

Road and Rail transport corridors along Europe and Asia

DARKO SPIROSKI,
MINISTRY OF TRANSPORT OF REPUBLIC OF MACEDONIA
GENEVA 07.09.2015,

SEETO Comprehensive Network as part the TEN-T

2/7



1. Corridor X the main connection (Salzburg to Thessaloniki)

- Good quality of roads to motorways standards
- Not sufficient quality of the rail infrastructure and rail transport in general

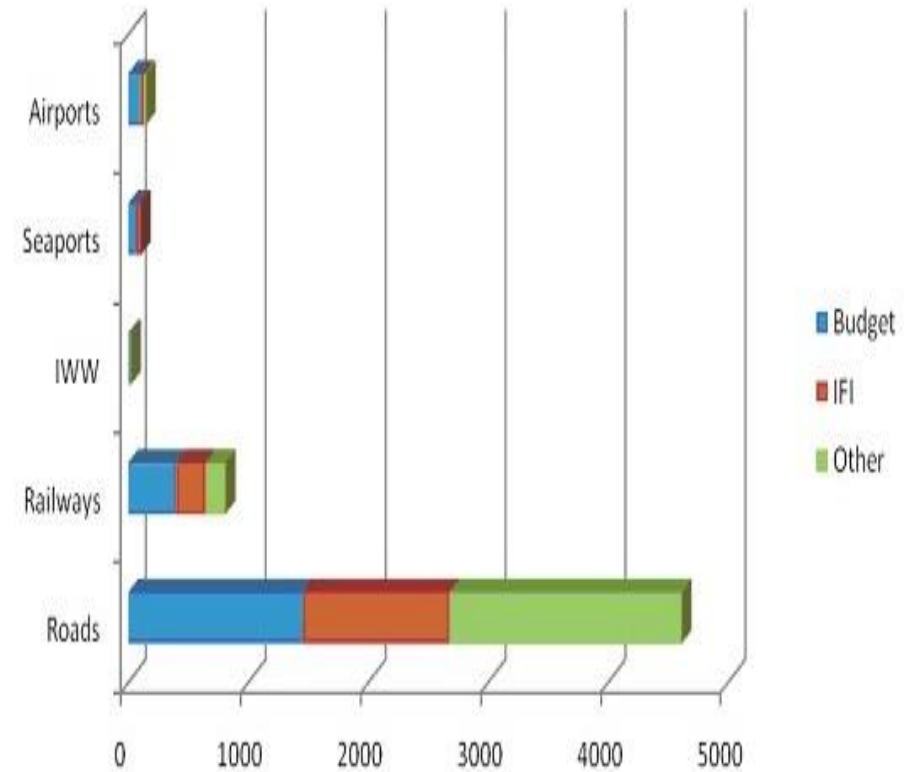
Investments in transport South East Europe 2004-2015 of 12,2 Billion €

3/7

Investments in Croatia, Bosnia and Herzegovina, Montenegro, Serbia, Kosovo, Macedonia and Albania in 2004-2015

- ▶ 39% National budget
- ▶ 29%. IFI`s (International Finance Institutions)
- ▶ 32% other = EU funds, concessions, commercial loans, grants
- ▶ Grant funds (such as IPA, CARDS, ISPA, PHARE etc.) are incorporated in “other” sources with 2% share
- ▶ 84% Road investments

The SEETO Comprehensive Network investment per mode by source of financing



Challenges I in the period 2014-2030:

- ▶ 1. Increasing of the EU support for the region of South East Europe through EU grant support. This has started through WBIF
- ▶ 2. Investments in road safety and ITS on roads
- ▶ 3. Investment in rail infrastructure and its modernization
- ▶ 4. Elimination of non-physical barriers (easier said than done)
- ▶ 5. To breach the gap in quality of the transport system between the EU and the S.E.E.

The needs are 1.8 billion for Macedonia to upgrade to TEN-standards

Corridor X from Skopje to Thessaloniki , built in 1873 by the Ottoman Empire (transport of goods)

5/7



Beginning of the construction works in 09.02.1942 from Skopje to Sofia

6/7



Railway connection from Macedonia to Bulgaria, again began with construction in 1995...

