Transport Sector



**PRIORITY AXIS 1   
CORRIDOR X MOTORWAY COMPLETION**

**Specific objectives:**

* To facilitate movements of people and goods with the EU and its regional neighbors by completing national sections of Corridor X
* In so doing to support improved living standards
* To promote sustainable development, especially through minimizing the adverse effects of transport on the environment and through improving transport safety

**Rationale:**

Analysis of the national and regional transport conditions indicated the following weaknesses:

* Limited connections by rail or road with neighboring states
* Unsatisfactory road conditions in local network
* Cross border delays
* Inadequate funding available to fulfill all transport infrastructure project requirements

**Expected results:**

* Improved safety and quality of service of the country’s transport system for both passengers and freight traffic
* Better connections between the main cities
* Better connections with the main destinations in neighbouring countries

**Commercial Beneficiaries:**

* Importers and exporters of goods and products, including agricultural products
* Stakeholders involved in moving goods around the country, or across South Eastern Europe

**Further Benefits:**

* All road users will benefit from:

- Reduced travel time

- A modern highway with high safety standards

- Reduced number of accidents, injuries and fatalities



**Measure 1.1 – Upgrading Remaining Link   
Along the Corridor X to the Level of Motorway**

**Specific objectives:**

* To construct the remaining highway link on Corridor X to level of motorway
* To eliminate dangers and delays that occur in this sub- standard stretch
* To reduce accidents and ensure safer travelling environment
* To limit the harmful impact of road traffic on the environment
* To increase the capacity of the connections with neighboring countries

**Rationale:**

* Corridor X is the most important element of the core transport network linking SEE countries from Turkey to Austria
* The E-75 is mostly a four-lane motorway and completion of Corridor X will enhance the possibilities of increased traffic by linking the central Europe with the port of Thessaloniki
* This road axis is classified as part of the main and most important corridor of the national road network of the country
* The measure refers to a missing section of the Corridor X

**Benefits:**

* Reduced vehicle operating costs and number of accidents,
* Time savings
* Indirect employment for production of material and equipment during construction and operation/maintenance of the project
* Additional jobs anticipated with development of motorway service areas along the entire Corridor X

**Works involved:**

* The new motorway section will comprise a 28 km stretch in the south part of the country between Demir Kapija and Smokvica, along the western bank of the river Vardar
* The project involves the construction of 6 bridges, 2 twin tunnels and 2 level intersections near Miravci and Smokvica

**Eligible Actions:**

* Supervision of works
* Highway construction
* Reconstruction or upgrade of new motorway
* Associated support structures
* Related procurement contracts
* Assistance with tendering and contracts (tender specifications,

evaluation, preparation of contracts, etc.)

**Selection Criteria:**

* Consistency with national and regional policies
* Readiness of project for implementation
* Positive impact on population, minimum impact on nature
* Adequate management capacity of final beneficiary
* Sufficient financial capacity of the beneficiary and available co-financing

**Project Cost:**

* € 210 million in total
* Funded by state budget through loans provided by EBRD and EIB
* EUR 45 million grant contribution from the European Union’s IPA
* To be completed by 2018

**Final Beneficiaries:**

* Ministry of Transport of Transport and Communications
* Agency for State Roads

On 8th September 2012, a cornerstone was set near Demir Kapija, thus marking the start of construction works of a new 28 km motorway section from Demir Kapija to Smokvica, as part of the Pan-European Corridor 10. With construction of this section the Pan European Corridor X, when completed, on the whole territory of Republic of Macedonia will have high motorway standards

**PRIORITY AXIS 2 – UPGRADING AND   
MODERNIZATION OF THE TRANSPORT INFRASTRUCTURE**

**Identified Sector Constraints:**

* Limited connections by rail and road with neighboring states
* Unsatisfactory road condition in local network
* Unsatisfactory level of financing of road maintenance
* Constraints accruing from a very limited railway infrastructure network
* Backlog in maintenance for rail infrastructure
* Cross border delays
* Inadequate funding available to fulfill all transport infrastructure project requirements

**Activities under this Axis:**

* Rehabilitation of the existing rail links
* Construction of missing links
* Construction of road infrastructure to the level of motorway, so that these two important transport links will then be operational along the strategic East-West and North-South Corridors
* Project preparation studies
* Feasibility studies
* Cost-benefit analyses
* Environmental Impact Assessments
* Design documentation
* Tender documentation of the projects where pre-feasibility studies exits

**Measure 2.1: Improving the Rail Infrastructure along the South East Europe Core Regional Network**

**Specific objectives:**

* To rehabilitate the rail links along the international Corridors X and VIII
* Provide national and international railway links
* To improve safety and security
* To reduce travel time for passengers and freight railway transport
* To increase the capacity of connections with neighboring countries along the Corridors
* To promote sustainable development especially through minimizing the adverse effects of transport on the environment and through improving transport safety



**Rationale:**

* The overall condition of the rail network is obsolete as compared to European standards
* Poor rail infrastructure
* Missing links towards Bulgaria and Albania

**The completion of the remaining rail links on Corridors VIII and X will result in the following benefits:**

* Increased domestic passenger and freight movements
* Increased international passenger traffic
* Increased use of rail for trade imports and exports
* Increased international transit traffic by rail

**Quick Facts:**

* Corridor VIII rail infrastructure runs East – West and is 315 km in length within the Country
* The eastern part of the Corridor VIII towards Bulgaria requires 89 km to be built
* The Western section towards Albania requires 66 km to be built

**Eligible actions under this Measure:**

* Project preparatory studies such as feasibility studies, cost-benefit analyses, environmental impact assessments, design documentation and assistance with tendering and contracts (tender specification, evaluation, preparation of contracts, etc).
* Rehabilitation and upgrading of the existing railways in accordance with EU technical standards
* Post-completion restoration activities, related to the measure

**Selection Criteria:**

* Consistency with national and regional policies
* Readiness of project for implementation
* Adequate management capacity of the final beneficiary
* Sufficient financial capacity of the beneficiary and available co-financing
* Professional competence of the management team

**Measure 2.2: Improving the Road Infrastructure along the South East Europe Core Regional Network**

* Development of road infrastructure along Corridor VIII
* Provide national and international motorway links along Corridor VIII

**Eligible Actions:**

* Project preparation studies (as before)
* Upgrade of existing motorways in line with the EU technical standards

Post-completion restoration activities, related to the measure

**Selection Criteria:**

* Consistency with national and regional policies
* Readiness of the project for implementation
* Positive impact on population, minimum impact on nature
* Adequate management capacity of final beneficiary
* Sufficient financial condition of the beneficiary and available co-financing