primary one which encounters the negative impacts/outputs arising from unstable political environment. The Old Continent looks to be very interested in the developments which take places in the neighbouring regions such as the Black Sea region, Middle East, Central Asia but we believe that as of today too many conflicts and un-

rest and instability are around us and too little political will and actions are taken by leaders of the Old continent to cooperate and understand the needs of involved parties and bring solutions to these problems.

» As the President of the BSEC-URTA, whose members come from 11 different countries, covering a total of 20 million square kilometers and 330 million inhabitants. Which are the top issues and problems that stand out in the transport sphere in this region and how could they be resolved or overcome?

BSEC-URTA member Associations represent the major actors of the international road transport industry within the goods flow between east to west/west to east and north/south and south/north corridors. As a result of the global economic

crisis and political conflicts, there is a new wave of protectionism. Western countries are trying to impose to those so called non EU countries: reduction of road transport permit quotas, compulsory weekend rest to be spent out of the truck cabin in hotels and motels, compliance with a minimum wage (salary) for drivers being engaged in transport operations within EU, discrimination between EU hauliers and non EU hauliers in rates paid by forwarder companies for similar transport operations, illegal human trafficking, negative impacts of disruptive technologies etc. As far as solutions are concerned for these problems one a hand a sincere dialog is needed with our colleagues from national associations of hauliers from concerned countries and on another hand our authorities should be involved in lobbying with governments of EU Member States and European Commission for elimination of these artificial new protectionist barriers.

» The Republic of Macedonia, although small in size, is still positioned as a geo-

graphical crossroad, which has great significance from the aspect of international road transport. What is your view of the place of our country on the international transport map and how do you perceive its role and perspective within global frameworks in the field of transport and regional cooperation in this area?

Republic of Macedonia is situated along the Pan-European Corridor X which connects the important Eastern European ports and road networks to Central European countries. It is a historically and strategically important road and transit transport corridor. Taking into account the revitalization of Ancient Silk Road corridor and increasing investment trend of Peoples Republic of China's to eastern European ports, Macedonia's geographical position will provide more advantageous goods flow for intermodal and road networks. Therefore, I see it vital AMERIT's involvement and concrete actions in all what's related to facilitation of trade and road transport operations along this corridor.

» As the head of the BSEC-URTA, could you share with us some of the most important information related to this body, its target agenda and what are the most important issues of interest to road transporters and their more successful operations? Furthermore, could you tell us where, in which segments of the work of your association do you see the opportunity for more active involvement and action of Macedonian road transporters and their associations?

The Union of Road Transport Associations in the Black Sea Economic Cooperation Region (BSEC-URTA), was founded in Antalya, Turkey on 24 October 2011 by 11 National Associations of International Road Transporters from 11 Member States of the Black Sea Economic Cooperation Organization (BSEC), namely Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Moldova, Romania, Russia, Turkey and Ukraine.

Enjoying the BSEC Sectoral Dialogue Partner status since its foundation, the BSEC-URTA shares the goals of the BSEC Organization, which aims to integrate the Black Sea region to the world economy, to enhance cooperation among its members, and to transform this region into one of peace, stability and prosperity.

BSEC-URTA promotes actively the development of road transport in the BSEC countries, aiming to provide private sector contribution to the multilateral cooperation process underway on the level of Governments in the Black Sea region since 1992. BSEC-URTA safeguards the interests of its Members vis-à-vis Governments and Inter-



THE GEOGRAPHIC POSITION OF MACEDONIA WILL PROVIDE A MORE FAVORABLE FLOW OF GOODS FOR INTERMODAL AND ROAD NETWORKS

national bodies and undertakes all the necessary actions to reduce and progressively eliminate barriers to road transport.

Working together for a common benefit, our Member associations have identified priorities and have made efforts to engage in several projects such as: Facilitated Visa for Professional Drivers, International Vehicle Weight Certificate, Combined Transport, Mutual Recognition of CPCs, ECMT Multilateral Quota System, Simplification of Customs Procedures, Harmonization of Charges, the BSEC Ring Highway Truck Caravan, the ECO-IRU Silk Road Truck Caravan, and the BSEC Permit System.

The strong commitment and involvement of all BSEC-URTA Members in all of our activities, a strong cooperation we proudly benefit from, have created a family: the BSEC-URTA family!

BSEC-URTA VISION: "Common Solutions for Common Problems"

BSEC-URTA MISSION: "To work together with governments and BSEC Organization, to enable road transport deliver the goods in cost efficient manner, secure, smoothly and safely in an integrated BSEC road transport market and beyond, by interconnecting businesses, markets and all stakeholders to the best interest of society"

BSEC-URTA works around 8 strategic objectives with respect to:

1. Facilitation of Transport and Trade.
2. IRU-BSEC Interaction.
3. Re-opening of the Silk Road.
4. Professional Training.
5. Combined Transportation.
6. Lobbying and Promotion.
7. Best Practices.
8. Actively support Digitalization of Transport Documents & Information Sharing.

BSEC-URTA tries to achieve concrete results by carrying out efficient work and lobbying on the priorities like facilitated Visa for Professional Drivers, International Vehicle Weight Certificate, Combined Transport, Mutual Recognition of CPCs, ECMT Multilateral Quota System, Simplification of Customs Procedures, Harmonization of Charges, the BSEC Ring Highway Truck Caravan, the ECO-IRU Silk Road Truck Caravan, and the BSEC Permit System.

AMERIT is more than welcomed to join all these efforts and we very much rely on AMERIT to be our partner to contribute the efficient and effective work of our Organization in order to find concrete solutions to the actual problems faced by our industry.

» What type of cooperation does the BSEC-URTA have with the International Road Transport Union (IRU) and what are, in your opinion, the neuralgic points and

problems in international road transport that need to be grappled and resolved most urgently by the largest transport association in the world?

To reach our objectives, the BSEC-URTA works in close cooperation with the BSEC and IRU and attaches priority to implementation of key UN trade and road transport facilitation instruments as well as of BSEC transport related Memoranda in the Region.

Personally I see protectionism and rapid developments on IT tools, disruptive technologies and insufficiency of governments to adapt regulations and legislation are the neuralgic points and problems hampering the industry to develop further.

Besides driver shortage and absence of dignity to this profession is also creating a

the region, a key requirement for successful economic cooperation and integration amongst world markets.

» **SIZ Makedonija soobrakaj - AMERIT, which is the oldest transport association in the Republic of Macedonia and a national member of the IRU, became a member with an observer status in BSEC-URTA in 2015. How do you evaluate the mutual cooperation of the two associations, in which fields is it most pronounced and are there any plans to intensify and deepen it in the upcoming period?**

We very much count on the expertise and professional knowledge of our colleagues from AMERIT as well as their experience in the domestic and internation-

tribute the works of digitalization of road transport documents, in order to achieve this AMERIT will be an important partner to contribute to the work to establish an eCMR Balkan Corridor, with its experience in professional training AMERIT can provide guidance in our work for mutual recognition of CPC doc. and lobbying and expansion of new tools and technologies.

» **At the beginning of the year, we registered a joint activity and reaction of the BSEC-URTA and AMERIT, in terms of the major agricultural protests at the Greek border crossings. How can such activities and interventions help ensure the achievement of the globally proclaimed goal - free transport of goods and passengers between states and especially along international transport corridors? Also, do you perhaps consider any other forms of joint influence and pressure on governments in order to eliminate the causes that are more likely causing transport blockades across Europe or wider?**

My capture as an essence of globalization is to provide understanding to the nations, be united and act for common goals for the well-being of the societies. BSEC-URTA with its motto "Common solutions to common problems" is such a platform which is serving for this purpose. Mutual understanding must be based on, whatever the reason, movement of the goods and passengers should never be prevented. Prevention of movement of goods and passengers triggers other side effects and create problems for all parties involved in the chain. This makes life more difficult and costly for all actors.

Our joint activity and reaction with AMERIT on those protests happened between two countries is one of the good examples that how road transport sector has been impacted negatively from unpredictable events and how we create positive synergies by acting united to overcome such problems.

Our aim is to present this proactive approach to eliminate and impede the non-tariff barriers, implications of protectionist approaches across Europe and wider. With this understanding in our last General Assembly we asked our members to provide their feedbacks which priorities and topics they would like to bring and solve through our platform and set our goals within the future working programmes of BSEC-URTA.

I think starting from the invention of the wheel, our industry brings wealth, stability, security and peace to all civilizations. The dust of the truck wheel is vital for the nations to protect themselves and move forward!

J.B.

WE HAVE GREAT CONFIDENCE IN OUR COLLEAGUES FROM AMERIT, CONSIDERING THEIR EXPERTISE AND PROFESSIONAL KNOWLEDGE, AS WELL AS THEIR EXPERIENCE IN THE INTERNAL AND INTERNATIONAL ROAD TRANSPORT IN THE BALKANS AND BEYOND



bottleneck for the road haulage industry. I think this profession very much deserves real reputation similar to air and sail crews.

The great importance of the BSEC region, the determination of its 12 Member States to further cooperation, as well as the drive of the road transport industry, in addition to the continuous undivided support of the IRU, constitute the main engine and motivation of the BSEC-URTA to continuously set higher goals in developing and further facilitating road transport in

al road transport in Balkans and beyond. Contributions and support for facilitation of trade and transport has vital importance and welcomed! Elimination of non-tariff barriers, facilitation of border crossings within region and beyond will be general framework for cooperation. AMERIT is increasing its efficiency and has many activities to be taken as a role model by other members namely; professional training, pilot project for providing guarantee within the Common Transit System. BSEC-URTA strongly motivates its members to con-

Towards a self-sustaining transport and mobile future for all by 2030 (2)



TRANSPORT SYSTEMS REQUIRE EXPENSIVE INVESTMENTS

The construction and maintenance of transport infrastructure is an expensive investment for many developing countries, and most of the budget and funds received from international financial institutions is invested in it



Railways. Railways provide the infrastructure and services for sustainable land transport. Some 1,055,264 km of railway lines carry passengers and cargo around the world, mostly over longer distances. In many countries, railway systems need to be modernised and expanded. Engineering and financing support for the transport industry is urgently needed.



Light rail/metro systems. As of October 2014, some 160 light rail and metro systems were operational in 148 cities in 55 countries, and many more are needed and planned. Public private partnerships and engineering and financing support of the business sector will be needed to make urban transport sustainable.

Shipping. In terms of 2014, data on global shipping include more than 38,750 merchant marine vessels (greater than 1,000



BRT). More than 12.6 million containers (twenty-foot equivalent units-TEU) were transported by sea in 2014 by the 20 largest countries within which the aforementioned transport takes place. Ferries and cruise ships also carry out important passenger transport by sea. In more than 100 countries, the total length of 2,293,412 km of navigable rivers and canals offers opportunities for transportation within the country and the transport of passengers by sea. This kind of transport is of particular importance to countries such as China, the Russian Federation and Brazil.



Aviation. The aviation industry supports \$2.7 trillion (3.5%) of the world's gross domestic product (GDP). Airlines transported more than 3.57 billion passengers on 33 million flights in 2015. In 2014, it is estimated that \$6.4 trillion in cargo value transited by air.



Tourism. Affordable transport enables tourism. More than 1.1 billion tourists took an international trip in 2014, spending an estimated 14 trillion US\$ in tourist expenditure. Transport and tourism are closely linked and contribute significantly to employment and economic value added.



Transport infrastructure. All forms of transport require appropriate infrastructure. Construction and maintenance of transport infrastructure is costly. In many developing countries, transport infrastructure accounts for the relatively largest share of project budgets financed by international financial institutions. However, significant additional financial resources are needed if transport systems are to become more sustainable in future.

**All modes of transport, as well as private sector planning, engineering, construction, management and financing expertise will be crucial to achieve a Sustainable Transport and Mobility Future for All by 2030.*

EU road transport plays an important role in the economy



TRUCK TRANSPORTATION OF GOODS IS ESSENTIAL AND INDISPENSABLE

Truck transportation is more efficient and economical and has a dominant share in the freight traffic of many countries, including Macedonia, but also in almost all EU countries, with which our country realizes as much as 2/3 of its total foreign trade

From a general point of view, transport plays a key role in connecting people to goods, services, social and economic progress and accelerating their development, regardless of their location or residence. Within this framework, the importance of road transport for life in each country is particularly important, and for its economic activities is most often vital. It is complemented and coordinated with rail and water transport, and to a certain extent with the air transport. However, if we exclude maritime transport that takes place globally and on huge, usually intercontinental distances, for each country separately, within the internal or regional and intercontinental transport, the road is of particular and greatest significance, not only because of its simplicity and efficiency, but also because of its extent.

It is known that road transport (truck transport as the most essential) has many advantages that make it indispensable. When it comes to countries with large territories or for international transport on long-term distances, road transport is indeed indispensable. Firstly, it is easier to be realized, and secondly, it excludes a number of goods transshipments, from one vehicle to another, which makes it more efficient. Rail transport, for example, requires at least two additional truckloads, most often



Author: Prof. Dr. Nikola Popovski

from one destination to another, as the railway, naturally, can not directly reach each determinant to which the goods are sent and at which it needs to arrive. Hence, the goods must first be loaded in a truck to be transported to the railways, then loaded into wagons, and after the rail transport, it is re-loaded in a truck to reach the immediate destination. These overhead costs often take time and make extra costs that can be avoided. From that aspect, truck road transport is more efficient and economical since it is realized on the door-to-door principle.

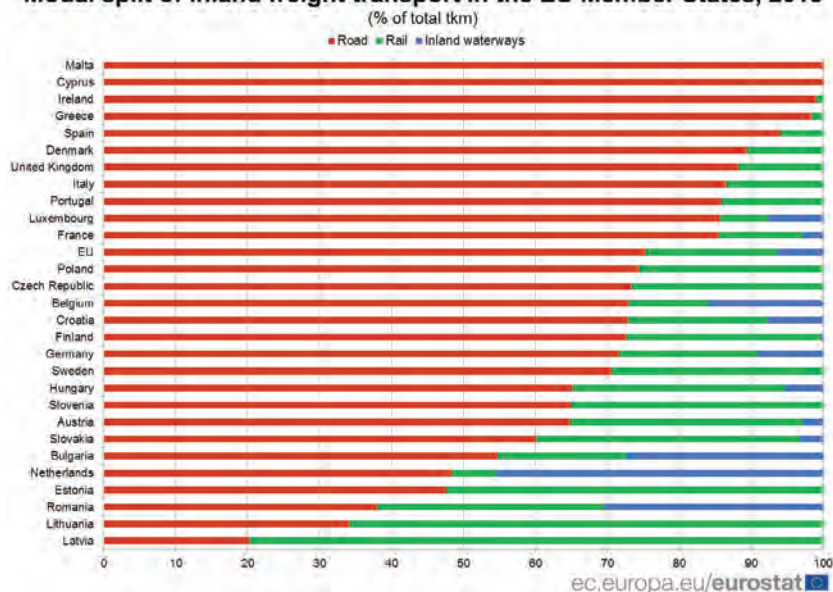
These are some of the most important reasons for its dominant participation in freight traffic in many countries. This is the case with Macedonia, as well as with almost all EU countries, with which our country realizes even 2/3 of its total foreign trade. According to the latest data (from October 2017) of the European Statistical Organization - Eurostat, in 2015, within the EU, 2,287

billion tonnes of kilometers (t / km) were realized in the internal transport. It was only about 1.3 percent more than in 2010, when 2.257 billion t / km were realized. Within this total volume of transport, 75.3 percent or 3/4 of the road transport belong to 2015 and this share has remained unchanged in recent years. In contrast to the road, rail transport accounts for only 18.3 percent, and the inland transport (rivers and lakes) with 6.4 percent of the total transport. Changes in relation to 2010 are insignificant, but it should be noted that road transport usage was increased in 15 out of 28 Member States, and reduced in only eight, indicating a more general tendency of its growth. Thus, it can rightly be said that inland transport in EU countries is actually a story of road truck transport. Hence the importance of trucking is crucial and even irreplaceable.

Observed by individual countries, only in five of them, road transport is not more than half of the total. These are the three Baltic countries: Latvia, Lithuania and Estonia, where rail transport is most dominant, then Romania with almost equal distribution of road, rail and water transport, as well as the Netherlands, where water transport has a huge share in the constructed transport channels. In all other countries, including the four largest EU economies (Germany, France, Great Britain and Italy), road transport is dominant. In seven EU countries, road transport accounts for close to or more than 90 percent of total transport, and thus represents the overall transport sector in those countries. These are: Malta, Cyprus, Ireland - relatively small island countries in

THE LATEST DATA FROM THE EUROPEAN STATISTICAL ORGANIZATION - EUROSTAT, FROM OCTOBER 2017, SHOW THAT INLAND TRANSPORT IN EU COUNTRIES IS ACTUALLY A STORY OF TRUCK TRANSPORTATION

Modal split of inland freight transport in the EU Member States, 2015



which road transport is naturally over-emphasized, but also Greece, Spain, Denmark and G. Britain. The details can be found in table 1 for the participation of the three types of transport in the domestic freight transport in the EU countries.

Such tendencies in world transport, in the EU and in our country will continue in the future. According to the "Sustainable Mobility for All" report, the simply-named "Global Mobility Report 2017", "the transport sector is changing rapidly and its future path is uncertain". It is estimated that by 2030 the global volume of goods transported in the economy will increase by 70 percent compared to that of 2015. Globally, maritime transport will continue to dominate, but once transported goods reach the land, in order to become accessible to people for further productive activities or for final consumption, that is when the road or truck transport steps in, which shows its undisputable domination. It will continue to enable the transported goods to arrive on time in the future, much safer, easier and more efficient, and hopefully with much less ecological disturbances.



AMERIT

SIZ MAKEDONIJA SOOBRAKJAJ

**ASSOCIATE
TRAINING
INSTITUTE**



[NOVEMBER]

CPC DRIVERS

EXAM	Tuesday,	14.11.2017 [10 h.]
TRAINING	Thursday,	09.11.2017
	Wednesday,	22.11.2017

CPC MANAGERS

TRAINING	Wednesday,	08.11.2017 [10 h.]
	Thursday,	16.11.2017 [10 h.]
EXAM	Friday,	10.11.2017
	Thursday,	23.11.2017

ADR

TRAINING	Friday,	17.11.2017 [10 h.]
EXAM	Friday,	24.11.2017

ADR ADVISORS

TRAINING	Friday,	17.11.2017 [10 h.]
EXAM	Friday,	24.11.2017

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"Dalex" DOOEL from Gevgelija



EVERYTHING STARTED WITH THE "FIKJO"

At the start of his working career as a driver, Mile Mickoski, the owner of the transport company "Dalex" from Gevgelija, fell in love with his first vehicle "Fikjo", which later became a life commitment and business for him and his entire family

In the beginning, it was kind of "first love on four wheels", which then transformed into a serious business, and at the end of his career, his old love became his retirement hobby. This can briefly summarize the transport life story of one famous businessman from Gevgelija, Mile Mickoski, owner of the transport company "Dalex", which has existed for 25 years on the Macedonian market. Moreover, his first love, dating back more than four decades, is the love with the former JU-national vehicle number 1 "Zastava 750" or the popular "Fikjo", which

has practically been part of the entire life and business story of Mickovski. Today, as his retirement occupation and preoccupation, it sums up his working career as a truck driver and businessman in his transport company "Dalex", whose founder is his wife Liljana Mickoska, in which also works their son Aleksandar. That is precisely how the little "Fikjo" is the answer to our question: "How did everything begin?", or "What was the motive for Mickoski's transport business occupation?"

- The "Fikjo", on which I first learned how to drive and which later on became my life determination and basic work, is somehow the beginning of my business with the "Dalex company", which today is a family company where both my wife and son work - says Mile Mickoski, who after completing his career as a transporter, enjoys the days of his retirement, owning a green "Fikjo", which is a hit not only on the streets in Gevgelija, but also far beyond.

- The main activity of "Dalex" is truck transport of goods, both in the internal (domestic) and international road transport. We offer transportation with good, quality and maintained vehicles, everywhere and at any time. "Dalex" DOOEL was founded in 1992, when it started transporting textiles to Germany, with a small seven-ton



"Mercedes 1213", then with a truck for Italy ... That's how our transport company was established, which today can boast of its two and a half decade successful development. In our fleet there are trucks with "Euro" standards and eco-semi-trailers, such as MAN and "Scania", and with them we most often operate on the roads of Macedonia - Greece and vice versa, and we also drive to Kosovo. All this, at the moment, is realized with container transport, and for the future we are planning to introduce goods for the European countries with refrigerators - announces our interlocutor, who after retiring from "Dalex", today mainly advises and helps the firm.

Understandably, we asked Mickovski to tell us how he felt about the Macedonian road transport and its place on the European transport market.

- I think that we are well positioned, which is indicated by our cooperation with foreign partners, who are willing to strengthen the cooperation. Both they and



Republic of Macedonia, the high taxes on registration and insurance of vehicles, and contrary to that, low transport prices. This has been pointed out by my colleagues on many occasions, which together we expect in the future to improve the economic conditions for the work with this activity. It will also contribute to higher salaries and more satisfied employees that will require more and more labor to be both good and competitive, both to the transporters from the neighboring countries, as well as those from the EU. That is why, in the next period, priority is given to renewing the fleet with new vehicles, which will be our new

"Fikjo", although he himself does not know how much and what kind of vehicles he had changed and managed, today he returns to his old love. The citizens of Gevgelija can often see him on the city streets in his green "Fikjo", with which Mile has participated in many domestic competitions, as well as in the countries of the former JU- state. At the same time, he has won many awards from competitions in: Switzerland, BiH, Serbia and other countries.

- The truth is - first love can never be forgotten, and in my case, this constant association with the "Fikjo" is not only love, but also a great respect and gratitude to the ve-



us, the whole team currently in charge of "Dalex", hope and expect improvement of the working conditions in Macedonia and Europe. As I already mentioned, our company is equipped with a good and quality vehicle fleet, ready for operation on all transport destinations, and we also have our own parking lot, equipped for the maintenance of our vehicles. If you ask me about the current situation in the road transport, I would go back and say that in the last 10 years we have faced many problems, such as the inconclusive price of fuels in the

driving force for conquering the European market. Through the new communication system we are supplying, as upgraded and equipped, we want to maintain and improve the cooperation with the existing and with the new clients - emphasizes Mickovski, who had been a professional driver for 43 years and a winner of many domestic recognitions, but also IRU-awards, as a good driver, and as a conveyor - businessman. On top of all, despite all the laborious work in the firm, both domestic and European, recalling the "early" years when he used to drive a

hicle from which I practically started everything I achieved in my life, both on a private and business plan. Therefore, our friendship will continue in the future - adds Mickovski, who thanks the family, especially his wife Liljana, for the support of his constant friendship with the green "Fikjo", but also because they followed in his footsteps and the wheels of "the Fikjo" from which everything started, continuing the business and transforming his love into a mutual family love toward the transport company "Dalex".

J.B.

The Minister Sapuric and the Director of the Customs Administration Tanasoski had a meeting with the business sector



JOINED EFFORTS TO SOLVE THE PROBLEMS AND SATISFY THE NEEDS OF DOMESTIC COMPANIES

This business meeting in the Customs Administration was attended by representatives of 15 domestic companies

The Director of the Customs Administration of Macedonia, Gjoko Tanasoski and the Minister without Portfolio, Zoran Sapuric, in charge of improving the investment climate in the country, had a working meeting with representatives of about 15 domestic companies before the end of October. The meeting, which was held at the Customs Administration, was also attended by representatives from the Ministries of Economy and Environment, as well as from the State Market Inspectorate and the Public Revenue Office. As announced by the Customs Administration, the purpose of the meeting was to share opinions and to jointly find the most appropriate solutions to the problems and needs of domestic companies, whose representatives had the opportunity to speak openly about the challenges they face at work and together with the representatives of the state institutions, to submit proposals for their solution, with the aim of creating a better economic environment. The Minister Sapuric stressed that this meeting is a follow-up of previous visits to domestic

companies, in order to inform them about the undertaken measures and the future agenda of the Government of the Republic of Macedonia, in order to increase the investments of domestic companies, improving the business climate in the state and define the measures and activities that will lead to improvement of the situation.

Tanasoski emphasized that the Customs Administration is open to cooperation with economic operators, prepared to give a view on the problems and to respond with measures for improvement as soon as possible, starting with those for which there are no obstacles to implementation at the moment. In the future, further measures will be advancing, which may currently have barriers that will gradually be removed through joint cooperation. The Customs Administration also says that they will maximally support any initiative for direct meetings of this type, which will help to improve the work of companies and to make a step forward in the cooperation and trust between the institutions and the business sector.

Macedonian Customs representatives attended a high-level seminar in Tallinn, Estonia

It was discussed about the creation of a long-term strategy for the application of customs IT- systems

On the margins of the seminar, the Director of the Customs Administration of Macedonia, Gjoko Tanasoski, held bilateral meetings with the directors of several customs administrations from Europe



At the end of September, a Delegation of the Customs Administration of the Republic of Macedonia, led by the director, MSC. Gjoko Tanasoski, participated in a high-level seminar on the long-term strategy for the implementation of the customs IT-systems, which was held in Tallinn, Estonia, organized by the Customs 2020 Cooperation Program with the European Union. At the seminar, CEOs and experts from the national customs administrations of member states and EU candidate countries exchanged information and experiences on possible ways to develop, manage and finance customs IT- systems after 2020.

The representatives of the Customs Administration of the Republic of Macedonia realized active cooperation with their colleagues from Europe and confirmed the efforts for implementation of the long-term strategy of the European Commission program in the Republic of Macedonia.

At the margins of the seminar, the Director of the Customs Administration of Macedonia, Tanasoski, held bilateral meetings with the directors of several customs administrations from Europe, in order to exchange opinions on the current challenges in the region and to reach an agreement on the bilateral activities.

In Skopje - meeting of the management teams of the Macedonian and Croatian Customs Administrations



EXCHANGE OF EXPERIENCES WITHIN SEVERAL AREAS OF CUSTOMS OPERATIONS

It was announced at the meeting that the Customs Administration of Macedonia is already working on the new customs legislation, which will be harmonized with the EU regulations

In the first three-day official visit to the Customs Administration of the Republic of Macedonia, at the beginning of October, there was a delegation from the Customs Administration of the Republic of Croatia, led by the General Director and Assistant Finance Minister, Hrvoje Covic. This meeting, as assessed by the Macedonian Customs, is very important for the acquisition and exchange of experiences from several areas in order to fulfill the necessary conditions for EU membership, such as: implementation of harmonized customs and excise legislation of the EU, improvement of information - technological capacities and services, as well as implementation of the Agreement on trade facilitation of the World Trade Organization. At the meeting, the General Director of the Customs Administration of Macedonia, MSc. Gjoko Tanasoski, emphasized that the support from

the Croatian Customs, as a strategic partner of the Macedonian Customs, is of great importance in the return on the road to the EU. In addition, Tanasoski announced that the Customs Administration of Macedonia is already working on the new customs legislation, which will be harmonized with the EU regulations.

Part of the changes in this section will provide simplification of customs procedures that will facilitate the operations of small and medium-sized companies, improve their competitiveness and help them to more effectively engage in global trade chains. The new customs regulation, besides being simplified, will contain the other three pillars necessary for better integration of the Macedonian economy into global flows - it will be transparent, harmonized and standardized.

Hrvoje Covic, the director of the Customs

At the meeting with the World Bank team in our country

It was discussed about a project for facilitating transport and trade in the Western Balkans



As part of the preparatory mission of the World Bank team in our country, working on the preparation of the project for facilitating transport and trade in the region of the Western Balkans, on 25th September, in the premises of the Customs Administration of the Republic of Macedonia, the General Director, MSc. Gjoko Tanasoski held a meeting with senior officials from this important international financial institution. At the meeting with the representatives of the World Bank mission in our country, several issues were discussed and the possibilities for cooperation of the World Bank with our country in the field of transport and trade were also considered, with the aim of its further improvement and expansion.

toms Administration of the Republic of Croatia, expressed the readiness for intensive cooperation and support in the European integration processes of the Macedonian Customs, through the exchange of experiences and good practice. The directors of the two customs services agreed that the establishment of channels for mutual communication and the timely exchange of information in several areas, in order to increase efficiency in the operation, is of special interest for further bilateral cooperation.

The first man of the Macedonian Customs at a session of the Board of the Macedonian - Turkish Chamber of Commerce

Familiarization with the trade actualities between Macedonia and Turkey



On 25th September, the Director of the Customs Administration of the Republic of Macedonia, MSc. Gjoko Tanasoski, attended the session of the Management Board of the Macedonian - Turkish Chamber of Commerce (MATTO), in order to get acquainted with the members of this Management Board, as well as with the current topics in trade and the customs operations between the Republic of Macedonia and the Republic of Turkey. Expressing gratitude for the invitation, Tanasoski stressed that such meetings are very important for building successful communication among all stakeholders involved in customs procedures. The representatives from MATTO had the opportunity to share the challenges they face on a daily basis and expressed their willingness to strengthen the cooperation in the area of customs operations, in order to develop the bilateral economic cooperation of the Republic of Macedonia with the Republic of Turkey.

At the beginning of October



Umberto de Pretto, IRU Secretary General and Olga Algayerova, UNECE Executive Secretary / photo: www.iru.org.

SIGNED AGREEMENTS WITH THE UN FOR DIGITALIZATION OF THE TIR

These agreements, signed by the IRU and the United Nations Economic Commission for Europe (UNECE), will increase the speed, efficiency and transparency of the customs transit procedure with TIR

The International Road Transport Union (IRU) and the United Nations Economic Commission for Europe (UNECE) signed agreements in early October in order to digitize the customs transit procedure in accordance with the TIR Convention and to strengthen international transport and trade by improving efficiency and safety of customs procedures through improved data management. The full digitalization of the TIR customs transit procedure will be supported by the Memorandum of Understanding (MoU) for further strengthening the cooperation between UNECE and the IRU. The Memorandum of Understanding also sets out a series of annual action plans to define the next steps, presenting the launch of new digital pilot projects of TIR that include several coun-

tries.

- The computerization of the TIR system will increase the speed, efficiency and transparency of the customs transit procedure with TIR. The increased interest in the TIR Convention means that more and more countries will benefit from these improvements. Through this Memorandum of Understanding, UNECE and IRU confirm their commitments aimed at fulfilling the common vision of the long-term sustainability of the TIR system - said Olga Algayerova, executive secretary of UNECE.

The Memorandum of Understanding emphasizes the message that digitalization will take advantage of the benefits offered by IRU digital transit tools, along with digital customs procedures in order to benefit all TIR parties.

- We are eagerly anticipating the enhanced partnership with UNECE to expand and upgrade the TIR system in order to improve trade and foster economic growth, with further pilot projects of the ETF and regular coordination for the use of digital transport, customs and transit tools - noted Umberto de Pretto, the Secretary General of IRU.

In parallel, arrangements are being made to finance the activities for digitizing TIR through public-private partnership, with annual work plans defining the activities and expected accomplishments. In that direction, for 2018, the objectives of this plan enable all interested customs administrations to join a new digital project and the launching of the second pilot-project and introducing full synchronization of the IRU / UNECE system with appropriate databases.

According to Boris Blanche, the chief operating officer of IRU, signing these two important contracts emphasizes IRU's enthusiasm for contributing to the modernization of the TIR procedure in the long run, as well as the decision on the financial contribution to the investments needed at UNECE level for conducting digitalization of the TIR.

Recognizing the successful results of the first ETIR pilot-transport operations between Turkey and Iran, the signed UN agreements aim to allow other countries to continue digital TIR operations, which include greater flexibility in order to enable transport operators to submit data electronically, using different mechanisms for declaring. In addition, enhanced with the program of current regional workshops which highlight the significant benefits of real-time data availability, online monitoring and improved reliability, the full digitalization of TIR is on its way to complete realization.

S.P.T.

At the technical meetings of IRU

Road safety is a priority issue

Road traffic casualties, which count more than 1.2 million people per year and another 50 million seriously injured, at the recent IRU member meetings have put the focus on innovation and training support in order to overcome this unfavorable trend. IRU's commitment to road safety and technical issues is evident in the uninterrupted work to develop and advocate networking and innovation services related to road safety and technical issues, in order, together with its members and industry, to help define and support the technical and legal standards of operators, as well as to raise awareness. In addition, the members of the Commission for Road Safety and the Technical Affairs Committee gathered at separate meetings and focused on the recommendations for Advanced Driver Assistance Systems (ADAS), new fleet management solutions, periodic inspections and vehicle safety (especially for buses). The technical issues on the agenda included grouping of trucks, new types of



tires, high capacity vehicles and electrification of the bus fleet. Both events accentuated the work carried out through EU co-operation projects, such as i-HeERO and SAFER-LC.

Starting in Turin



THE EMERGENCY DEMO TRUCK BEGAN ITS EUROPEAN TOUR

IRU Projects announced the launch of its European Emergency Calls System (eCall) with a Demo-Tour for Heavy Duty Trucks (HGV), which launched the European trip to Turin, demonstrating the system and stopping in three other cities. eCall is activated manually by the passengers of the vehicle, or automatically, with a device when the sensors detect the risk of a serious car accident. The I_HeERO project goes further with an emphasis on the eCall's potential to save lives in the event of road accidents involving trucks. The system relies on the exchange of digital data, such as that provided by e-CMR, with a focus on its application to vehicles transporting dangerous goods.

The demo-tour includes a truck, which will visit various European parts, offering participants practical information on the eCall security benefits. The truck stopped in Turin, Italy on October 10 and 11 (as part of the World Congress of Mobility), then in Ljubljana (Slovenia) on October 16, then in Athens (Greece) on October 24 and in Ostrava (Czech Republic) on 30 and 31 October.

In all new cars and vans sold in the EU from March 31, 2017, it is necessary to install an eCall device. I_HeERO is co-funded by the European Union through the Connecting Europe Program (CEF) and can be visited on the website for the detailed agenda <http://iheero.eu/>.

IRU presentation in BiH

e-CMR is expanding in the Balkans as well

Recently, in Bosnia and Herzegovina, IRU presented the current developments with the adoption of the consignment note (e-CMR), for the approach of Slovenia to the CMR protocol, as well as the recent pilot operation of Greece, making this novelty increasingly available in the Balkan region. Namely, the annual meetings of international passenger and rail carriers in Bosnia and Herzegovina focused on the current trends in transport in relation to international logistics and transit instruments. Positioning Bosnia and Herzegovina in the global market, the event brought together 200 participants, representing the country's largest transport operators who reviewed the changes in national transport legislation and the digitalization of the industry. The future of mobility is digital, and the interest in e-CMR in the Balkan region is encouraging. The impulse will also result in other countries accessing the protocol. The more countries use e-CMR, the more attractive the system becomes, likewise the mutual benefit - says Zeljko Jetic, head of the IRU Global Innovation.



The rules for the carriage of goods at international level are covered by the United Nations Convention on the Transport of Goods, CMR (Convention on the Agreement on the International Carriage of Goods by Road). In February 2008, a protocol to the CMR Convention was added in terms of the use of consignment notes. This protocol entered into force on June 5, 2011, and to date, twelve countries have taken part, such as: Bulgaria, the Czech Republic, Denmark, Estonia, France, Latvia, Lithuania, the Netherlands, Slovakia, Slovenia, Spain and Switzerland.

They can help you with a certain health problem, however....



YOU NEED TO BE CAREFUL WITH YOUR MEDICATIONS BEFORE EMBARKING ON A LONG JOURNEY

Most of the drugs due to their chemical composition affect the psychophysical and psychomotor abilities of the driver and reduce their ability to directly participate in traffic

In order to prevent unhealthy health complications, before or during a long journey, we often consume different medicines, without having the basic knowledge of their effect on the ability to drive a motor vehicle. Today, the pharmaceutical industry and local wholesalers offer a wide range of medicines that protect people's health and treat different types of diseases; however, many of them, due to their chemical composition, affect the psychophysical and psychomotor abilities of the driver and reduce his ability for direct participation in traffic. Therefore, in the instructions of each drug, if it affects the ability of the driver, it is explicitly stated that during therapy, the person must not drive a vehicle or manage a working machine. However, it should be known that medicines that do not contain such a ban in the manual, may have unwanted side effects that can not be predicted, and which may be the reason for traffic accidents.

The influence of drugs on the psychophysical ability of the driver depends on many factors, and besides the choice of the drug, the method of its use is also important, whether it is taken occasionally or

within a longer period of time, in normal, increased or overdosed doses. In doing so, drivers should be well informed about the risk they take with the use of different medicines, specifically with those that change the reactivity of their organism, and thus pose a threat to traffic safety. This is shown by the research conducted last year by the Republic Council for Road Traffic Safety (RSBSP) with partners, according to which, as many as 76.2 percent of the total number of surveyed drivers pointed out that during a particular therapy, that is when they use drugs, they participate in traffic as drivers of a motor vehicle. About 38.1 percent of drivers have driven a motor vehicle under the influence of drugs, although they are aware that the drug affects their ability to drive a motor vehicle. It is worrying that the same phenomenon occurs in about 26.5 percent of the total number of surveyed professional drivers who, although they know and are well aware that professional ethics does not allow them to drive a motor vehicle under the influence of the drug they are using, they still decide to take part in traffic as drivers.

The high percentage of drivers who are involved in traffic under the influence of certain drugs indicates that the influence of drugs on their ability to drive a motor vehicle is underestimated, that is, the effect of drugs on traffic safety is not seriously taken by the participants in traffic. It can also be concluded that doctors insufficiently inform their patients about the influence of the drug (which they prescribe) on their ability to drive a motor vehicle, that is, they do not educate and warn them of the seriousness of the consequences, which can occur if they drive a motor vehicle during therapy. Due to all this, and in order to securely participate in traffic and eliminate the potential risks and threats to traffic safety, the RSBSP has come up with several useful tips, which are especially important for professional drivers who embark on long journeys, such as: before and during the trip, not to use drugs on their own hand, but it is obligatory to consult with a doctor or pharmacist and to be informed about the influence of the drug on the psychomotor activity of the organism. They should also know that antihistamines, popularly known as anti-allergy drugs, have a sedative effect and reduce the driver's psychomotor ability. It is strictly forbidden to mix sedatives at the same time (lexilium, diazepam, helex) and other similar drugs with psychotropic action and alcohol, and if you have the need for consuming drugs that are included in the group of psychotropic substances, stop the vehicle, postpone the trip, let another person drive or arrange an alternative way of traveling. It should also be known that different psychotropic substances (drugs) influence the psychomotor functions of the human organism differently and what is common for all is that they have a limiting effect on the ability to drive a motor vehicle. The effects of drug use that enter this group vary and manifest in a variety of ways, depending on their effect on the central nervous system. Thus, scientific research shows that sedatives slow down the reaction time, distort the perception of time and distance, and reduce the ability to coordinate and simultaneously perform multiple functions, which is otherwise absolutely necessary when driving a motor vehicle. Some types of sedatives, such as benzodiazepines, cause dizziness, drowsiness and de-concentration, and in such a situation the driver is not able to perceive the traffic environment and traffic developments. The combination of alcohol and drugs is manifested on the psychomotor functions of a person, in the same way as heavy drugs. This also means that driving a motor vehicle under the influence of alcohol and drugs is equal to driving a motor vehicle

cle with deeply damaged hearing and vision and with a distorted balance.

From the foregoing, we can conclude that a certain set of drugs (antihistamines, sedatives, antidepressants) affect the ability to drive and they can be a serious cause for traffic hazards, casualties and great material damage. A worrying fact is that drivers usually do not know and are not aware of the negative effect of a certain drug on the psychomotor capability, that is, the ability to drive the vehicle. According to the Law on Road Traffic Safety, "The driver must not drive a vehicle, nor start driving a vehicle if he is under the influence of narcotic drugs or psychotropic substances - drugs with

DOCTORS INSUFFICIENTLY INFORM AND EDUCATE PATIENTS ABOUT THE DRUGS THEY PRESCRIBE TO THEM AND THEIR EFFECT ON THE ABILITY TO DRIVE A MOTOR VEHICLE

psychotropic action". It is considered that the person is under the influence of narcotic drugs or psychotropic substances, if the presence of these substances in the organism is determined by analyzing the blood or both blood and urine, or by another method of measurement. In such terms, a fine of 400 Euros in denar equivalent will be imposed, or 65 negative points, and besides the fine, the driver will be imposed a misdemeanor sanction - a driving ban for a motor vehicle for a period of 6 to 12 months. Therefore, it should be known that the law prohibits this, the envisaged sanctions are high, and the consequences of traffic accidents caused by drivers under the influence of drugs and other psychotropic substances are fatal, hence under no circumstances should people drive when using such substances.

J.S.B.



DANGERS OF AUTUMN DRIVING

Autumn presents many potential hazards for drivers; therefore, from the RSBSP appeal to alertness, caution and concentrated participation in road traffic

Before the beginning of autumn, the Republic Council for Road Traffic Safety issued a public announcement and a warning that driving in this period of the year brings many challenges. Therefore, from the RSBSP call for alertness, caution and concentrated participation in road traffic within our country and beyond.

- Autumn driving can be unpredictable because of weather changes, constant appearance of rain, fog or wind, and in the early hours of the morning there are frequent occurrences of frost on certain places. Colloids are wet, days become shorter, visibility is reduced, and many drivers, especially those who are meteopaths, feel tired and easily distracted - they say from the RSBSP.

Hence, they remind us that the biggest threats to safe traffic in this period of the year are: reduced visibility, increased frequency of pedestrians and cyclists, which are not visible enough, the crevices across

the road, fog, wet roads and pavements covered with leaves, animals, puddles, as well as low morning and night-time temperatures. Accordingly, they advise that all technical checks of the vehicle should be carried out in advance, to pay special attention to the light devices and wipers, the tire pressure, as well as to reduce the speed and adapt to the conditions of the road. It is also advised to avoid any sudden movements, such as abrupt braking or abruptly turning the vehicle, and under fog conditions, to use medium or special lights and not to pass through a bunch of leaves as there may be a possible unexpected obstacle.

At the same time, RSBSP recommends pedestrians to wear bright clothes, reflective bodice or other accessories, which will be easier and timely noticed by drivers, and they recommend that cyclists use light devices prescribed in the Law on Road Traffic Safety.

J.S.B.

The British government is introducing the most rigorous penalties

Life imprisonment for the "road killers"!?

In the United Kingdom, people who, due to careless driving or driving under the influence of alcohol, will cause a car accident with fatal consequences, could spend their whole life behind bars. Such legal changes have recently been announced by the British Government, with the maximum penalty for a road accident with casualties caused by a driver due to unacceptable speed, or who has overtaken or spoken on a mobile phone, will be increased to life imprisonment instead of 14 years, as it was the case thus far. Consequently, these acts will be equated with the penalty for murder of negligence. Also, a driver who is under the influence of alcohol or narcotics can be sentenced to a maximum sentence of life in prison, in contrast to the previous maximum sentence, which was also 14 years in prison.

- We have been working on this amendment of the law for a long time now. We have analyzed all the worst cases and frivolous offenses and we believe that now is the right time to introduce a life sentence for those who kill people on the road by driving without due care and attention, while intoxicated or under the influence of narcotics - said Dominique Raab, the British Minister of Justice.

The law will also include a new qualification for causing a car accident with casualties due to careless driving, but it is yet to be decided on the maximum prison sentence for such cases. Last year, in the UK, 157 people were convicted for causing traffic accidents with fatal consequences.

A new deadline for completing another highway section



DEMIR KAPIJA - SMOKVICA WILL BE OPEN TO TRAFFIC IN MARCH NEXT YEAR

No additional funds are needed for the completion of this project

In March 2018 we will drive along the new highway section Demir Kapija - Smokvica, as the deadline for its construction is extended until the 28th October next year. Such prolongation of the construction of this section was carried out with an annex to the contract for its realization, with both the Government and the Ministry of Transport and Communications already pointing out that this will not cause additional financial implications for this project. With the annex, the duration of the supervision contract has practically been extended, which will require about 850,000 euros, otherwise provided within the current loan intended for realization of the highway, which can not be completed on the previously agreed deadline, November 1, because a dislocation of the transmission line of MEPSO needs to be undertaken, as well as construction of the Control Center near Negotino, which will inform the passengers in case of accidents and interruption of the traffic on the tunnels and bridges. This activity,

according to initial announcements, should be ready in January, next year. The total investment for this section, carried out by the Greek company "Aktor", whose length is 28 km and which began to be built in 2012, is 218 million euros. Otherwise, as it is already known, the Government with the Annex extended the contract until September next year and the deadline for the construction of the Miladinovci - Shtip highway with a length of 47 kilometers, worth 206 million euros, which was due to be completed by May this year; however, only 75 percent of the work has been completed so far. Otherwise, negotiations with the Chinese company "Sinohydro" are still underway to prolong the construction deadline of the section Kichevo - Ohrid (it should be ready by February next year, but so far only half of the work has been done), as well as to determine the additional costs for its completion (initially it was supposed to cost 374 million euros).

J.S.

Expansion of the network of fuel suppliers in our country

"Gulf Oil" launched the first, and "Makpetrol" the 127th gas station in Macedonia

The "Gulf Oil" gas station is located in Skopje, whereas the "Makpetrol" gas station in Vevcani

The network of gas stations in the Republic of Macedonia is rapidly expanding - in early October, the US oil brand "Gulf Oil" also entered the Macedonian market, more precisely in Skopje, followed by "Makpetrol" which opened the 127th gas station in the country, located in Vevcani. "Gulf Oil" is entering the market as a partner in the domestic company "Super Trade", which plans to expand in the future to 25 petrol stations throughout the country, and which has been present on the Macedonian market for years and is one of the largest distributors of fuels. According to Snezana Stajic, founder of "Super Trade", the entry of "Gulf Oil" means a lot for the Macedonian economy. "It is a major foreign investment that brings the highest standards that have already been developed in the world," said Stajic, and Gulf Oil's representative, Mario Dadoni, underlined that the company has a hundred years of experience and is character-



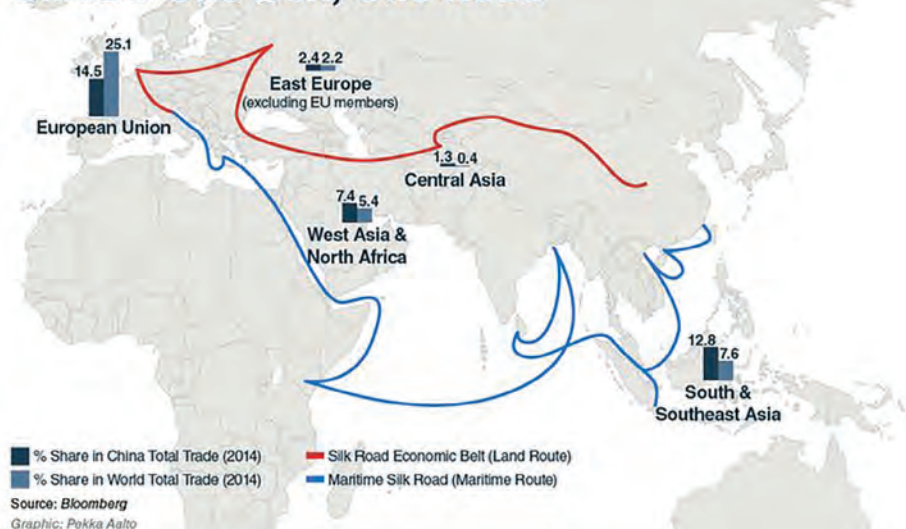
ized by innovation, establishing standards, high quality and technical excellence of products. The Macedonian market, he said, is part of the planned expansion of the company's distribution network in the world. On the other hand, "Makpetrol" put into operation its newest facility in Vevcani, with an area of about 8,000 square meters, located on the Struga-Debar highway. Moreover, 120 million denars were invested in the new gas station.

"We will offer consumers a wide range of products, high-quality gasoline and diesel fuel, as well as auto LPG fuel, and we are also planning to expand the supply with methane installation," said Ljupco Georgievski, retailer of Makpetrol, the largest distributor of fuels in our country. Established 70 years ago, this domestic company today has 127 petrol stations throughout Macedonia and a total of 1,800 employees.

J.S.B.

The 3rd China-Central and Eastern Europe Conference took place in Ohrid

China's One Belt, One Road



THE INITIATIVE “ONE BELT, ONE ROAD” IS AN OPPORTUNITY FOR ECONOMIC DEVELOPMENT OF THE REGION

Representatives from 15 countries from four continents attended the 3rd China-Central and Eastern Europe Conference dedicated to the role of human capital in the initiative “One Belt, One Road” that was held in Ohrid in early October. At the opening of the conference, the President Gorge Ivanov stressed that due to the positive past experience, Macedonia wants to be part of the new “Silk Road”, adding that he supports the Chi-

nese initiative “One Belt, One Road”, as it contributes to peace, prosperity, openness, innovation and the connection between civilizations.

- Only where there is a developed road infrastructure, there is developed trade and cooperation. We are aware that when a new infrastructure is being built, the geography changes, and thus the future changes. Infrastructure projects within the “One Belt, One Road” will enable the countries of Central,

Eastern and Southeast Europe to be firmly interconnected, which will increase the competitiveness of the region's economies for foreign investment. It will irretrievably change the geography of the region, erase prejudices and divisions, promote cooperation and build the European future of all countries in the region - emphasized Ivanov. This is a very important initiative, especially for Macedonia, as it offers opportunities for financing major infrastructure projects in the region that would contribute to its greater economic development.

- The construction of the Budapest - Belgrade expressway is currently ongoing, the Chinese have also invested in a big project in the port of Piraeus, whereas Macedonia as a geographically located country between these two points has huge potential for economic benefits. Apart from the infrastructure, its opportunities for the development of science and education, especially tourism, are even greater, said Mat-evž Rašković, professor at the Faculty of Economics in Ljubljana. Jun Cao, a professor at the Sichuan University of International Finance and Economics, also pointed out the tourist potentials of our country and emphasized the need for more intensive cooperation between the leaders of both countries, which will enable the realization of future projects of common interest. The project “One Belt, One Road”, implemented by the “16-plus-one” program, provides for major financial mechanisms for which more than \$ 50 billion are available through Chinese banks for infrastructure and other projects in the region.

J.S.

At the 2nd Conference of Ministers in Warsaw within the framework of the process “China 16 + 1”

The infrastructure priorities of Macedonia have been presented

The infrastructure projects implemented by the Government of Macedonia for the development of the Corridors 8 and 10, as well as the activities for promoting the connection with the region and the countries of the European Union, were presented at the Second Conference of Ministers of Transport and Business Forum, which was recently held in Warsaw. In addition, the Minister without Portfolio in charge of foreign investments, Zorica Apostolska, explained the measures undertaken by the Macedonian Government to build a modern, safe and integrated transport system, adapted to the needs for the economic development of the country.

- We are currently focused on the construction of new highways and roads, new railroads, as well as the reconstruction and modernization of the old ones. The Republic of Macedonia is a country surrounded by land and our major maritime approach are the ports in Greece, and from that aspect, Corridor 10 is strategically very important as most of the goods coming from abroad are transported mainly through it. Therefore, its functionality is essential for our country - emphasized Apostolska, stressing that if one takes into account that the missing railway links create potential bottlenecks, the strategic goal of the Government is to finalize the railway sections of Corridor 8 on the East-West axis, which is a common priority for all countries in the region. This conference was organized within the framework of the “China 16 + 1” process and it presented strategies and projects for further linking of the



countries of Central and Eastern Europe, with the support of the funds from the People's Republic of China, and in the wake of the Summit of Heads of Government and countries that will be held next month in Budapest.

Scania XT



NEW GENERATION, PART TWO

With the XT series, Scania is entering the second phase of the introduction of the new generation of trucks, which is the biggest deal of the Swedish company of all time



The great options for selection and adjustment, except for the construction, will make the XT Series interesting for other sectors

The introduction of the new generation of Scania trucks began last year and will continue until 2019.

It is divided into three stages based on the segments for which the vehicles are intended - for long distances, construction and urban environments, as Scania divides the market. "It's likely that people on the outside cannot even imagine the significance of this operation, even for a company like Scania. It's much more than a replacement for generations", explains Stephen Lindbloom, who is leading the launch programme. "The rate and sequence, among other things, are based on how we reconfigure our production. Thus, we will be able to offer the potential customers the most modern transport solutions", he adds.

The introduction of the XT series is so much more than a shift in model generation. The builders are very specific in the requirements, and the working conditions are highly challenging. Therefore, regardless of the engine, every truck can be chosen with any cabin - P, G, R or S, with several different heights and lengths. A distinctive characteristic for all is the extremely robust and massive bumper extending at 150 mm in front of the cabin. It improves productivity, and creates an impression of unyielding power. Together with the headlamp bars, it effectively protects the front part from any



impact, which often occurs in this work. It is positioned to provide an accessible angle of 25°, and in its environment there is an easily accessible opening intended for hauling a load of up to 40 tons, so in case of a jam, the truck can be pulled out when it is fully loaded or can be used as towing vehicle.

This detail shows how the Scania XT series is truly adapted to the needs of the builders in a range of different applications. A modular construction system meets their requirements, offering great potential for adjusting the vehicles for any type of work and purposes. It enables clients to define themselves what is what they consider essential and most important, and what needs to be specifically addressed. As a result of this kind of configuration, the XT-Series vehicles can perform various tasks outside the construction sphere: in forestry, utilities, to be service vehicles with platform and hoist ... It all depends on the buyer, not on Scania.

The freedom of choice does not end with the cab and the configuration. In fact,



To further equip trucks in order to carry out specific tasks, it is also thought of the possibility of fixing the control equipment in the cab

the range of engines is also broad. Scania XT can be obtained with any aggregate of modern generations - with the new DC09, last year's DC13 or the powerful V8 engines. The smallest has five cylinders, a working capacity of 9.3 liters and comes with 280, 320 and 360 horsepower. For more serious solutions, the 12.7 liter engine with 370, 410, 450 and 500 hp is more suitable, while the top of the offer is reserved for the powerful 16.3 liter V8 with 520, 580 and 650 hp or its top-performance with a total of 730

horses. All are equipped with a selective catalytic reduction for post-treatment of exhaust gases and a motor brake of adequate strength.

Completing the selection continues with the personalization of vehicles according to the purpose. There are two basic equipment packages available: external and internal. The outer package consists of extremely robust mirrors, sun visors and additional roof lights, and the interior includes separate seats, high-edge rubber rugs, additional storage space required at work, a special system that can be continued as needed the instrument panel and provide a place for the controls for handling the additional equipment and the upgrade. For special tasks, special solutions have been prepared, such as combined suspension, higher air intakes, vertically mounted exhaust pipes and the like.



The new Scania XT Series is robust and practical, both from the outside and from the inside

However, the choice does not end here. Vehicle detailing is possible by adding specific components, such as: the electric handbrake that automatically acts when the driver's door is open or when its seat belt is unlocked, then special high-dust absorber dust filters (up to 40 kg), the possibility of adjusting the body of the wheels and the mudguards, which is required when driving frequently with snow chains or coarse tires, as well as other specific accessories. To put it simple, it is perfect for everyone.



Each engine and each configuration can be obtained with each cabin

Mack Anthem



REVITALIZATION OF THE IMAGE

After nine and a half years, the American Mack introduced a new truck model

Anticipated for long-term distances, a new truck called Anthem will replace the current Pinnacle series. Although not so old, it failed to reach the glory of its predecessor Vision who left the stage in 2006, which turned out to be a record year for Mack. Therefore, customers expect a lot from the new player in the most prestigious American truck league. The statement made by Mack Trucks President, Dennis Slagle, given at his presentation serves as a confirmation of its excellence: "As one of the most significant new trucks in the long 117-year-old tradition of Mack, Anthem is a new interpretation of a highway tractor. It has it all, from aerodynamics and comfort to connectivity and of course, recognizable looks."

Slagle does not accidentally mention aerodynamics. Newly engineered, Mack's engineers paid great attention to the cab in order to achieve better fuel economy, as well as to fully utilize the interior space for drivers, in order to be more comfortable on long-distance journeys. It has essentially retained the traditional shape, but has received numerous modern elements, in-



The new model of Mack has a lot to offer

cluding LED lights. It has modern engines, which were presented three years ago. For the new Anthem, two aggregates with six cylinders are available. The smaller MP7 has a displacement of 11 liters and comes with a power of 325 to 425 hp and a torque of 1,710 to 2,115 Nm. The MP8 engine has a similar construction as it, but a 13 liter capacity and is available with a maximum

of 415 and 505 hp and 1,980 and 2,520 Nm. Depending on the needs of the users, Mack in these trucks will incorporate its own or Eaton-Fuller manual, Allison automatic and custom automated gearboxes with 12, 13 and 14 transmission degrees. The axes can be Mack, Meritor or Dana, and the suspension is steel or airborne. There is also electronics, but not as much as in European



Mack Anthem has a fuel consumption of 11% less than the previous generation of trucks



Every detail in the interior of the Anthem was designed with purpose

trucks. Mack Anthem will offer a wide range of cab configurations, divided into three basic classes: a lounge, a flat top sleeper and a new large (Stand-Up Sleeper) cabin. The interior of all is modern and provides a high level of comfort and safety. Mack specifically emphasizes the Co-Pilot trip computer with a 5-inch color display, the Pre-Trip assistant for controlling the functions of the truck before driving, Apple CarPlay, satellite radio and TomTom navigation. There is 24-

inch multimedia system, the Mack Connect and the Mack GuardDog Connect proactive telematics solution that continuously monitors the truck's performance and automatically reports the Mack 24/7 OneCall service center when needed, for any eventual assistance or repairs.

With this retractor, Mack wants to return to the top market position in North America. Delivery (for buyers) will begin in the first quarter of next year.

WHEREVER YOU ARE.



AMERIT
SIZ MAKEDONIJA SOOBRAKJAJ



MakedonijaSoobrakajAMERIT

AutoBest 2018



SIX FINALISTS FOR THE PRESTIGIOUS TITLE

- The real world consumption test of PSA wins the "EcoBest 2017" award
- Alexa for Seat is SmartBest 2017

The Citroën C3 Aircross, the new Ford Fiesta, the new Honda Civic, Opel Grandland X, the new SEAT Ibiza and the Volkswagen T-Roc





Marek Reichmann, chief designer and chief creative director of Aston Martin Lagonda, Thomas Ingenlath, won the DesignBest Award this year

are the finalists for the European AutoBest 2018. These cars will compete for the Best Buy Car of Europe title in 2018. The jury of 31 members will make its final decision and vote in the next few weeks, and the winner will be announced on December 15th.

"This year six outstanding cars convinced the Jury members to make it into the final. So, we have six finalists for the Best Buy Car of Europe in 2018!" said Dan Vardie, Founder and Chairman of AutoBest organisation. In accordance with the AutoBest rules, the Jury can decide the number of the finalists each year. AutoBest is releasing the logo of "European AutoBest 2018 Finalist." The six manufacturers are entitled to use the logo in all of their communication and promotion campaigns in the lead-up to the announcement of the AutoBest 2018 winner.

On 29 & 30 November, the European AutoBest Jury will go to the Vairano proving ground near Milano, Italy, for the Final 6 test.

"As AutoBest, we perform the most relevant and most complex tests carried out by automotive media. Last year we introduced our comparative tests on public roads and on a closed track, thanks to the excellent cooperation with ASC Vairano, on the test track of Quattroruote, the leading Italian car magazine and member of AutoBest. We also introduced the most advanced form of

a Q & A session in the automotive industry", said Ilia Seliktar, President of the AutoBest Jury.

The EcoBest 2017 Award, the European leading recognition of the most relevant environmental products, technologies and projects, went to the PSA for real consumption tests carried out in collaboration with Bureau Veritas, T & E and France Nature Environment (FNE). It is the first time in the

industry for a car maker - PSA to team up with three independent organisations: Bureau Veritas, France Nature Environment and Transport & Environment, with headquarters in Brussels. In a period dominated by the suspicion that most of the released consumption figures are not realistic, the PSA project is showing the determination of the French car maker to be fair with its consumers.



SmartBest 2017: By incorporating Alexa, Seat and Amazon offer drivers advanced connectivity

This year's DesignBest award goes to Marek Reichman, the Chief Designer & Chief Creative Officer at Aston Martin Lagonda. Entering this unique Hall of Fame, reserved only for the best car designers, Reichman receives a European recognition for his outstanding job at the British car manufacturer. The designer of some of the most iconic cars of the last decade, including some for James Bond, is one of the most talented and influential of our time. He has made a remarkable contribution to the evolution of Aston Martin brand from a pure luxury car to a luxury brand, offering many products, services and experiences.

SmartBest 2017 goes to SEAT for establishing the first cooperation with Alexa in the car industry. Even if it is not an exclusive one, the choice of Amazon to partner first with SEAT in implementing the world ac-

vanced Safety Sense system standard on almost all of its cars. This move brings a high level of active safety to nearly all of the cars sold throughout Europe and is very much in keeping with the AutoBest credo. The jury is particularly impressed with the pace at which Toyota has implemented a broad safety package into its model line-up. Already more than nine out of ten of the cars – 92 percent to be precise – sold throughout Europe are equipped with Toyota Safety Sense. This number includes 100 percent of the affordable Yaris model, which gets the Pre-Collision System with Autonomous Emergency Braking, Automatic High Beam, Lane Departure Alert and Rear seat belts with force limiters and pretensioners. All but the base model also get Road Sign Assist, warning the driver if they exceed the permitted speed limit.

total, eight awards are dedicated to these achievements in the following categories; ManBest, CompanyBest, EcoBest, DesignBest, TechnoBest, SafetyBest, SmartBest и SportBest. Today AutoBest is releasing the first four and the rest will be announced later.

The awards ceremony will take place in the first half of February 2018. Every year the AutoBest Awards Gala brings together the top executives of various companies. Therefore, it has become one of the only annual European events where competitors gather at the same table with great pleasure. The AutoBest Awards Gala has evolved over 17 years from a distinguished dinner at a five-star location to a European Gala with world-class artistic content, gourmet menu and a unique Grand Finale for the AutoBest Award. The 2017 Awards



SafetyBest 2017: 92 percent of Toyota cars sold in Europe are equipped with the advanced Safety Sense security package

claimed Alexa represents a remarkable step in the connected technologies on board today cars. The cooperation has just begun and will go deep into developments beyond simple voice recognition of today. This collaboration has the chance to change the game in the near future! AutoBest Jury is proud to present the SmartBest award, the world's first dedicated dedicated technology, to the Spanish carmaker Seat, who as a brand focuses on this megatrend.

This year's SafetyBest prestigious award goes to Toyota for making its ad-

AutoBest Jury members come from 31 European countries, making it the largest Independent Motoring Jury in the world by the number of represented countries.

The AutoBest Jury also pays close attention to the efforts the automotive industry is making. Investments, new automotive job opportunities for people, funds for green cars and technologies, the support for different regions of Europe are all carefully checked and appreciated by the Jury. New car technologies and connectivity are also under the scrutiny of the Jury. In

Gala, was held in Lisbon, Portugal. Customers from around Europe can get in contact with the lottery organised by AutoBest, which allows for their participation at the Gala. The AutoBest 2018 Gala is scheduled to take place in Salzburg, Austria.

At the same time, AutoBest Jury welcomes Szczepan Mroczek, as the new member representing Poland. He is replacing Szymon Soltysik who chose a PR career in the car industry. Szczepan is a respected journalist in Poland. On his acceptance as a jury member, Szczepan said: 'It is the hon-



Leading European recognition of the most relevant environmental products, technologies and projects EcoBest 2017 went into PSA's hands for real consumption tests

our to take part in AutoBest. This contest will be great help to deliver to customers important information about mainstream cars which are on the market. I look forward to continue Mr. Sołtysik's work, as the only Polish member of AutoBest." Szczepan's membership has already entered into force, hence he will take part in all the AutoBest

Jury related activities.

The AutoBest organisation was created in 2001 with the revolutionary concept of "Best Buy car" available on the European market. For a car to become an AutoBest winner, it must represent the best offer for most European customers. Price, service

network, spare parts distribution and versatility are the most important criteria in the voting process. Design and new technologies are also important criteria in the process of voting. AutoBest uses a transparent voting system, with a complex matrix of 13 criteria to decide the winner.



REGISTER YOUR VEHICLE AT THE RIGHT PLACE

- TECHNICAL INSPECTION AND REGISTRATION OF MOTOR VEHICLES AND TRAILERS ▪ INTERNATIONAL DRIVER LICENSES ▪ ATP INSPECTION ▪
- AUTHORIZATION TO DRIVE A BORROWED MOTOR VEHICLE ▪ CALIBRATION OF DIGITAL AND ANALOGUE TACHOGRAPHS ▪
- ISSUING TEST PLATES AND CERTIFICATE FOR TEST DRIVING ▪ ALL TYPES OF INSURANCE FROM ALL INSURANCE COMPANIES ▪

Macedonia**The winter calculation of time starts on October 29th. Therefore, turn on the lights!**

In the Republic of Macedonia, as in most European countries, the last weekend of October, the night of October 28th to October 29th, the clocks were moved an hour earlier (from 3am to 2am) and thus started the winter time calculation. With this, as the auto-clubs in the region warned, motor vehicles should turn on the daytime running lights or the low beams, as required by the Law on Traffic. Motorcycle riders should know that throughout the whole year, they should have the lights on their motorcycles turned on. The winter time calculation will last until March 25, 2018 (i.e. four months and 24 days), when the summer time calculation for the next year starts.

Recently, a group of 70 MPs of the European Parliament pledged to abolish the European Commission Directive on changing clock shifts twice a year. Their request was based on the growing evidence of the negative effect of that practice, which, according to scientific research, showed that 20 percent of the population suffers from health problems due to a change in the clock, and they say that "moving the clocks leads to more traffic accidents, more disruptions in families, and a decrease in productivity in the workplace. Moreover, changing of the clock has been introduced in order to save energy, yet this goal has never been fulfilled.

Macedonia**Compulsory winter equipment in vehicles as of November 15th**

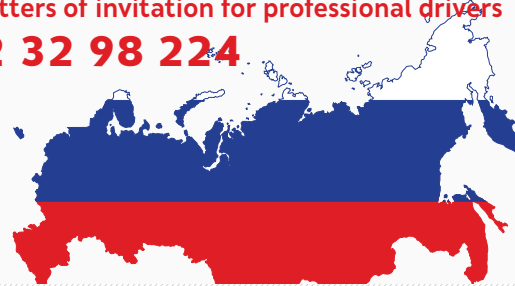
The winter is on its way, therefore drivers need to prepare their vehicles for safe movement in winter conditions. Regulations oblige drivers to have winter equipment installed in their vehicles, as of November 15th this year until March 15th next year. For car, jeep and light truck drivers, it is mandatory to have winter tires and chains, and for bus and heavy truck drivers, also a shovel, in case snow chains can not be mounted on the drive wheels. Of course, the failure to comply with the regulations



carries sanctions from the traffic police, which in the forthcoming winter season will be in accordance with the existing Rulebook, which stipulates a penalty of 45 euros in denar equivalent, i.e. the driver will be registered 25 negative points. According to the Law on Road Traffic Safety, a police officer may order a driver to stop the further movement of the vehicle, if he does not act in accordance with the traffic sign for obligatory wearing and use of winter equipment. He may also require the driver to stop the operation of his vehicle, even when there is no traffic sign for

compulsory wearing of winter equipment and if the winter conditions on the road do not allow for smooth and safe traffic flow. In fact, a police officer can order a driver to install the winter equipment on the vehicle. Winter equipment for motor vehicles with a maximum permissible mass not exceeding 3,500 kg are all-wheel tires with a minimum tread depth of four millimeters, as well as tires with a summer profile on all wheels, with a minimum tread depth of four millimeters, as well as snow chains of adequate size for the drive wheels or other suitable aids. Winter equipment for four-wheel drive vehicles (4 x 4) includes all-wheel-drive winter tires with a minimum tread depth of six millimeters, summer tires with all-wheel tires with a tread depth of at least four millimeters. Each vehicle with summer tires profile should have winter chains, and when the vehicle is in constant operation, at least the rear axle should be mounted with snow chains. In the event of an overlapping drive, at least the permanently engaged shaft should have snow chains. Winter equipment for motor vehicles with a maximum permissible mass exceeding 3,500 kg are winter tires on the driving wheels with a minimum tread depth of six millimeters, tires with a summer profile on all wheels, with a depth tread of minimum four millimeters and snow chains of adequate size for the drive wheels or other suitable aids. Otherwise, winter tires are those that have a mark on their side, "MS", "M + S", "M & S" and a snowflake sign on a stylized mountain with three peaks.

Russian letters of invitation for professional drivers
+389 2 32 98 224



Hungary

Maximum permissible weight and dimensions in the goods transport

Height	4,00 m
Width	
Motor vehicle / trailer	2,55 m
Cooler	2,55 m
- reinforced thermal insulation	2,60 m
Length	
Motor vehicle	12,00 m
Trailer	12,00 m
Articulated vehicle	16,50 m
Road train	
- Truck + 1 trailer	18,75 m
- Truck + 2 trailers	24,00 m
Weight per axle	
- single axis	10,0 t
- drive axle	11,5 t
■ tandem axle of a motor vehicle, with a distance between the axles:	
- <1,00 m	11,5 t
- from 1,00 m to less than 1,30 m	16,0 t

- from 1,30 m to less than 1,80 m	18,0 t
- from 1,30 m to less than 1,80 m and the driving axle is fitted with double tires and a pneumatic suspension or equivalent, or each drive axle is fitted with double tires, and the maximum axle load does not exceed 9.5 tonnes.	19,0 t
■ tandem axle of a trailer or semi-trailer, with a distance between the axles	
- <1,00 m	
- from 1,00 m to less than 1,30 m	16,0 t
- from 1,30 m to less than 1,80 m	18,0 t
■ a three-dimensional axle of a motor vehicle, with a distance between the axles of:	
- 1,30 m or less	22,0 t
- over 1,30 m	24,0 t
■ a three-dimensional axle of a trailer or semi-trailer, with a distance between the axles of:	
- 1,30 m or less	21,0 t
- over 1,30 m	24,0 t
Maximum permissible weight	
Motor vehicle	

Assessment of vehicles and real estate

- ✓ fast
- ✓ efficient
- ✓ honest
- ✓ economic
- ✓ legitimate

VAT REFUND POSSIBILITY



VAT REFUND FROM:

- AUSTRIA
- BELGIUM
- BULGARIA
- DENMARK
- FRANCE
- GREAT BRITAIN
- GERMANY – for passenger transport
- IRELAND
- LUXEMBURG
- NETHERLANDS
- NORWAY
- POLAND
- SERBIA
- SLOVENIA
- SWEDEN

VAT refund from
MACEDONIA
for foreigners!

INFO

- with 2 axes 18,0 t
- with 3 axes 25,0 t
- With 3 axes, if the drive axle is fitted with double tires and a pneumatic suspension or equivalent, or each drive axle is fitted with double tires, and the maximum axle load does not exceed 9,5 t 26,0 t
- 4 axes or more 30,0 t
- 4 axes or more, if the two axes are steering and the drive axle is fitted with double tires and a pneumatic suspension or equivalent, or each drive axle is fitted with double tires and the maximum axle load does not exceed 9,5 t 32,0 t

Trailer

- with 2 axes 18,0 t
- with 3 axes 24,0 t

Articulated vehicle

- with 3 axes 28,0 t
- 4 axes (2 + 2) 36,0 t
- with 5/6 axes (2 + 3, 3 + 2/3) 40,0 t

Road train

- 4 axes (2 + 2) 36,0 t
- with 5/6 axes (2 + 3, 3 + 2/3) 40,0 t
- with 5/6 axes (3 + 2/3) for transporting 40 'ISO containers 44,0 t

The distance between the axis of the pin on the fifth wheel and the rear of the semi-trailer must not exceed 12 m.

The distance measured parallel to the longitudinal axis of the road train from the highest outer point of the loading point behind the cab to the final exterior point of the trailer, minus the distance between the rear of the towing vehicle and the front of the trailer must not exceed 15,65 meters.

The distance measured parallel to the longitudinal axis of the road train from the highest outer point of the loading point behind the cab to the exterior point of the trailer must not exceed 16,40 m.

A new weight measurement system

The Hungarian government, in order to increase road safety, protect national roads and ensure equity of competition between carriers, launched the National Variability Measurement System, starting on September 19, 2017. The national system for measuring variability is based on the principle of objective responsibility.

The purpose of the TSM (National Axial Measurement System) is to detect traffic violators, even without stopping the vehicle. The new system is expected to be more efficient than any other previous procedure. The introduction does not impose any new obligation on the companies concerned, however, the effectiveness of controls is expected to increase from two percent to more than 50 percent.

In the territory of Hungary, a total of 89 measuring points have been developed. Motion sensors for moving weight, installed underground, can determine the axle and total mass of the vehicles.

It should be noted that the measuring points will gradually integrate into the system, simultaneously with their authentication and authorization by December 31 this year. During the period of preparation, there will be no penalties, but the warning decisions will be sent to those operators whose vehicles are not in accordance with the established axle load and the approved total mass in accordance with the Hungarian regulations.

Apart from the new TSM measurement points, the authorities continue to use the HAENNI load scale and the measurement stations for regular road traffic control, and fine can be imposed on the basis of the results.

The official information and the map of WIM sensors are available exclusively in Hungarian, at the link: <https://obu.utdij.hu/hirek/tsm-merohelyei/>.

Source: MKFE, September 2017

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ddv@amerit.org.mk



FUEL PRICES FOR THE WEEK 41 /2017

COUNTRY	CURRENCY	95 LEAD FREE	98 LEAD FREE	DIESEL
Albania	ALL	172.00	-	169.00
Andora	EUR	1.078	1.138	0.918
Argentina	ARS	-	-	18.295
Armenia	AMD	400.00	420.00	360.00
Austria	EUR	1.181	1.333	1.117
Belarus	EUR	0.547	-	0.564
Belgium	EUR	1.378	1.458	1.336
B&H	BAM	2.15	2.25	2.10
Brazil	BRL	3.88	-	3.21
Bulgaria	BGN	2.09	2.35	2.10
Chile	CLP	753	806	508
Croatia	HRK	9.28	9.85	8.78
Czech Republic	CZK	29.87	31.50	28.78
Denmark	DKK	10.59	10.82	8.79
Estonia	EUR	1.129	1.169	1.129
Finland	EUR	1.414	1.490	1.258
France	EUR	1.378	1.449	1.270
Georgia	GEL	2.33	2.23	2.04
Germany	EUR	1.312	1.507	1.153
Greece	EUR	1.468	1.696	1.243
Hungary	HUF	345.00	-	384.00
Ireland	EUR	1.339	-	1.219
Italy	EUR	1.558	-	1.410
Japan	JPY	149.30	139.10	116.70
Kazakhstan	KZT	150.00	164.00	129.00
Latvia	EUR	1.155	1.224	1.053
Lithuania	EUR	1.087	1.142	0.956
Luxemburg	EUR	1.140	1.200	1.003
Macedonia	MKD	63.50	65.00	51.50
Mexico	MXN	17.83	-	16.98
Moldavia	MDL	17.07	17.65	15.30
Montenegro	EUR	1.250	1.320	1.110
Netherland	EUR	1.628	1.745	1.319
Norway	NOK	16.17	17.16	14.95
Peru	PEN	3.24	3.62	2.62
Poland	PLN	4.54	4.89	4.42
Portugal	EUR	1.493	1.532	1.301
Romania	RON	4.70	4.91	4.95
Russia	RUB	40.88	-	38.65
Serbia	RSD	141.90	-	147.90
Slovakia	EUR	1.282	-	1.137
Slovenia	EUR	1.264	1.356	1.221
Spain	EUR	1.199	1.339	1.124
Sweden	SEK	13.62	14.22	13.75
Switzerland	CHF	1.432	1.530	1.570
Turkey	TRY	5.28	5.31	4.79
Ukraine	UAH	26.54	27.61	24.11
G. Britain	GBP	1.176	1.275	1.202
USA	USD	0.658	-	0.736
Uruguay	UYU	45.90	47.60	38.50

TRUCKS



FOR SALE

Volvo Euro 6, mileage of 235,000 km, production year 2015.

+389 (0)70 / 323-823

Volvo FH Euro 5.95% tires, complete service of oil and filters, in top driving position, driven on location Denmark - Benelux - France, with a medium loading capacity of 15 tons, built-in toll collect for Germany, a fridge, registered with a casco - insurance until 21.1.2018.

+389 (0)78 / 477-959

Volvo FH 460, Euro 5, in excellent condition, regularly serviced and maintained, production year 2010, used for the transport of textiles, has full equipment. Price per contract.

+389 (0)70 / 210-662

Volvo FH 440, from 2009, with spent real 790,000 km, in perfect condition, with service booklet, serviced only by authorized Volvo services in Sweden, with changed set-lamella, discs and tiles, with new tires, in very good condition. Cash only.

+389 (0)75 / 437-112



Daf HF 105.410, with factory software made 460x, Euro 5, production year April 2010, with 711,000 km, has a factory installation for ADR, roof air, front new tires, rear 60%, serviced, changed tachographs, belts, compressor, anchor, alternator and new accumulators, in perfect condition. It is located in Macedonia, MK plates.

+389 (0)70 / 313-302

Two identical trucks Mercedes Benz Actros are being sold, together with their trailers. The cost of the set is 64,000 Euros, load capacity to 22,5 tonnes, truck dimensions 7,20 mx 2,50 mx 3,05 m, trailer dimension 8,20 mx 2,50 m 53,05 m, with 1,050,000 km spent. Trailers are Jung-type with Mercedes axles.

+389 (0)78 / 249-381

MAN TGA 440, production year 2006, in excellent condition, completely serviced, on BG plates. The truck is in Skopje, can be seen at your convenience.

+389 (0)75 / 355-641

MAN 26.293, registered since 1999.

+389 (0)70 / 999-184

MAN 403, unregistered, the engine is in good condition.

+389 (0)76 / 889-657

MAN 19 403, production year 1997, registered until 22.5.2017, with retarder, cruise control and trailer Kogel, registered until 1.9.2017. Possible replacement for a tractor or semi-trailer.

+389 (0)78 / 405-633



MAN TGA 18.430, production year 2006, in excellent condition.

+389 (0)71 / 370-600

MAN TGA 26.480, 480 hp, production year 2004, serviced, no warranty, with climate, cruise control, retarder and other equipment, possible replacement for a tractor.

+389 (0)76 / 554-812, 070 / 100-200

Mercedes 12 13, in good condition.

+389 (0)71 / 333-470

Mercedes Benz Actros 1844, production year 2005. Price per contract.

+389 (0)75 / 458-570

Mercedes Actros 1845, Euro 6.

+389 (0)70 / 322-823

Mercedes Benz Actros, load capacity of 8.5 tonnes, dimensions 7.1 m x 2.45 m x 2.6 m, with 270.000 km spent since 2011.

+389 (0)75 / 335-144

Scanners X2 124,400, in good condition, unregistered.

+389 (0)70 / 324-330

Scania 124.420, production year 2000, regularly serviced, with new tires, registered until July 2018, has a complete history of repairs and replacement parts. Only for serious buyers.

+389 (0)70 / 262-648



Scania P124, euro 3, production year 2000, regularly serviced, in excellent condition and Schmitz semi-trailer, with new tires and a new tarpaulin, produced in 2004. For both vehicles we have a complete history of defects and repairs since 2005.

+389 (0)70 / 718-332

BUSES



FOR SALE

High-profile bus Neoplan, production year 2006. Price per contract.

+389 (0)2 / 3165-367;

+389 (0)70 / 546-378



Untested 516 circuit, production year 1998, with a Mercedes-Benz engine, 59 seats. A replacement for a new bus is also possible.

+389 (0)70 / 258-536

PARTS



FOR SALE

Till Schmitz, production year 2008 on the GB-tablets, in good condition, its roof has been replaced, the tires are in good condition. The trailer is located in Sweden.

+389 (0)75 / 233-999

Refrigerator Schmitz, production year 2003, with an upright thermograph, in excellent condition, regularly serviced, I am the first owner.

+389 (0)70 / 216-124

Krone Mega trailer, October 2008, on BG-tablets, all brake pads and shock absorbers were changed a year ago in Germany, tires 70%, registered until 23.1.2018, the trailer is ready for the road. Price per contract.

+389 (0)78 / 203-668

Bucket for mixing concrete in excellent condition, very favorable. Price per contract.

+389 (0)75 / 445-452

Krone semi-trailer, production year 2003, regularly maintained, fully operational, in perfect condition.

+389 (0)78 / 373-044

CLASSIFIEDS [SMS or e-mail]



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+389 (0)70/ 40 11 11 and +389 (0)70/ 40 11 07

or as e-mail on:

bizkontakti@yahoo.com

State your phone or e-mail address.

In London, a prototype of a futuristic or "smart crossing" is being tested, which comes with variable LED lights embedded in the road instead of the classical white colour. This pedestrian crossing, which its designers claim to be more visible than the standard one, should increase the safety of pedestrians in traffic, as besides the LED light source, it also uses computers and cameras, thus it can change the horizontal signaling in real-time, according to the pedestrians' movements. In doing so, when the system assesses that it is safe to cross the street, on the road ahead of the pedestrians, the LED lights will form a temporary "zebra" and a green light tape will appear, which means the pedestrians can step on the road.

At the same time, this new traffic technology is able to recognize different types of means of transport, such as bikes, and for them a separate light signaling is activated. Thus, in case a pedestrian or a child suddenly runs onto the road, a red warning light will appear, as a warning for the pedestrian himself, but also for the drivers. The intelligent LED signaling has another advantage: it is more pronounced in night conditions and in conditions of reduced visibility.

J.S.B.

A FUTURISTIC PEDESTRIAN CROSSING

This "smart pedestrian crossing" is safer than the standard one as it uses computers and cameras, thus it can change the horizontal road signaling in real-time, according to pedestrians' movements



JOKES



Botka :

-Honey, I am bored! Please, surprise me, take me somewhere I've never been before!

Boki:

-What a great suggestion babe! Here are the keys, let's go clean the garage! I bet you've never been there before!

Boki walks into a gym. As soon as he comes in, a young woman conducting a survey in the gym approaches him:

- Excuse me, may I ask you a question? Do you lead a healthy lifestyle?

-To be honest, I don't. I drink alcohol, I smoke two packets of cigarettes a day, I don't eat healthy...

- That's odd. Why are you here then?

-I came to fix the AC.

Boki, a driver, runs into his colleague Koki on the street and asks him:

- What's the matter, Koki? You look so grumpy...

- Ah, I have worries and problems, Boki, don't even ask ...

- What kind of worries, man?

- Well, you see, my young wife Mica is 36 years old, she gave birth to our daughter at the age of 18, and my daughter is 18 now! The problem is, I don't know who is that 25-year old idiot paying a visit to at my house?!

A Vlach gets a coffee-cup reading.

-Oooo, I see you are going to go on a trip somewhere!

-Really? How many pay tolls are there along the way?

Boki and his friend Koki are having a conversation:

Koki:- Bro, to be honest, this Internet thing turned out to be a really bad idea!

Boki: -Why, bro? You know, I met my wife on the Internet!

Koki: -You see? I told you it was a bad

idea!

Boki asks his wife Botka:

- Honey, how much money do we have at the moment?

- Not a single penny!

- What?! I gave you my whole salary yesterday, a total of 25.000 denars!

- Actually, "we" don't have a single penny, but I have 30.000 denars!

Boki comes across his colleague Koki, who appears to be drunk and not in a good mood.

-Hello, my friend! What happened to you? You look a mess!

-Heyy Boki! Well, I got drunk coz I got a daughter yesterday, and I am angry because I had a fight with my wife!

-Congratulations man! So, why are you fighting?

-To be honest, I wanted to name my daughter after my first love!

-What's stopping you from doing so?

-Well, my wife!

-What did she say?

-She said, "You idiot, how can you even think of naming our daughter Zlaten Dab?!"

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