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EDITORIAL

In the Macedonian road transport too

**INCREASING LACK OF
PROFESSIONAL DRIVERS**



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Macedonian race driver, driving under AMERIT brand

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TRANSPORT AND LOGISTICS

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TEXT AND PHOTOS WILL NOT BE RETURNED

In the Macedonian road transport too



INCREASING LACK OF PROFESSIONAL DRIVERS

„A

good chance arose, I concluded a good deal, bought new trucks “six”, I organized logistics,

but the work is impeded. I got stuck where I did not expect. I needed three drivers, and at the same time one of my drivers left – so four drivers were lacking. I hardly found two, and I am still searching for other two drivers. Almost for a month” – this is one of the numerous transport stories, less or more rigorous, that can be heard from road operators in the country. Simply, in situations when some of transport operators manage to find solution, in any way, for the key and in the past unresolved problem – securing money for new vehicles, an unbridgeable gap arises, and that is lack of drivers in the Macedonian transport market.

This is a problem, which can further intensify and harden, taking into consideration that it is not only experienced in the domestic transport industry but also in

In situations when some of transport operators manage to find solution, in any way, for the key and in the past unresolved problem – securing money for new vehicles, an unbridgeable gap arises, and that is lack of drivers in the Macedonian transport market

the region and farther, in the heart and in north of Europe or in the EU itself. And the latest information indicate that it is practically spread globally. Unlike in our country, however, European transporters, or those from the EU that are stronger and more powerful than ours, will simply request new drivers and announce their usually European and higher wages and almost urgently will obtain drivers from Macedonia, Serbia, Bulgaria and etc. And at the same moment they will create practically unbridgeable problems in our country and neighbors for the transport operators that then are facing virtually unsolvable enigma - how to find good, qualified and reliable professional drivers. Drivers who are reliable to entrusted a vehicle worth a hundreds of euro and a

load that is much more valuable, which will be delivered to a relevant destination. And without making any damage thereto, which otherwise may even jeopardize the operator's regular business.

Information coming from Macedonian transport companies point out that main reason for such disturbances in obtaining drivers on the Macedonian transport market is increased number of new established transport companies as well as increased number of vehicles totaling around 5,000 trucks and buses for a period of only five-six years. In such conditions, any retirement of a driver or in the race for better salary – in another company in the country or abroad (often by Bulgarian passport), creates a “minus” in this transport staff in our country,

which the transporters can hardly cover. And sometimes they do not manage to do that so their work is "stopped" as long as they find a replacement for the "refugee" or while they crew the new bought trucks or buses. In that case frequent solution is to find and engage insufficiently trained, unskilled and even "risky" drivers although they do not fully satisfy all standards applicable for professional drivers.

The deficit of drivers is also stimulated by some Macedonian road transporters who have registered companies in Bulgaria, and as EU member state with Bulgarian passports intensified their drive therein. They engaged our, Macedonian drivers providing them higher wages than Macedonian and Bulgarian but lower than European wages. It is known where the difference has gone.

Transport operators have alarmed for the outflow from and intensive deficit of professional drivers in our country for the past years at the annual distribution of international transport permits, for which one of the criteria for the transport operators is to have employed, ensured, certified and qualified truck drivers. This necessitates additional training (to keep the drivers this is borne by the transporters). The situation

In Croatia too

We have work, 2,000 euro monthly salary, but we do not have drivers!



In Croatia, where unemployment is a great problem, many of the employers, among them transport operators, have a problem to find workers or drivers. This has been recently indicated by the Croatian Chamber of Economy and Employers Association requiring from the Government to consider this issue.

- We have work, we have trucks, but there are no drivers – says Mr. Branimir Bogdan, Slavonian transporter, according to who to find a driver is a real problem, although he adds, "we can immediately employ at least 50 drivers".

Croatian transport operators offer around 930 euro for domestic and 2,000 euro for international transport, and taking into consideration that almost all companies have this problem, they think it is unavoidable to import labor.

ANY RETIREMENT OF A DRIVER OR IN THE RACE FOR BETTER SALARY IN ANOTHER COMPANY IN THE COUNTRY OR ABROAD, CREATES A "MINUS" IN THIS TRANSPORT STAFF IN OUR COUNTRY, WHICH THE TRANSPORTERS CAN HARDLY COVER

is identical with the distribution of bus lines and schedules, where it is necessary to duly employ bus and minibus drivers.

Outside, foreign impact on the drivers deficit in the country has been also stimulated by the fact that EU countries found their way out of the recession and significantly increased the transport of goods and passengers and for that purpose they also obtain the drivers outside of their countries while they can pay them much more than our transporters since the latter have significantly low volume of transport. When discussing the wages in the EU countries we must say that they are incomparably higher (this was the case even 4-5 years ago in the economic crisis peak) than in Macedonia. Thanks to the lack of this transport staff and transport operators' fear of being left on their own, they pay around 1,000 euro and over to the truck drivers. This is the case for the well-established companies with higher volume of work. While the payment to bus drivers, where the operation is much more comfortable, easier and with lower volume, although sometimes there is a "forced jump", goes around 500-800 euro.

European salary, a reason why some of our professional drivers leave, is approximately between 2,000 and 3,000 euro, or a wage from 1-1.10 euro per kilometer (in our country it is around 0.80 euro). This is one of the reasons why Macedonian professional drivers go to Europe.

To resolve this problem, as it is indicated by Mr. Emil Milev, Secretary General of SIZ Makedonija soobrakaj – AMERIT, the solution can be found in creating conditions to attract new professional drivers, and at the same time raising the image of that profession.

-That is how to increase the youngsters' interest, thus recruiting young candidates as professional drivers, adequately trained and prepared to assume this tough or exhausting but well-paid job on a long term. This can be solely made through the educational process where adequate staff can be prepared for this activity and where young people can get interested in this vocation, acquire quality and comprehensive training and ultimate skills to the level of professional road driver – adds Mr. Milev.

Transport operators themselves directly comment that this situation goes beyond a joke. - We have perceived this problem but we were not concerned until two months ago when we could hardly find new drivers we urgently needed - says Ms. Violeta Ristova, Manager of "Viden Trans" from Radovich. -I have heard that other companies also complain to the lack of transport staff, especially drivers, who go abroad usually through Bulgaria as an EU member state; they take Bulgarian passports to work on the European transport market. In such a situation, only new, young and unskilled drivers stay in the country and we are forced to entrust them trucks worth from 80 to 100 thousand euro which is a great risk. Drivers go abroad for wages over 1 euro per kilometer or from 60 to 65 euro per day, although here their wages have risen and amount to around 1,000 euro per month. This is, however, logical, because the salaries in Europe are sometimes tripled. To keep them here, we add 11 per cent of the realization to their salary – points out Ms. Ristova.

Mr. Boban Dimitrov, transport dispatcher in "Gradovjanka" from Shtip also adds

that deficiency of professional drivers in the Macedonian transport market is noticeable, which is surely a burden for the transport operators.

-This is a result of numerous factors, and in particular, the increased number of transport companies in the country, as well

increased fleets. It is known that drivers go abroad more frequently, they take Bulgarian passports to drive throughout Europe since the wages there are higher than here; now it turns out that the monthly salary of 1,000 euro and in some points 1,500 euro is not enough depending on the number of

transport companies. And I do not have a clue how they will do that; but I know that this problem is a great burden for us which is indicated practically by all transport operators – highlights Ms. Milanova-Mitevaska.

That the shortage of experienced drivers is a problem, which will increasingly



IN IRU ALSO AGREE THAT IF SOMETHING IS NOT UNDERTAKEN FORTHWITH, THIS DEFICIT IN PROFESSIONAL DRIVERS, ALSO EXISTING IN EUROPE, WILL INCREASE

as of the fact that some of the drivers, in the race for higher salary, move abroad to drive through Bulgaria and its companies or with Bulgarian passports, precisely, either in the region or in other EU member states. Now a question arises, what can reduce or alleviate such deficiency of professional drivers, especially present in the transport of goods? My opinion is that only reducing the number of transport operators in our country can be a solution; the competition is enormous which influences working conditions in this business. Therefore, it sometimes happens some drivers to transfer from one to another company, or due to different reasons connected to some problems in the businesses here they go to drive for companies abroad and not for domestic transport companies – considers Mr. Dimitrov.

Similar and concerning is the statement given by Ms. Gordana Milanova-Mitevaska, Manager of “Zoc trans” from Probishtip:

-We are increasingly in a deficit of drivers and other transport staff necessary for realization of the driving tours in the country and abroad. The needs of road transporters in this relation are bigger considering

tours they make per month. We, owners of transport companies, in the past period have largely fitted GPS devices to track our drivers' work or driving, and we are forced to find any solution to solve this deficiency, and it seems it will be difficult to solve. I can give you an example of our colleague who trying to find adequate and perspective solution, asked a principal of a vocational school in Gostivar, major machinery, to indicate students who will become good and quality drivers with additional education and training. Of 130 students, only one child was recommended to him! So it appears that we have a big problem with this matter, and sometimes happens that in the absence of skilled drivers, some companies solve this problem by recruiting taxi drivers. Even sometimes this does not help, as well as the fact that the drivers, considering our conditions, are given high salaries, paid additional training and other benefits and to drive high quality Euro VI vehicles. In the absence of other solutions it is to the authorities to consider this issue of creating adequate transport staff through education of professional drivers for the needs of Macedonian

escalate with the transport operators, is also indicated by the reactions of the International Road Transport Union (IRU), the world's biggest transport association and its Commission on Social Affairs (CAS) has recently initiated some possible solutions how to eliminate or reduce the deficiency of professional drivers. They agree that models and initiatives are required to improve this profession image as well as innovative strategies to raise awareness, especially with young people on all opportunities, advantages and benefits provided by engaging in the transport sector. If action is not taken, the members of the Commission consider that the shortage of drivers will continue to grow. As a part of its activities to tackle this problem, IRU has recently opened Driver Portal on its website aimed to connect job seekers, interested in the road transport sector, with work or training opportunities. The portal also provides up to date information on courses provided by IRU Academy for transport professionals. What results will arise from these activities provided by IRU and its Commission remains to be seen, but it is a fact that something is to be taken in our country to create new transport staff for Macedonian road operators. The sooner the better, because tomorrow will be too late. Even today!

J.B.

Macedonia and Croatia signed Agreement on Drivers Insurance

DRIVERS FROM BOTH COUNTRIES TO FASTER AND MORE EFFICIENT DAMAGE COVERAGE



Macedonia and Croatia's drivers can exercise the right to compensation to damage in case of traffic accidents even after returning to their country by way of assistance of the national bureaus

damage to the drivers from both countries in case of traffic accidents. This Agreement will facilitate the Macedonia and Croatia's drivers in case of damage claim payment, whereas they can exercise the right to compensation to damage in case of traffic accidents even after returning to their country by way of assistance of the national bureaus.

- The Agreement is created based on 4 and 5 EU Directive on motor vehicles. The National Insurance Bureau of Macedonia, on behalf of 11 insurance companies, has so far signed agreements with the national bureaus of Greece, Turkey, Slovenia, Switzerland, B&H, Luxemburg, Serbia, and such agreement is envisaged to be signed with Bulgaria until the end of this year - pointed out Mr. Latinovski, adding that the citizens of Macedonia can, as additional value, exercise their rights for the price of the green card.

Mr. Paukovikj highlighted that the Agreement is intended for Macedonian and Croatian citizens, drivers, passengers and all those who travel by car between these two countries, and it is officially agreed that this document will facilitate the Macedonian citizen suffering traffic damage in Croatia and to Croatian citizens enduring traffic damage in Macedonia to fast exercise the compensation for damage, the rights and information exchange.

M.M.

The General Manager of the National Insurance Bureau of Macedonia, Mr. Trajche Latinovski and the Director of the Croatian Insurance

Bureau, Mr. Hrvoje Paukovikj in the mid October in Skopje signed Agreement on protection of visitors, which will ensure faster and more efficient compensation for

Excess Insurance still a Luxury!

Only eight per cent of the total insurance policies in Macedonia are issued for the (un)popular excess insurance, while motor vehicle liability insurance is most attractive for the others. Although it covers traffic accidents, theft, fire, disaster damages as well as public gatherings, due to high price the owner still make use of this insurance to protect their new vehicles, usually taken on lease or loan.

- This percentage of excess insurance is within the frame of the processes in the region and is conditional on the number of vehicles sold in a country - says Mr. Trajche Latinovski, Director of the National Insurance Bureau.

In Croatia also excess insurance policies are related to the new vehicles, while forced by the supervisory body, insurance companies have increased the price and offered partial excess insurance packages in the market only in case of collision, disasters or by franchise.

On the other hand, of the total number of car insurance policies, 40 per cent of the owners use green cards, and on yearly level their number comes to 90 thousand. Monthly green cards are less attractive, of which by September insurers sold around twenty thousand usually for one-off travel abroad.



MR. RISTO VUKOV - RIKO

Macedonian race driver, driving under AMERIT brand



DRIVING CAN NOT ONLY BE OBLIGATION BUT ALSO SPORTS PASSION

Passion for auto races and speeding is inexpressible, those are mixed emotions of fear, excitement, adrenalin...

» Riko, it has been year and a half of your promotion in our magazine as a driver on circular and hilly roads appearing under AMERIT logo and symbols, thus exerting a mutual promotion, not only of sports driving, but of the transport in our country. What has been your competitive balance in this period, or more precisely this year?

- Regarding the performance in this period, i.e. this year, they are generally held in Serbia, in the Serbian championship in circular roads. To my great disappointment, and I believe to the other fans of this sport, there are not such car races in our country, but we still hope that from the next year we will drive here as well. This season I also have participated in eight races, from which seven on a circular road and one on a hilly road – this one took place at the end of October, in Belgrade, Koshutnjak, which was also last race for this season.

» Where do you compete and which are the most prestigious competitions in which you have participated throughout your long career, although you are a very young driver, and what success have you achieved?

-As I have already mentioned in my previous interviews, my career started from the earliest age, I started karting when I was six years old, where quite by accident, my parents and I with the help of an owner of a kart – track, which was my first drive behind a steering-wheel, we discovered my driving talent. Since then I have participated in many kart races where I achieved a great success, as follows: two champions in Macedonia, then two vice-champions in Serbia, and equivalent in Southeast Europe zone of the European championship in Greece, and one time I won third place on this competition. It is the second season for me to participate in Yugo Hibrid 1150 cc

class in Serbian auto-moto championship, where there is a numerous, high competition between 15 and 30 vehicles. Moreover, in these two seasons, my highest ranking is the circular race in Kraljevo, where I was ranked on the third position, as well as the last recent hill race in October, in Koshutnjak, where I was also ranked on the third position.

» For auto-racing drivers it is said that they are “speed fans”. Can you define your passion, first towards karting, and now towards rally driving and has this sport in the meantime become something more to you than a simple love for speeds?

-Love for this sport and for speeds is indescribable. It is mixed feeling of fear, excitement, adrenaline ... You keep anticipating until that moment I start the engine, and then - everything stops and disappears. Races are a miracle! Believe me, even though I want to, I cannot explain that feeling. Simply as it is something genetically embedded in me, which takes over me and

gives me an immense happiness and pleasure. Practically, it is a sport in which you do not have a plan when or how to brake or turn, everything comes naturally. I am in this sport from a very early age, so the racing is my lifestyle, not just a simple love.

» When we already mentioned gears and speeding on auto-races, it seems that in some twisted and vulgar form, this normal sports passion is the main motive of many young people to satisfy even when it is impossible to do so – on the roads, even on city streets, in the most populated areas?

-Not to be misunderstood, it would be ridiculous for me to teach someone to reduce that passion, when I can barely tame



TRUCK, BUS AND TAXI DRIVERS ARE PROFESSIONALS IN THE REAL SENSE OF WORD, AND THEIR JOB REQUIRES TOO MUCH RESPONSIBILITY, DEDICATION, PRUDENCE AND EXPERIENCE TO TACKLE ANY SITUATION FACED IN THE DAY TO DAY TRAFFIC

it. Here, I think the problem is that many young people drive very fast cars, but on the other hand they are inexperienced to control their speed. Therefore I think it is unfortunate that we do not have auto-motor track, where we can drain that energy and desire for speeding, while driving fast on that tract. However, I am an optimist that we can get this kind of track, where we can drain the accumulated energy and experience the passion for fast driving on a safe place, specialized solely for this purpose.

» Our magazine is engaged in the issue related to road transport, dominated by trucks, buses, taxi and etc., and one of the main part in this area are professional drivers, who are said to work hard for a living. We cannot make parallels with driving in auto-races, but how do you see these drivers, as a driver on circular and hill roads. And could you find yourself and could you succeed in their role?

-When it comes to truck, bus and taxi

drivers, I think most of them are experienced drivers and professionals in the real sense of the word. This is because their work of managing vehicles primarily requires a great responsibility, diligence, prudence and experience to succeed in an unexpected situation, or to overcome some obstacle while driving, which you daily encounter in the traffic. I personally think that I can see myself in that role, but it is very easy to say that, until you experience their obviously hard driving path and profession.





IN COOPERATION WITH AMERIT, I DO MY BEST, ATTEMPT NOT TO LET THEM DOWN, AND I TRY TO JUSTIFY THEIR CONFIDENCE AND SUPPORT, AND TO PLEDGE AND TO PROMOTE THEM EVERYWHERE I PARTICIPATE

» You drive under the national, but also under the symbols of AMERIT. How did this cooperation happen and are you satisfied?

- I have mentioned in several occasions, and what I know from the media in this country, SIZ Makedonija soobrakajaj - AMERIT to me is a synonym of transport in the Republic of Macedonia. And in terms of the cooperation and support from AMERIT, for my participation in road races, it all happened very spontaneously, because as I know, AMERIT as an associations supports

young people and sports, especially road races because there are vehicles, which are part of the road transport. And of course, because in these races the main characteristics that every participant must have is to dispose skills for safe sports driving and maneuver of vehicles. In fact, as in the road transport and streets in settlements. Therefore, in cooperation with AMERIT, I do my best, attempt not to let them down, and I try to justify their confidence and support, and to pledge and to promote them everywhere I appear.

» It is the end of the year and you have mentioned that the races of the Serbian championship ended, so, what is the program for the next year? And given that you are a student at the University American College Skopje, how do you manage your time between your obligations with the studies, and racing?

- The next season I plan to participate in the same Serbian circular championship, where I hope and I put a lot of effort to win the first positions. At the same time, when it comes to expectations, hopes and desires regarding this sport, I also hope that races will be back in our country, though not only of mine, but also of the joy and delight to many other speed and automotive lovers. And when it comes to how I manage between race obligations that can last for a few days together with travels, and the study obligations, so far I succeed and I haven't any problems with the auto-race programs. I have class every day, and in general I do not miss a class because I am a regular student. Everything can be achieved with good organization and coordination, and most certainly dedication. Well, in my case, so far I have managed to balance between my responsibilities at the university and my love to auto-races.

J.B.



Requests by the tourism sector in the country



STANDARDIZATION OF THE TAXI TRANSPORT REQUIRED IN MACEDONIA

This should encompass urgent regulation of the taxi transport, standardization, defining parking points as well as introducing uniform prices for all taxi service users

Standardization has to be introduced in the taxi transport to establish order in this activity in our country, which will be not only useful for the service users but also this will enhance the picture of the tourist centers and of the tourism in Macedonia in general. This is assessment and unequivocal request by the tourism sector in the country, and they insist this to be settled forthwith by the state competent authorities and local self-governments.

The ground of such request is urgent regulation of the taxi transport in line with the needs of the users, city public transport and tourism entities in our country.

– Taxi transport is to be regulated and uniformed, to draw their standing points so that each vehicle takes one place only. The view at the entrance of Ohrid is a 100 taxi vehicles and unnecessary crowd. This is

also the picture of Struga and in other places. They will provide their services anyway, but they require some order. Now the taxi transport is a poor picture for foreigners and we cannot prove that we are not able to settle this mess. This is minimum to be settled first – says Mr. Krste Blazhevski, President of the Hotel Association of Macedonia, who considers that parking points should be provided for each taxi vehicle that will be assigned numbers through the taxi stations thus not more than 10–20 vehicles will be parked at a moment.

The head of HOTAM also indicates that taxi transport standardization should also cover establishing uniform prices for all taxi service users or price lists to be positioned on visible places, and this should be forthwith done by the municipalities in the country.

J.S.

Failure to observe this legal obligation results in a 45 euro sanction in denar counter value, or 25 negative points, and the traffic warden may also require exclusion of the vehicle from traffic

More than one month from arrival of the coldest and for road traffic most problematic season, November 15 the mandatory obligation of having vehicle winter equipment starts, which ends on March 15 next year. This means that drivers of cars, jeeps and light trucks have to have winter tires and snow chains, while drivers of buses and heavy-duty trucks have to have shovel if snow chains cannot be positioned on the drive wheels. Not observing this obligation certainly entails sanctions by the police in accordance with the applicable rulebook on vehicle winter equipment providing for 45-euro fine in denar counter value, or 25 negative points for the driver. And according to the Law on the Road Traffic Safety, a traffic warden may order the driver to discontinue driving his/her vehicle if he/she fails to act pursuant to the mandatory use of winter equipment. Furthermore, the traffic warden may require from the driver to stop the vehicle even when there is not any traffic signs for compulsory winter equipment if the road conditions do not ensure unhindered and safe traffic, or the traffic warden may order the driver to mandatory equip his/her vehicle with winter equipment.

Winter equipment for up to 3,500 kg weight motor vehicle means winter tires on all wheels with a minimum tire tread depth of four millimeters and summer tire profile with a minimum tire tread depth of four millimeters and snow chains of adequate size for drive wheels and other relevant accessorizes. Winter equipment for four-wheel drive (4 x 4) means winter tires on all wheels with a minimum tire tread depth of six millimeters and summer tire profile with a minimum tire tread depth of four millimeters. Any vehicles with summer profile tires

More than one month from arrival of the winter

WINTER EQUIPMENT IN VEHICLES FROM MID-NOVEMBER



have to have snow chains, while where the vehicle is in permanent drive, it has to have snow chains at least on the rear axle. And in case of cross-drive steering transmission, the vehicle has to have snow chains at least on the permanently activated axle. Winter equipment for more than 3,500 kg weight motor vehicle means winter tires on the drive wheels with a minimum tire tread depth of six millimeters and summer tire profile on all wheels with a minimum tire tread depth of four millimeters and winter chains of adequate size for drive wheels and other relevant accessorizes. While buses and trucks which all drive wheels cannot be equipped with winter chains due to technical reasons, have to be equipped with winter tires and handy tool, a shovel. Winter tires are those which side is labeled "MC", "M+C", "M&C" and a signed of snowflake on a stylish three-peak mountain.

J.S.B.



Your **LOYAL PARTNER**
for **DKV Cards**

New TimoCom feature



DIGITAL TRANSFORMATION OF THE BIGGEST TRANSPORT MARKET IN EUROPE

TimoCom extended its transport platform for another essential feature – to upload and download documents

There is a 14-letter word, which is increasingly used in the transport and logistics industry which can no longer be erased from the dictionary, nor ignored company. It is about the term and the process of “digitalization”. This process is increasingly strengthening. Companies have to begin optimizing their own processes in order to secure competitiveness. In order to support its 110.000+ users in the process, TimoCom expanded its transport platform for another essential feature. And the feature is upload and download of documents.

Simply unique

Previously, for example, it used to be as follows: the right load was found and the two business partners would quickly reach an agreement. In the end the relevant documents had to be exchanged by fax or e-mail. And it could be delayed or in the worst

case they would not arrive. That was way the calling would start, and valuable time would pass and nervousness rise. Exactly this will now change with single upload and download of documents.



The upload and download feature

integrated in the business directory will enable our users to upload the frequently requested documents from their company profile such as the EU license, company letter head or transport insurance, which will be available to the other TimoCom users. And the complicated way of sending the documents by fax or e-mail is not necessary – says TimoCom Soft- und Hardware GmbH Spokesman, Marcel Frings.

Besides the positive effect of saving time, there is another crucial advantage of this novelty. Namely, users can significantly improve their competitiveness by uploading their documents because the more detailed and better quality the business profile is, the bigger is the opportunity for a successful business deal.

Security and visibility

It is through digital exchange of documents to obtain trust in data protection, as well as their secure transmission. This often cannot be guaranteed through the public services for exchange of text messages or

WITH ITS NEW FEATURE, TIMOCOM CLIENTS ARE SAFE BECAUSE THEIR DATA ARE SUBJECT TO THE STRICT GERMAN DATA PROTECTION LAW AND THE RECORDING OF DOCUMENTS IS ALWAYS SAFELY AND ENCRYPTED

by e-mail. However, with the new upload and download feature, relating to the data protection issue, TimoCom clients are on the safe side because their data are subject to the strict German data protection law and the recording of documents is always safely and encrypted. In addition, you have complete control over the documents visibility at any time throughout the whole upload process. And after their upload, the documents are not visible even for TimoCom, nor for any other TimoCom users. Even after marking the document to be visible, the other transport platform users can view and download it.



And what is also visible: with this feature TimoCom laid the foundation for digitalization and now it is to over 36.000 customers to put a seven letter word: Start!

TimoCom Soft- und Hardware GmbH is IT – specialist, middle-sized company focused on the development and network-

ing of web-based applications for transport activity. The company manages the largest transport platform in Europe. TimoCom platforms daily offer up to half a million international offers for loading and unload space, and the logistics network comprises over 36.000 verified companies.



[NOVEMBER]		
CPC DRIVERS		
TRAINING	Monday,	14.11.2016 [10 h.]
EXAM	Tuesday,	22.11.2016
CPC MANAGERS		
TRAINING	Tuesday,	15.11.2016 [10 h.]
EXAM	Tuesday,	22.11.2016
TRAINING	Tuesday,	22.11.2016 [10 h.]
EXAM	Tuesday,	29.11.2016

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Working visit of the Minister for finance Mr. Kiril Minoski to the Customs Administration



PRESENTED REALIZED PROJECTS AND INCOMES UP TO SEPTEMBER

The working meeting also addressed projects for upgrade of the facilities for customs clearance at the border crossings Tabanovce and Kjafasan, which will increase the traffic flow at the crossings, thus accelerating and facilitating trade and transport along the Corridors 8 and 10

The Minister of finance, Mr. Kiril Minoski in the beginning of October paid a working visit to the Customs Administration of the Republic of Macedonia where he was thoroughly informed on the realized and ongoing projects of the Customs arising from the program of the Government as well as on the Customs incomes realized so far. For that purpose, the Customs Director General, Ms Natasha Radeska-Krstevska highlighted the activities taken by the Customs Administration

to implement the Agreement on trade facilitation, and series of measures aimed at simplifying and facilitating customs procedures, and for the purpose of maintaining and improving the existing position in the latest World Bank Doing Business Report concerning the indicator Cross-border Trade conditions, where the Republic of Macedonia is ranked 26th among 189 countries in the world, representing progress for 101 places, compared to 2007 when Macedonia was ranked at 127th place. The projects for

upgrade of the facilities for customs clearance at the border crossings Tabanovce and Kjafasan were among the topics of discussion, which are part of the Programme of the Government. The realization of these two Projects will considerably improve the infrastructure of the two border crossing points, and increase the traffic flow at the crossings, reduce the time required for border formalities and allow for use of modern means of inspection, thus accelerating and facilitating trade and transport along the Pan-European Corridors 8 and 10.

The Minister Minoski also participated at the working meeting of the Revenue Collection Committee of the Customs Administration, where he was informed that by the end of September 2016, the Customs Administration collected 53,678.35 million Denars, i.e. 6.87% more than planned for that period and 10.51% more compared to the same period in 2015. The Minister also took the opportunity and visited the premises of the Centralized Video Surveillance System of customs offices as one of sophisticated tools to prevent and combat smuggling and corruption, whereas the measures assumed by the Customs Administration on daily basis for that purpose resulted in two very significant drug seizures. In fact, on October 1 at the BCP Tabanovce, the customs officers prevented an attempt for trafficking 26 kilograms of marijuana, while few days before, on September 28, another attempt for trafficking 12 kilograms of marijuana was foiled at the BCP Blato. Part of the seized marijuana was shown to the minister, who together with the Director General indicated that the efficient work was not accidental but a result of perennial, focused, enduring and team work. They also expressed commitment to further successful cooperation, aimed at further simplification of customs procedures and provision of greater competitiveness of the domestic economy and reduction of costs for economic operators.

Meeting with the Director General of SELEC

By the end of September a working meeting took place between representatives of the Customs Administration and the Director General of the SELEC Centre, Mr. Toni Jakimovski, MA. At the meeting, the attendees discussed how to strengthen the cooperation aimed at suppressing cross-border crime with emphasis on drug trafficking, financial and computer crime, smuggling and customs fraud. Representatives of both institutions emphasized their commitment to continue the cooperation in the future through increased exchange of information and initiation of joint actions to combat crime in the region of Southeast Europe.

The South-eastern European Centre for Law Enforcement (SELEC) is an international body for fighting crime and Centre for Regional Cooperation of Police and Customs from 12 Balkan countries: Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Macedonia, Greece, Hungary, Moldova, Montenegro,



Romania, Serbia and Turkey. For the first time since its foundation, its Director General has been appointed from the Republic of Macedonia.

At Regional Conference in Skopje



DISCUSSIONS ON SIMPLIFICATION AND HARMONIZATION OF THE CUSTOMS PROCEDURES IN THE REGION

- The Customs Administration of Macedonia has implemented numerous projects and a range of reforms resulting in simplification, facilitation and acceleration of the customs procedures in our country - indicted the Director General, Ms. Natasha Radeska-Krstevska

„Simplification and Harmonization of Customs Procedures in the Region” was the main topic of the Regional Conference, which was held in the beginning of October in Skopje, hosted by the Economic Chamber of Macedonia attended by representatives of the Customs Administration of the Republic of Macedonia. The Conference, which is part of the partnership project with the Chambers of CEFTA - countries and the Association of German Chambers of Commerce and Industry (CEFTA - DIHK), was attended by representatives of the Government and business community, chambers of commerce and business associations. The intention of the conference was to consider the real picture of the practical application of customs procedures in the region, in aspect of uniformity and functional-

ity, as well as the opportunity to ensure complete electronic connection of the systems, with particular emphasis on the functioning of e-Customs.

The Minister of Economy, Mr. Driotn Kuqi, the President of the Chamber of Commerce, Mr. Branko Azeski and Director General of the Customs Administration Ms. Natasha Radeska-Krstevska addressed at the Conference. In her address, the Director General of the Customs Administration noted that trade facilitation is of particular importance for Macedonia and that the customs administration is aware of its role as one of the main carriers of all measures and actions to achieve acceptable results in this field.

- For that purpose, the Customs Administration of the Republic of Macedonia has implemented several projects and series of

reforms which have resulted in simplification, facilitation and acceleration of customs procedures, allowing faster and easier economic activities and thus greater competitiveness of the domestic economy, better conditions for doing business and attracting investments - said Ms. Radeska-Krstevska.

The representatives of the Customs Administration delivered a presentation on simplification and facilitation of customs procedures, presenting comparative analysis of processing shipments at border crossings (project implemented in cooperation between the Customs Administration and Faculty of Economics at the University of St. Cyril and Methodius), novelties in the EU Customs Code as well as simplified customs procedures from the aspect of implementing the concept of Authorized Economic Operator.

Participation in the EU International E-Commerce Seminar in Krakow

Delegation of the Customs Administration of the Republic of Macedonia, headed by the Director General, Ms. Natasha Radeska-Krstevska, together with high representatives of Customs Administrations of EU Member States, representatives of the European Commission, the World Customs Organization, as well as representatives from the business community attended the Seminar “eCommerce, Opportunity or Challenge for EU Customs” held on October 10 and 11 in Krakow, Poland. The purpose of the seminar was for the participants to agree on a common and coordinated approach to the challenges arising from e-commerce and opportunities to successful resolution.

Namely, e-commerce in low value shipments transmitted by post and courier services increases every year by 10 to 15 percent, thereby increasing losses in collection of import duties, which in the last year in the EU reached a value of about 1.3 billion euro. These losses are primarily the result of inadequate labeling of shipments, the absence or low quality of information and exchange of “pre-arrival” electronic data between post offices, courier services and customs administrations. This is causing serious concern among EU member states and because their market and people are constantly exposed to risks in the areas of health, safety, sales of counterfeit goods, drugs and weapons. It is therefore necessary to create suitable mechanisms to provide safety and security for the import of these goods and collection of all duties arising from this type of trade through exchange of quality “pre-arrival” electronic data between post offices, fast courier and customs administrations, application of advanced risk analysis and advanced technologies in control, with greater emphasis on post controls.

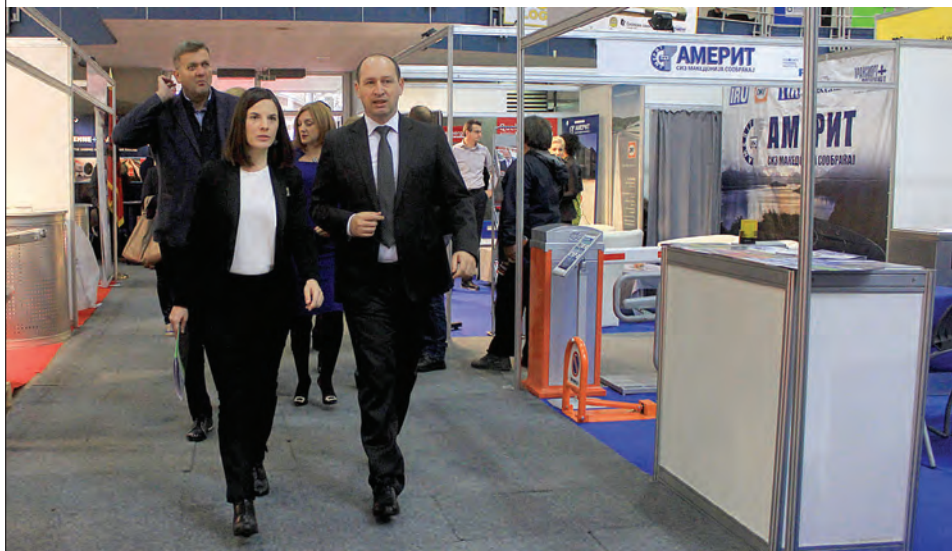
The presence on this seminar was inter-im an opportunity, through informal bilateral meetings, the heads of the customs services to directly exchange views and initiatives for future activities of mutual interest.

Bilateral Meeting between the Customs Services of Macedonia and Serbia

A bilateral meeting was held in the beginning of October between highest delegations of the Macedonian and Serbian Customs Administrations aimed at strengthening mutual cooperation established within the frame of the Agreement on Bilateral Cooperation between the two countries on mutual assistance in customs matters. Topics of discussion at the meeting were as follows: promotion of electronic exchange of customs data to prevent customs fraud in both countries, strengthening the cooperation between customs officers at operational level when doing their daily

tasks and duties and exchange experiences on using different methods in customs operation aimed at acceleration of the flow at border crossings. Furthermore, the upcoming infrastructure activities at the BCP Tabanovce were presented to ensure coordinated activities between the Customs Services of the two countries in terms of trade facilitation and security, and both delegations expressed satisfaction with the cooperation and interest in organizing new activities and exchange of experience that would be of mutual interest.

4th International Fair TRANSPORT and LOGISTICS 2016



TRANSPORT AND LOGISTIC COMPANIES, ASSOCIATIONS, PORTS AND ETC. PROMOTED

Traditionally, partner and direct participant in this 4th Exhibition was SIZ Makedonija soobrakjaj – AMERIT with its stand in the Metropolis Arena

The Skopje Fair this year also hosted the 4th International Fair TRANSPORT and LOGISTICS 2016 held from 18-22 October, partner of which and direct traditional exhibitor and participant was SIZ Makedonija soobrakjaj – AMERIT. On a stand in Metropolis Arena located opposite to the Skopje Fair head office, our oldest transport association presented before numerous visitors and businessmen its services, which aroused their interest witnessed by the permanent presence of interested persons. Exhibitors of this five-day specialized fair manifestation were transport and logistics companies from Macedonia and abroad such as Germany, Austria, Slovenia, Greece and Albania. Kuehne+Nagel, Quehenberger logistics, MSC, Multishped, LDI Dimotras, Cosmatos Group, the Port of Durrës were among the participants, and LKW Kosovo and CVC Mobile in the part of software solutions such as vehicle tracking and GPS systems.

Interest in the Transport and Logistics Fair was certainly increased by the simultaneous maintenance of the 42nd TEHNOMA International Fair, then 17th International Craft and Small Scale Industry as well as 37th International Innovation Exhibition – MAK-INOVA. All of those exhibitions were opened by the Minister for finance Mr. Kiril Minovski, who emphasized the effect of the Government measures for enhancing the competitiveness of Macedonian economy, best witnessed by the continuous growth of the export of Macedonian products.

-Another indicator of competitiveness

increase is the export structure. If nine years ago the participation of machinery and transport devices estimated five per cent only in the total export, now it is 25 per cent. This means that the participation of products with value added multiplied – said Mr. Minovski.

Ms. Daniela Gligorovska, Executive Director of Skopje Fair indicated that good promotion and excellent reception with the business audience is a key for success and growth of any companies exhibiting directly or indirectly at the Fair. - To participate at a fair means to always be a step forward in the market and constant adjustment to the market conditions and innovation industry cycles – highlighted Ms. Gligorovska. Ms. Jasmina Popovska, Director of the Fund for Innovations and Technology Development also addressed the attendees, encouraging all those who have a good idea to start-up their own business. The Hungarian Ambassador in Macedonia, Mr. Laszlo Istvan Dux in his address emphasized the presence of a number of Hungarian companies at TEHNOMA Fair. - We hope that investment in the development of regional roads and railways, i.e. planned reactivation of the direct airline between Skopje and Budapest will contribute to development of economic relations and that the number of small and medium companies which will find mutual contacts will increase – said Mr. Dux. The 5th International Fair of Transport and Logistics will occur in 2018 due to its bi-annual character.

J.S.B.

Two forums were held in the 4th International Fair TRANSPORT and LOGISTICS 2016 organized by SIZ Makedonija soobrakjaj – AMERIT, the oldest transport organization in the Republic of Macedonia and Skopje Fair, where novelties and latest news were presented in the Customs, TIR transport system and in the part of additional training and road traffic safety, which are of permanent and daily interest for road transporters and logistics companies in our country. The forums were realized in cooperation with the Customs Administration of Macedonia and the Republic Council on Road Traffic Safety – RCRTS, which were of interest for and followed by representatives of transport and logistics companies and for pupils of secondary vocational schools and students at higher educational institutions of our country.

Addressing the attendees, Ms. Daniela Gligorovska, Executive Director of Skopje Fair and Mr. Emil Milev, Secretary General of SIZ Makedonija soobrakjaj – AMERIT pointed out that 4th International Fair Transport and Logistics this year is a place where transport and logistics actors not only presented but also treated the problems in transport and logistics industry. For that purpose they also indicated that as a result of long-term partner cooperation between Skopje Fair and AMERIT, a mutual participation at regional transport fairs and exhibitions will be realized held in the country and abroad.

In the forum, Mr. Jovica Kiprijanovski, Head of the Department for Border and Transit Formalities with the Customs Administration of Macedonia presented the new NCTA transit system officially introduced in our country in the middle of this year, which enables great benefits both for the transport and logistics operators, and for importers and exporters and for the Customs Administration and its employees as well.

- Main benefits of the introduction of this system, which practically makes us part of the EU Common Transit System, is simplification of customs procedures, easier and faster movement of the road cargo transport, i.e. acceleration of the goods transit and better control, safety and security of goods trade and road transport – highlighted Mr. Kiprijanovski.

Ms. Gordana Dineska, Advisor for Customs Procedures, gave a speech on the requirements for acquiring the status of certified economic operator, which as a concept has functioned in the EU for a long time, and it is in initial phase in our country attracting interest by the businesses. As Ms. Dineska emphasized, it is based on simplified procedure system which has been already used in our country, while so far and related to the amendments to the Customs Law and novelties introduced, 90 approvals have been issued to operators for use in export simplified procedure and 46 in import. Benefits for CEO are the following: easier access to simplified procedures, fewer physical and documentary controls, advantage in the consignment control based on risk analysis

Two forums organized by AMERIT and Skopje Fair



PRESENTED CUSTOMS AND TRANSPORT FACILITATIONS AS WELL AS DRIVER'S SAFETY RISKS

The forums indicated a range of latest news and novelties in the customs operations and the TIR system functioning as well as in the part of additional training to drivers and dangers in their driving

and space choice as well as the use of CEO logo which will indicate to the partners outside of Macedonia that he/she is reliable for customs processing. Officials of the Customs Administration also informed on the development of the System for Processing and Management of Customs Declaration and Excise Documents – CDEPS which, as Ms. Ofelija Bajo, Head of the Customs Procedure Unit, pointed out is compatible with the EU standards and systems. This has led to facilitation of activities and customs procedures in the customs operation in terms of paper free work and introduction of electronic systems thus assisting circulation of data from and to the economic operators as well as with other institutions in the country and abroad. As a result and in addition to the e-Government concept, now the e-Customs system and concept is realized that offers numerous advantages both for customs officers and businesses, i.e. for trade, transport and other operators – said Ms. Bajo.

Mr. Igor Naumovski from the TIR and Cargo Traffic Sector with AMERIT presented the TIR system as a single global transit system used by 69 countries among which Macedonia, as well as the TIR-EPD electronic pre-declaration which is increasingly used tool by the transport operators.

-It is free and enables faster and simplified operation and goods transport for the transporters, thus saving money and time as well as increased competitiveness and it interim provides a range of benefits to the Customs being completely integrated with its NCTS system.

The second forum started with presentation of the impact of professional drivers'

psychophysical and psychomotor ability on traffic safety by Assistant Dr. Zoran Joshevski, member of the RCRTS who, among other, pointed out that the number of drivers who after taking a particular medicine sit behind the steering wheel is increasing.

- Some of those medicines have harmful effect on the driving capacity, exceed the reaction time, reduce concentration so the drivers make false appraisal of the traffic situation. Not only drivers but also some doctors underestimate this problem and consequently it is necessary to raise their awareness as well as pharmacists' awareness, since this problem increasingly affects traffic safety in our country – noted Mr. Joshevski.

Officials of AMERIT also highlighted the basic postulates of the European ECMT Quality Charter for International Road Haulage Operations adopted on January 1 this year to take effect in the beginning of 2018. As Ms. Frosina Charapikj from the AMERIT Training Center, explained, this Charter, among other, reaffirms the need for additional training of the trans-

port staff.

- AMERIT as accredited training center by the IRU Academy permanently works on raising the training standards of trainers and professional drivers which means that we are completely prepared to adapt to the novelties entailed by the Charter so that our transport companies maintain their competitiveness in the European transport market. Next year harmonization with the provisions of the Quality Charter is expected to be made by the competent authorities in our country, i.e. the Ministry of Transport and Communications. We from AMERIT are available with all our knowledge and resources to contribute to the implementation of the provisions provided for in the Charter – highlighted Ms. Charapikj.

Discussing on the topic "Trained Driver = better road safety + increased efficiency" Mr. Dejan Nikolovski, AMERIT Training Center Manager, indicated to the driver's preparations and precise planning of his/her trip, regular vehicle check and service, driving and safe maneuvering, respecting driving and rest period rules, safe and secure goods load. Benefits of such safe and efficient operation are reduction in fuel consumption, vehicle damage, CO2 emission and fewer accidents and maintenance costs as well as better road safety and better drivers' productivity and consciousness.

Addressing the topic related to the risks of distracted driving, Mr. Mile Dimitrovski PhD from the Faculty of Mechanical Engineering and member of the RCRTS, numbered a list of the driver's activities in and out of the vehicle which preoccupy his/her attention and affect safe driving.

- In Australia about 14% serious traffic accidents and hospitalization were caused by distracted driving, in Spain – 37%, in USA – 11%, in Canada – 10.7%, and in the Nederland – 8.3%. No such data exist in our country, a survey, however, indicated that even 61% parents with small children talked on mobiles, and 15 per cent texted messages while driving, which is a disturbing data due to the impact of cell phones on distracted driving and recorded statistics that this contributes to increased number of traffic accidents - added Mr. Dimitrovski.

The topics presented attracted great interest by the attendees of the forums, who, each from their aspect, asked numerous questions, which were replied by the speakers.

J.B.



In order to have cleaner public transport in the capital city



INSTEAD OF A TRAM – ECO-BUSES AND MINIBUSES!

The total value of 50 electric buses and minibuses is between 20 and 25 million euro, and the officials from City of Skopje say that they are more cost-effective in every aspect, and cost ten times less than the tram

The City of Skopje together with the Government plans to purchase 20 electric articulated or long buses and 30 minibuses, which overcomes the idea for introducing a tram in the capital city. The new project with a total value between 20 and 25 million euro, and while one articulated bus costs between 600 and 650 euro, and one minibus between 300 and 350 euro will significantly renew the public transport in Skopje. At the same time, even though their initial unit price is high, the eco-buses are more cost-effective in every aspect, and cost ten times less than a tram, and they do not need require new infrastructure (laying rails, separate garages, depot and etc., which requires additional time and excavations in the city) and do not emit harmful gases.

- The City and PTE, together with the Government, i.e. the Ministry for Transport and Communications have already elaborated the idea for purchase of eco-buses, and the experiences are exchanging with the countries and cities in which eco-buses are already part of the public transport

- said the Mayor of the City of Skopje, Mr. Koce Trajanovski.

In general it is agreed the Government to provide financial support, and the Ministry of Finance is considering options for a loan for purchase of the buses. At the end of this year or at the beginning of the next year an open call is expected to be announced for procurement, and then depending on the readiness of the purchaser, the shipment of the electric buses should start - informs Mr. Trajanovski.

Electric buses would ride on the same route that was planned for the tram, i.e. from Aerodrom to Gyorche Petrov, which will cover 12.5 km long route.

With one "charging", this bus can pass the route ten times throughout the day, and in the announcements of this project it was said that the electric buses would make more than 50 percent of the total number of buses in the city until by 2030. At the same time, this will stimulate creation of taxi-companies only with electric vehicles.

J.S.

Renovation of Skopje roundabout



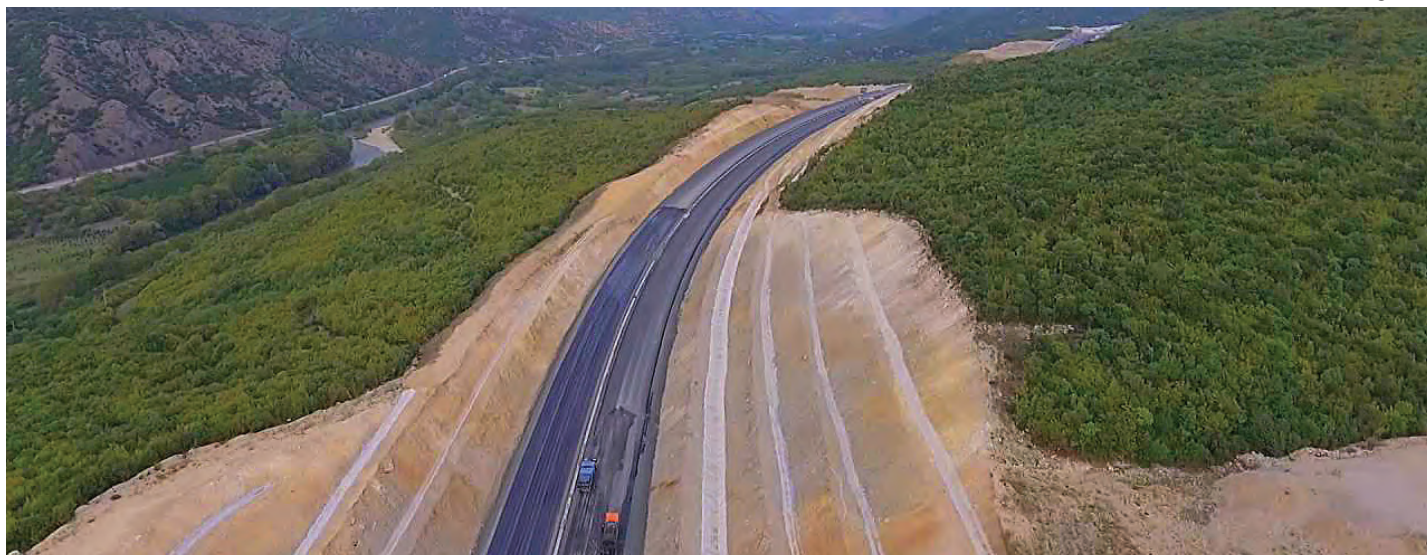
PE for State Roads has chosen the company "Transmet" from Skopje for construction works for renovation of Skopje roundabout, which was damaged by the heavy floods on August 6th this year.

The rehabilitation costs about 2.6 million euro, and the surveillance of the performance activities will be performed by "Evro Konsalt-ing" from Skopje. Officials from the Ministry of Finance inform that the renovation of Skopje roundabout should be completed within four months from the beginning of the work (the contractor started works on October 21), and the duration of the contract also includes 24-month



warranty period. The highway can be used on the most damaged part of the roundabout from Arachinovo overpass to the Stajkovci overpass, five kilometres long, but where there are lifted parts of the road, the traffic is still delayed. That is the reason why in the last two months the vehicles are transiting through Skopje in order to avoid this part, and at the city entrance in Madjari there are traffic jams, especially in the mornings. The traffic jams at the entrance of Skopje, in Madjari and Gyorche Petrov are expected to occur until the completion of the renovation.

Macedonia obtains new kilometers of roadways



DEMIR KAPIJA – SMOKVICA AND MILADINOVCI – SHTIP WILL BE COMPLETED NEXT YEAR

The new roadways will significantly ease transport and citizens' lives, improve mobility and increase safety thus enhancing competitiveness of Macedonian economy

Macedonia will obtain new kilometers of roadways of the highest first category – highways, which will significantly ease transport and citizens' lives. At the same time this will contribute to better mobility, increased safety, and on a long-term improved competitiveness of the country economy. Of the three roads underway, two will reach their finalization: Demir Kapija – Smokvica and Miladinovci – Shtip, and the third, Kichevo – Ohrid is expected to be completed in 2018. The construction of these roadways is a realization of capital projects of national importance since they will increase the total highway network in the country by 50 per cent – say officials from the Government and the Ministry of Transport and Communications. The section from Demir Kapija to Smokvica which is 28 kilometers long is in its final phase and as planned it should be functional in the beginning of next year. This is the matter of a project worth 210 million euro financed by European funds: EBRD, EIB and EU IPA funds. The motorway will pass through two double pipe tunnels with a length of 1,200 meters and six bridges as well as two junctions (near Miravci and Smokvica) five overpasses and seven underpasses. – This is key roadway for Macedonia and domestic economy because total Corridor 10, from Tabanovce to Gevgelija, at the level of highway, is encompassed, and this is one of the

most important transnational, pan-European corridors – highlights Mr. Vlado Misajlovski, the Minister for transport. The route of the new highway to Shtip with a length of 47 kilometers is fully penetrated. The project is worth 207 million euro and it will become reality up to February 2017 thus Macedonia will obtain a new highway in its east part. Already half of the entire envisaged construction works have been completed, and over 25 percent of the route has been asphalted. This is a two-section highway: Miladinovce – Sveti Nikole and Sveti Nikole – Shtip, then seven junctions Miladinovci, Sredno Konjare, Preod, Sveti Nikole-North, Sveti Nikole-Southeast, Kadrifakovo and Tri Cheshmi. The authorities indicate

that the timetable will be reached since the operational equipment is fully engaged and 850 builders work and 350 machines operate on this roadway. At the same time, as in the previous roadway with funds secured by the Chinese Exim Bank, one of the most important and, as the engineers indicate, very complex infrastructural undertakings, has been realized in the past 50 years in the country, Kichevo-Ohrid Highway with a length of 57 kilometers and value of 374 million euro. Over 1,200 workers and 500 machines are permanently engaged on this roadway, with two lanes and additional parking lane on both sides, with green belt, six overpasses and 13 underpasses, tunnels followed by a control room with cameras; this highway towards the biggest tourist center in our country – Ohrid will be an ultra modern highway.

J.B.



Assuming the adequate protocol



France becomes the tenth European country to accede to e-CMR – paving the way for easier and more efficient shipment of goods, facilitating trade and preparing for fully digital road transport operations. On that occasion Umberto de Pretto, IRU Secretary General said, “IRU welcomes the news that France has acceded to the e-CMR protocol, and calls upon those governments who have not yet done so, to consider a move to electronic CMR, as it brings distinct advantages. The application of the protocol and use of electronic consignment notes is faster, more efficient and more competitive than the current paper-based Convention.”

IRU member association FNTR (Fédération Nationale des Transports Routiers) strongly supports this move to go digital. Florence Berthelot, Déléguée Générale of FNTR said “Transport operators will now be able to electronically record, store and exchange CMR data with their commercial

FRANCE MOVES TO ELECTRONIC CMR

Accession to the e-CMR endures easier and more efficient shipment of goods, facilitates trade and paves the way to fully digital road transport operations

partners. This will significantly improve document management by reducing the potential for human error, while increasing the efficiency of road transport operations.”

Rules for transporting goods internationally are covered by the United Nations Convention for the carriage of goods – CMR. Transport operators, drivers and those receiving shipments use a CMR consignment note, which contains information about the shipped goods and the transporting and re-

ceiving parties. Until recently, CMR notes were only issued in paper form.

In February 2008, a protocol was added to the CMR Convention concerning the use of the electronic consignment note. This protocol entered into force on 5 June 2011, and to date ten countries have acceded to it. These include Bulgaria, Czech Republic, Denmark, Latvia, Lithuania, France, Netherlands, Slovakia, Spain and Switzerland.

O.M.

Recommendations to the EC by the German Parliament

By 2030 – Stop for Petrol and Diesel Vehicles in EU

The German federal council (Bundesrat) has passed a resolution to ban new petrol- and diesel-powered vehicles in the EU by 2030. The European Commission is urged to reconsider the current practices of taxation and duties with regard to a stimulation of and switch to emission-free mobility. It is also indicated that reduction in emission from traditional vehicles is one of the key steps to reach the requirements put forward in the Paris Agreement by 2050, highlighting that Germany has to reduce CO2 emission in the atmosphere by 95 percent.

Many, however, point out that the switch to electric vehicles in Germany still takes slow pace, and even high subsidies and other benefits for purchase of such vehicles lack results. According to many experts, this is so not only because drivers prefer trusted traditional vehicles for decades but also because the infrastructure has not been well developed yet for mass utilization of electric vehicles.



EC recommendation to prolong border controls in five EU member states



IRU REQUESTS PRIORITY BORDER LANES FOR TRUCKS FOR BETTER TRAFFIC FLOW

Such request by IRU is intended to mitigate the continued negative impact border controls are having on the commercial road transport industry and on the wider economy in the EU

IRU is concerned by the European Commission's submission of a new Recommendation to the Council to prolong Schengen border controls in Norway, Denmark, Germany, Austria, and Sweden. The Commission notes that the exceptional circumstances leading to the original consent to introduce internal border controls have not been sufficiently addressed. Therefore Member States should be allowed to conduct border controls for a further three months.

Although IRU recognises the need for border security, actions to improve traffic flows, such as priority lanes for trucks, should be implemented to mitigate the continued negative impact border controls are having on the commercial road transport

industry and on the wider economy in the EU. As a result, in road freight transport alone additional costs have been estimated at EUR 5bn per year. Journey times for road freight and passenger transport services have also increased dramatically. Reported delays of up to two hours on Austrian – German border crossings cost operators EUR55 per vehicle per hour.

IRU urges the Commission and Member States once again to consider measures which could alleviate the negative impact of such controls on the commercial road transport industry.

According to the estimations made by numerous economic experts and analysts, in case of intensifying such controls, the Schengen Agreement may cease and re-es-

tablishing national borders in the European Union would lead to 20 billion euro in fixed one-off costs.

“Additional costs are to be added to this sum amounting from two to four billion euro per year”, as indicated in the European Parliament report, which also points out that those amounts are equal to 0.02 – 0.03 percent of GDP of the countries in that area without border controls. It is also highlighted that it is almost impossible to calculate the actual losses related to re-establishing the borders and that according to the statistics crime has not increased due to avoiding border controls.

O.M.

As a result of not respecting legal limitations



PARTICIPATION OF BEGINNER DRIVERS IN TRAFFIC ACCIDENT IS INCREASING

Last year 25 per cent of the serious traffic accidents were caused by young persons up to the age of 29, and 30 per cent of the dead are at this age

Inexperience, risk preference behavior and beginner mistakes are most often causes for fatal accidents of beginner drivers on the roads in our country. That their number is not negligible is shown by the statistical data, according to which last year of 148 dead persons in accidents in the Republic of Macedonia, even 25 per cent serious accidents were caused by young persons up to the age of 29. And even 30 percent of the dead persons were up to 29. The MoI statistics also shows that last year 2,232 beginner drivers were sanctioned, and only for the six months this year 1,463 drivers in this category have been punished. And according to the police perception, in 2014 most of the beginner drivers were sentenced between 11:00 pm and 5:00 am due to driving without a co-driver. At the same time, the police sanctioned 64 beginner drivers who were

speeding over 60 km/h as well as 12 driving a vehicle with a power over 75 kilowatts.

The analysis made and perceptions of those competent for road traffic safety expressly show that beginner drivers fall under the category of vulnerable and hazardous traffic users due to the following reasons: lack of experience, limited knowledge and thus poor skills and capacities, risk preference, youth, temper, over energy, and etc.

According to the Law on Road Traffic Safety, a beginner driver is any driver of a motor vehicle in the period of two years after obtaining a driving license, irrelevant whether the license has been obtained in the Republic of Macedonia or abroad. Furthermore, a beginner driver is a driver of a motor vehicle in the period of two years after obtaining the relevant category of driv-

ing license, irrespective whether he/she has had a driving license for another category. In the above initial period a beginner driver, according to the Law, has the following restrictions when driving: in case of , A, B or C Categories, or Subcategories A1 and C1, he/she is not allowed to speed over 60 km/h on a public road, 80 km/h on a road intended only for motor vehicles, 100 km/h on motorway, and over 40 km/h riding a motor bicycle. In addition, he/she is not allowed to drive within the period between 11:00 pm and 05:00 am, except where he/she is accompanied by a driver over the age of 25 who has not been sentenced prohibition of driving a motor vehicle. A beginner driver with A Category is not allowed to drive a motorcycle with a power over 25 kilowatts, and related to B Category he/she is not allowed to drive a vehicle with a power over 75 kilowatts.

In case where a beginner driver fails to observe these provisions, he/she shall pay a 200-euro fine, or obtain 40 negative points in his/her traffic booklet. In addition to sanctioning aimed at elimination of

deaths on the roads, competent authorities constantly appeal to the beginner drivers to ultimately observe the rules and regulation when driving. It is necessary to point out that this also refers to and is obligation of their parents, who have to think twice when providing a car to their children as they are

the ones who have to observe the Law expressly reading – a beginner driver is not allowed to drive between 11:00 pm and 05:00 am without being accompanied. This is a legal obligation both for beginner drivers and their parents.

J.S.B.

MOI STATISTICS SHOWS THAT LAST YEAR 2,232 BEGINNER DRIVERS WERE SANCTIONED, AND FOR ONLY SIX MONTHS OF THIS YEAR 1,463 DRIVERS IN THIS CATEGORY HAVE BEEN PUNISHED



Many Drive without a Driving License!



From January to June this year the police excluded from traffic about 17,300 drivers, almost half of who or 7,700 did not pass a driving test, and around three thousand drove under the influence of alcohol. This, or more precisely, unconsciousness and irresponsibility of those sitting behind a steering wheel even when explicitly prohibited, is a picture that shows why the number of victims in traffic accidents is high again this year, which in fact increased by five percent in that period when 98 persons died on the Macedonian roads (in eight months 109 persons died in traffic accidents), and the number of serious injuries in accidents increased by five percent.

This data were shared on the first International Traffic Safety Conference in SEE held in Skopje by the end of September.

Dangers Lurking the Drivers in Autumn

Although winter is most dangerous period for most of the drivers due to snow, ice and etc., officials from RCRTS indicate that autumn is much more dangerous for driving on the roads. As a result, officials from RCRTS point out and alert the drivers to be careful especially of the following:

- In this period of the year, the drivers have to compulsory check liquids in the vehicle, tire air pressure, wipers, brakes, engine and all other critical parts. To be careful in case of fallen and wet leaves on the road, this can be dangerous due to slip of the vehicle that is especially risky when driving on winding mountainous roads. Dry leaves flying from the vehicle can enter tight openings in the chassis and in other parts of the vehicle undercarriage.

It is also recommended to avoid night drive because the roads might be dangerous at sunset, and autumn is a period when we "turn back the time" and at the end of the day this means earlier sunset and reduced visibility on the roads. Moreover, even in autumn, October and November, in some parts of the country, on higher sea level and on the bridges there might be occurrence of ice; it might be, therefore, necessary to fit winter tires earlier, and at the same time drivers enable proper function of the brakes and lights.



Officials from RCRTS also point out that in this period of the year, in order to enjoy nice autumn landscapes and use the final sunshine, the traffic users should underspeed than usual and under distracted drive. Such behavior may cause dangerous situations for all drivers and other traffic users (pedestrians, cyclists, motorcyclists) and it is necessary to keep larger distance between the vehicles, especially when driving on dangerous roads.

IAA 2016 – Хановер



DRIVEN BY IDEAS

66th IAA was held in Hannover from September 22 to 29, the largest fair for commercial vehicles

3-letter acronym that needs no translation once again dominated the information in auto world. This year this big wheel – International Automobil-Ausstellung (International Motor Show Germany) which is abbreviation of IAA acronym, was dedicated to commercial vehicles. Held on a traditional place – in Hannover and in a traditional term – second half of September, exactly 2,103 exhibitors from 52 countries revealed 332 world and over 100 European premiers.

Most of them were delivery vehicles which are a key factor propelling transport industry. The ideas put into final products by the large manufacturers of commercial vehicles were in the core of the megatrends – digitalization, electric mobility and urban logistics. In practice this means that as every biennially, this most important world's transport fair with its unique dynamics unveiled to almost quarter of a million visitors a long-term future in this industry. It is not

challenging to distinguish the biggest premiers, but it is difficult to highlight those that will affect the decisions in reality of tomorrow, the day after tomorrow or further on.

Practically all of them exhibited electrically-powered vehicles on their stands,



Iveco Z star of the show



The recognition reading "Truck of the Year" was won by Scania S

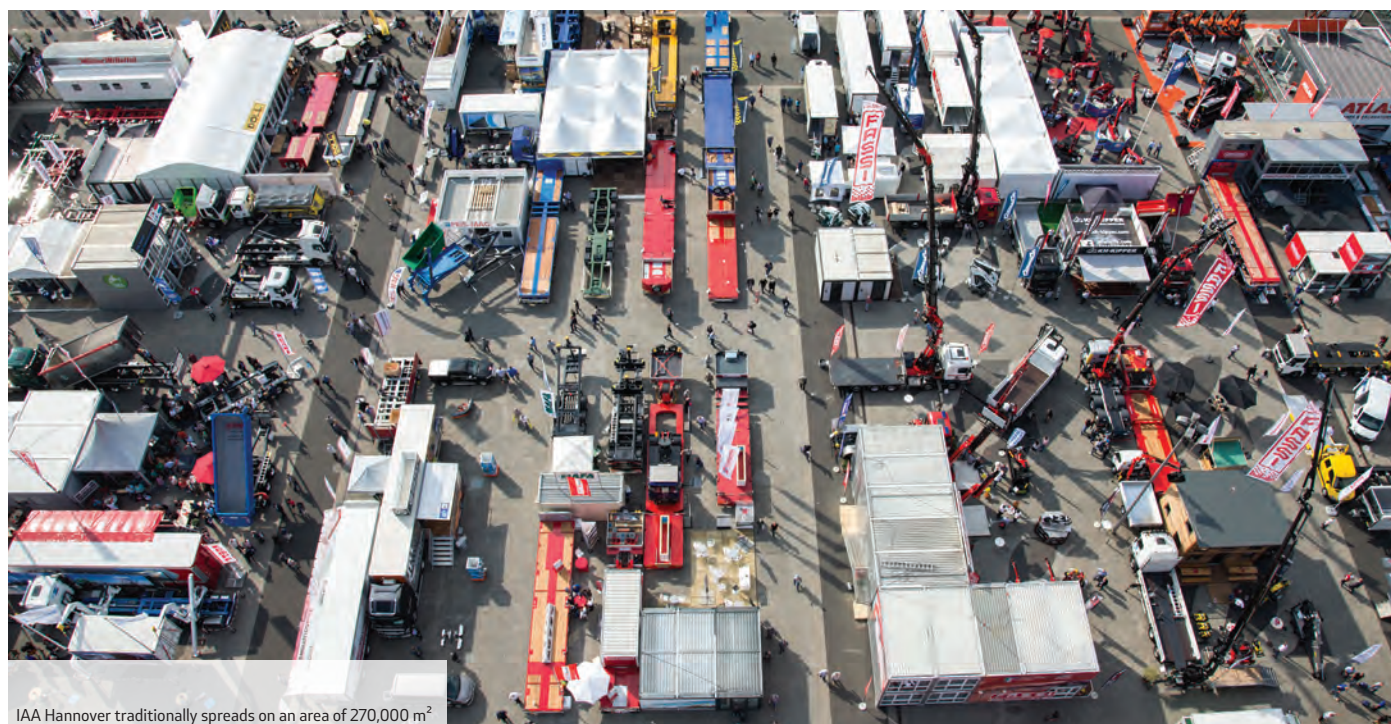


THE NEW SCANIA S GENERATION HAS FLAT FLOOR CAB AND IT IS CURRENTLY THE ONLY TRUCK WITH SIDE AIRBAGS FOR THE DRIVER'S PROTECTION. THIS IS A RESULT OF A 10-YEAR DEVELOPMENT PROGRAM AMOUNTING TO 2 MILLION EURO. ITS CABIN DESIGN ALSO INVOLVED PORSCHE ENGINEERING

while some of them hybrid that can be already seen on the roads, especially light categories. Regarding heavy vehicles a desire can be perceived for their networking, or digitally connected and platooning trucks, electronically following each other at the distance from 10-15 meters. This, however, relates to far future compared to the presence of digital connection nowadays which, for instance, enables long line transporters to find and reserve free parking space before reaching the destination. And when they get there, the drivers can easily park with the use of the vehicle sensors and cameras



Van Hool EX16H, Made in Macedonia



IAA Hannover traditionally spreads on an area of 270,000 m²

without any dangers to the environment and their vehicles.

Just the dedication to new technologies caused that the truck manufacturer in the light of the premiers prepared to play supporting role rather than title role – except for Scania. Only the Swedish had the hot premiere – the new S series. The others dedicated their appearance to futuristic concepts, which were really impressive. The electric Urban, for instance, is the Mercedes Truck, and its 212 kWh battery enable it 200 km autonomy. And MAN E-Truck as TGS derivative will have electric engine instead of a diesel one, which will recharge its 250 kW from three battery packages in the place where the engine is usually located, enabling it anatomy from 50 to 150 kilometres. The hybrid beauty Fuso eCanter was closer to reality, for which the Japanese



Mercedes Urban eTruck intended for distribution will be the first truck constructed for electric drive. The technologies inside have been already well developed enabling its marketing in a couple of years



Volvo did not have many dilemmas for its recorder, the ultimate Iron Knight drive – its 2400 HP are drawn from 13 l diesel found in this brand serial trucks



Volvo has soundly processed its FH series for this year model



DAF has provided instruction of what we will encounter in the new XF generation. The exhibited prototype is a test platform with diesel-electric hybrid drive, which mainly uses the energy generated for propelling the ancillary system, and it will be capable to pass the last 3 to 5 kilometres before reaching the destination with zero emission



Japanese Daimler subsidiary will offer its consumers to choose themselves the size of the batteries to power the electric Fuso eCanter



Among the sixty Daimler exhibits was Mercedes Vision Van



E-mobility also in the MAN focus – the electric E-Truck is intended for night deliveries in urban areas



Renault extended to new markets with its 1-ton Alaskan pickup



MAN sailed into delivery waters with a great assistance by VW

state that it will be paid off after only three years of exploitation. The real star at the show was the concept Iveco Z truck with biogas engine.

Buses were also pronouncedly present at the 66th IAA. And it was not unexpectedly that four of the fifth candidates for the prestigious Bus of the Year Award

were electrically driven. And not only did they – all leading bus manufacturers unveil electric city buses: Volvo, MAN, Solaris, VDL, SOR... In addition, special attention was attracted by Chinese manufacturers such as BYD and CRRC, which steadily but surely penetrate the European market. The latter has exhibited one of the two electric



The new Volkswagen Crafter was selected van of the year



The new proclaimed van of the year also gets its electric version with a range of 200 km



In Solaris were especially proud of the title "Bus of the Year" won by Urbino Electric



MAN Lion's City eMobility is a concept of electric city modular bus with numerous combinations of batteries and electric engines packs depending on the operator's needs, production of which will start in 2020



The new generation of multi-purpose intercity and tourist bus Neoplan Tourliner was among the major attractions at the MAN Truck and Bus stand, where the German manufacturer unveiled two bus models



In addition to Citymood designed and developed by its Italian partner BredaMenarini and it will be produced in Bosphorus, Turkish Karsan in Hannover unveiled the Star model



China South Locomotive & Rolling Stock Corporation Limited (CRRC) is the new Chinese player at the European bus scene



Man against machine – such entertainments are also part of IAA. The time to pull an 8.3 t heavy truck on a distance of 20 meters was measured

Iveco Evadys was one of most interesting bus premieres at this year IAA. Based on the popular Crossway Pro with the flag bearer Magelys equipment, which accommodates it on the top of the intercity segment and in the bottom of the tourist range



Hyundai surprised with the study of H350 delivery vehicle powered by fuel cells



The next 67th IAA exhibition will be held from September 27 to October 4 2018, also in Hannover

Assessment of vehicles and real estate

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

AutoBest 2017



Citroën C3, Kia Niro, new Peugeot 3008, SEAT Ateca, and Toyota C-HR have been announced as the finalists for the European 'AUTOBEST 2017'

EUROPEAN AUTOBEST NOMINATED THE 2017 FINALISTS

The new Citroën C3, Kia Niro, new Peugeot 3008, SEAT Ateca, and Toyota C-HR have been announced as the finalists for the European AUTOBEST 2017. These five cars will compete for the new prize of 'Best Buy Car of Europe in 2017', or for a car that offers the most for its price. On November 23/24, the European AUTOBEST Jury of 31 will go to the Vairano proving ground near Milano, Italy, for the Final 5 tests, which are one of the most relevant and complex tests conducted by the automotive media. The winner will be announced on 15 December.

The Jury honoured Carlos Tavares with the 'MANBEST 2016' award for leading the turnaround of the PSA Group in such a short period. In his capacity as Chief Execu-

tive Officer, he took difficult but crucial decisions to give back to PSA a financial solidity and to pave the way to success. He was instrumental in restructuring the brand's product portfolio and accelerated the evo-

lution of the company on the new trends of the automotive industry. In a disruptive period, Carlos Tavares was the 'disruptive' executive who managed to shape a future for PSA Group.

CARLOS TAVARES,
CEO OF PSA GROUP
HONOURERED WITH
MANBEST 2016 AWARD



Carlos Tavares from PSA Group honoured with MANBEST 2016 award

OPEL GROUP GMBH HONoured WITH COMPANYBEST 2016 AWARD

The 'COMPANYBEST 2016' award goes to Opel Group GmbH. Under the leadership of Dr Karl Thomas Neumann, the company is coming back to sound financial operation. The work of Neumann and his brilliant executive team was, and still is, not an easy one. Nowadays, just having good products is not anymore enough. To be successful as a company much more is needed and at Opel, we can see what that is all about. Opel's turnaround is an example of "German precision and sculptural artistry" (this is one of the leading ideas Opel uses in design, and the company entire approach).

The impressive e-performance of the new Opel Ampera-e convinced all the Jury members to vote it 'ECOBEST 2016' award, the European leading accolade for the most relevant green products and technologies. Ampera-e belongs to a small group of electric vehicles that will make or break the future of electromobility. The first independent information on the real autonomy gives confidence that Ampera-e is the right answer for shaping the future of electromobility in Europe.

This year's 'DESIGNBEST' award went to Thomas Ingenlath, the Chief Designer at Volvo Cars. Entering this Hall of Fame, reserved only for the well-known car designers of our time, Ingenlath received a European recognition for his outstanding job at the Swedish car manufacturer. Since his arrival, the design direction at Volvo Cars has undergone an intense transformation. He guided the creation of a new design language and the introduction of Volvo's new scalable platform by developing a series of



The 'COMPANYBEST 2016' award deservedly went to Opel-group, led by Dr. Karl-Thomas Neumann



Opel Ampera-e was awarded with the leading European recognition for the most relevant ecological products and technologies, ECOBEST 2016 award

very successful concept cars.

The AUTOBEST Jury is also paying attention to the efforts the automotive industry is making. Investments, new automo-

tive job opportunities for people, spending funds for green cars and technologies, the support for different regions of Europe are carefully checked and appreciated by the Jury. New in-car technologies and connectivity are also under the scrutiny of the Jury. In total, eight awards are now dedicated to these achievements. The awards ceremony will take place in the first half of February 2017.

The AUTOBEST organization 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 becoming more important criteria for voting. AUTOBEST uses a transparent voting system, with a complex matrix of 13 criteria to decide the winner.



This year's 'DESIGNBEST' award went to Thomas Ingenlath, the Chief Designer at Volvo Cars

Germany

Driving Restrictions, Goods Transport

Vehicles concerned	trucks with a total permissible weight of over 7.5t, as well as trucks with trailers.
Area	throughout the road and motorway network
Prohibition	Sundays and public holidays from 00h00 to 22h00



Public holidays, 2017

1 January	New Year's Day
14 April	Good Friday
17 April	Easter Monday
1 May	Labour Day
25 May	Ascension
5 June	Whit Monday
15 June	Corpus Christi (only in Baden-Wurtemberg, Bavaria, Hessen, North Rhine Westphalia, Rhineland-Palatinate and Saar)
3 October	German Unification Day
31 October	Reformation Day (only in Brandenburg, Mecklenburg-Vorpommern, Saxony, Saxony-Anhalt and Thuringia)
1 November	All Saints' Day (only in Baden-Wurtemberg, Bavaria, North-Rhine Westphalia, Rhineland-Palatinate and Saar)
25 December	Christmas Day
26 December	St Stephen's Day

Russian letters of invitation for professional drivers +389 2 3298 967 / ext. 105

Italy

Tolls, Goods Transport

Motorway tolls

Vehicle categories are classified as follows in Italy:

- A: two-axle vehicles, providing the height from the first axle does not exceed 1.30m;
- B: two-axle vehicles, providing the height from the first axle is above 1.30m;
- 3: three-axle vehicles ;
- 4: four-axle vehicles ;
- 5: five-axle vehicles and above.

For all toll tariffs in Italy please visit the following http://www.aiscat.it/inautostrada_en/index.htm.



Italy

Tunnels

Mont Blanc tunnel (at 01.01.16 ; including VAT)

	single rate Euro 3, 4, 5, 6	return rate Euro 3, 4, 5, 6
Class 3: 2 axles, height >3m	€ 160.50	€ 249.90
Class 4: 3 axles or more, height >3m	€ 322.60	€ 506.70

Notes:

- The return ticket is valid until midnight of the fifteenth day following the day of emission
- Credit cards accepted.
- Euro 0, 1, 2 and dangerous goods vehicles are not authorised to use the tunnel
- Maximum authorised dimensions: width - 2.55m; height - 4.05m; length - 18.75m
- The volume of fuel on board must be less than 1500 litres (extra 500 litres authorised for refrigerated vehicles);
- Maximum speed: 70 kmh; minimum speed: 50 kmh
- Minimum distance between vehicles: 150m (100m if vehicles are stopped inside the tunnel)

Certain vehicles may access the tunnel only with the prior authorisation of the tunnel operator. These vehicles are classified as follows:

Class D (convoys, type A):

- vehicles towing another vehicle;
- refrigerated vehicles with a width of between 2.55m and 2.60m.

The simultaneous crossing in both directions of vehicles belonging to this category is not permitted. The convoy will be escorted by two vehicles at a maximum speed of 70 kmh. The crossing will normally take place at the end of each alternating cycle.

Class E (convoys, type B):

- vehicles classed as "exceptional loads" according to French and Italian legislation;
- vehicles exceeding the following dimensions:

- a maximum height of over 4.05m;
- a maximum width of over 2.55m, or 2.60m for refrigerated vehicles;
- a maximum length of over 18.75m

To allow the passage of these vehicles, the tunnel will be closed to traffic travelling in the opposite direction. The convoy will be escorted by two vehicles at a maximum speed of 70 kmh. The crossing will normally take place at night, between 22:00 and 06:00.

	single rate Euro 3, 4, 5, 6
Class D (convoy A)	€ 337.60
Class E (convoy B)	€ 889.00

Fréjus tunnel (at 01.01.16; including VAT)

	single rate		return rate	
	Euro 2	Euro 3, 4, 5, 6	Euro 2	Euro 3, 4, 5, 6
Class 3: 2 axles, height >3m	€ 169.90	€ 160.50	€ 264.40	€ 249.90
Class 4: 3 axles or more, height >3m	€ 341.30	€ 322.60	€ 536.20	€ 506.70
Class B: exceptional loads (width between 2.81m and 3.50m; height up to 4.30m)	€ 473.90	€ 447.90		
Class C: exceptional loads (width between 3.51m and 6.00m and length over 25m; height up to 4.30m)	€ 940.20	€ 889.00		
escort for the transit of dangerous goods	€ 137.50	€ 130.00		

Notes:

- The return ticket is valid until 23h59 of the fifteenth day following the day of emission. After that date, the return ticket may be credited for an amount equal to the difference between the price of a single ticket and the price of a return ticket.
- A company wishing to transit with a Class C vehicle must send a written request to the tunnel authorities giving all necessary details and the proposed date. The management will inform the operator of the conditions of transit.
- Post-payment possible for all classes of HGV.
- The transit of dangerous goods is covered by prefectural decree which is available from the Direction d'Exploitation on request. Escort charges are in addition to the toll.

Grand St Bernard tunnel (tariffs at 01.01.16; including VAT)

	single rate	return (valid 1 month)	10 crossings	20 crossings (valid 1 year)
Class B1: vehicle with 2 axles or more and height at the first axle of between >2m and ≤ 3m	CHF 45,50 € 43,40	(valid 1 year)	20 crossings	CHF 364,00 € 347,00
Class B2/B3: vehicle with 2 axles and height of >3m	CHF 79,00 € 75,50	(valid 1 year)	CHF 592,00 € 564,00	CHF 1.031,00 € 982,00
Class 3A/3B: vehicle with 3 axles and height of >3m	CHF 115,50 € 110,00	CHF 184,50 € 175,50	CHF 866,00 € 825,00	CHF 1.497,00 € 1.426,00
Class 4: vehicle with 4 axles or more and height of >3m	CHF 175,50 € 167,00	CHF 280,00 € 266,50	CHF 1.321,00 € 1.258,00	CHF 2.263,00 € 2.156,00

Notes:

The card for 10 or 20 crossings, which is valid for one year, may be used by different vehicles, provided the user vehicle belongs to the same category as that for which the card was issued

For further information, please contact

SISEX
Société italo-suisse d'exploitation du tunnel du Grand St Bernard
Case postale 2
CH - 1946 Bourg St Pierre
Tel: (+41 27) 787 12 06
Fax: (+41 27) 787 12 19
E-mail: info@letunnel.com

URL: www.grandsaintbernard.ch
Sales service: SITRASB SpA
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Fax: (+39 0165) 780 091

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INFO

Netherlands

Merwede Bridge closure (A27) to vehicles over 3.5 t

Since 11 October, the Merwede Bridge on the A27 motorway between Breda and Utrecht is closed to traffic for safety reasons. This closure was an emergency decision and is for an indefinite period. It applies to all vehicles over 3.5 tons. Any contravention is punishable by an immediate fine of 230 euros. Alternative routes have been put in place; they are duly indicated by road signs.



Romania

Winter equipment

It is compulsory to have winter equipment on road sections covered by snow or ice, for safety reasons.

Snow chains

It is not obligatory to carry snow chains on board a vehicle. However, in bad weather conditions, the use of chains is compulsory. No specific time period is indicated. However, Article 102, paragraph 28 of emergency Decree no.195 of 12.12.02 concerning circulation on public roads, republished in Official Journal no.670 of 3.8.06, stipulates that it is forbidden for the driver of a vehicle with a MPW of over 3.5t and for vehicle for passengers transport with more than 8 + 1 seats to drive on icy or snow-covered roads without snow chains or approved antiskid equipment (see below – winter tyres).

It is recommended to carry a shovel and a bag of mixed salt and sand onboard the vehicle when winter conditions prevail.

The use of snow chains on non-icy or snow-covered roads is strictly forbidden.

Winter tyres

Winter tyres are required on the driving axle/axles for all vehicles with a MPW of over 3.5t and vehicles for passengers transport with more than 8+1 seats on road covered by snow or/and ice.

Depth of tread must be at least 2mm.

The tyres must bear the indication M+S, M.S. or M&S.

The "all seasons" tyres are not accepted.

Sanctions

According to Government Decision No. 69/2012, Art. 4, pt 34 and 35, the fine is between 4'000 and 6'000 RON.

FUEL PRICES IN EUROPE FOR WEEK 43/2016



COUNTRY	CURRENCY	95 LEAD FREE	98 LEAD FREE	DIESEL
Albania	ALL	159.000	-	158.00
Andorra	EUR	1.037	1.098	0.877
Austria	EUR	1.137	1.142	1.079
Belarus	EUR	0.560	-	0.579
Belgium	EUR	1.379	1.442	1.277
Bosnia-Herzegovina	BAM	1.800	-	1.790
Bulgaria	BGL	1.980	2.320	1.940
Croatia	HRK	9.170	-	8.580
Czech Republic	CZK	28.910	-	27.340
Denmark	DKK	10.420	-	8.780
Estonia	EEK	1.139	1.189	1.119
Finland	EUR	1.420	1.497	1.239
France	EUR	1.362	1.406	1.174
Georgia	GEL	1.690	1.790	1.540
Germany	EUR	1.310	-	1.125
Greece	EUR	1.411	1.512	1.100
Hungary	HUF	338.000	-	341.000
Ireland	EUR	1.299	-	1.199
Italy	EUR	1.506	-	1.350
Kazakhstan	KZT	140.000	158.000	133.000
Kosovo	EUR	1.084	1.133	0.984
Latvia	LVL	1.113	1.175	1.013
Lithuania	LTL	1.144	1.207	0.978
Luxemburg	EUR	61.500	63.000	48.000
Macedonia	MKD	16.080	16.670	13.980
Moldova	MDL	1.070	1.110	0.940
Montenegro	EUR	1.622	1.694	1.280
Netherlands	EUR	15.200	-	13.850
Norway	NOK	4.530	4.870	4.370
Poland	PLN	1.488	1.523	1.255
Portugal	EUR	4.800	5.170	4.750
Romania	RON	38.370	-	35.920
Russia	RUB	133.700	-	140.400
Serbia	RSD	1.219	-	1.068
Slovakia	EUR	1.226	1.302	1.124
Slovenia	EUR	1.181	1.318	1.079
Spain	EUR	13.340	13.940	13.290
Sweden	SEK	1.460	1.520	1.490
Switzerland	CHF	4.880	4.900	4.250
Turkey	TRY	22.300	28.500	19.530
Ukraine	UAH	1.146	1.253	1.162
United Kingdom	GBP	1.120	1.225	1.131

TRUCKS



SALES

Volvo FH 13, Euro V, production year 2007, in good condition.

+389(0)70/211-214

Volvo F12, production year 1997 and Tandem trailer.

+389(0)78/331-710

Volvo GH 16 540HP, three-axle, production year 2009, kilometrage 790,000, in perfect condition, no additional investment needed, completely serviced, with new tires M+S completely equipped, seatbelts, chains and etc., in driven capacity, registered until 02.2017, BG registration plates, currently located in Kumanovo.

+389(0)78/402-999



DAF 460, four-axle, in excellent condition, kilometrage 120,000, production year 2007, AdBlue, air-conditioned, retarder, just imported.

+389(0)70/560-742

DAF 105 410, production year end of 2010, in perfect condition, serviced for driving.

+389(0)70/258-791, +389(0)70/258-278

DAF 105/460, Euro V, production year 2007, kilometrage 960,000, in excellent condition, regularly serviced and maintained and Schmitz trailer, production year 2001.

**+389(0)70/325-599,
+389(0)78/325-599**

Iveco Stralis 450, Euro V, production year 2008, real kilometrage 992,511, standard tires, automatic, registered, regularly serviced, fully equipped and two fuel tanks, in driving condition currently runs on a destination through Denmark.

+389(0)70/327-215

MAN 8.163, in excellent condition, registered, kilometrage 450,000.

+389(0)70/214-828

MAN 480, production year 2003, general repair of the engine before 80,000 km, replaced turbine, injector, gearbox serviced and clutch plates, tires 50%, without exchange.

+389(0)70/258-791, 070/258-278

MAN TGA, production year 2005, Kipper, retarder, 16-speed gear.

+389(0)76/225-435



MAN Kipper original, registered, new tires.

+389(0)70/999-184

MAN 26-403, registered until 01.2017, asking price.

+389(0)70/257-717

Mercedes Actros MP3 1841, in perfect condition, kilometrage 511,000, automatic, with retarder, front tires 90%, rear tires 30%.

+389(0)78/367-575

Mercedes Benz Mega, Euro V, production year 2008, kilometrage 791,919, 700+500l tanks, automatic gear, side spoilers, white colour, in excellent condition, located on Scania Macedonia site (opposite to Belvi).

+389(0)70/311-015

Mercedes Banz Actros, Euro V, production year 2007, megaspace cab, retarder, with two tanks 1200l, new tires, regularly serviced, in excellent condition, in my ownership from 2011, imported from Trakstore, Holland, without failures, ready for work.

+389(0)78/221-978

Mercedes Atego 12 18, production year 12.2007, kilometrage 339,000, electric rearview mirrors, vebasto, sleeping cab, ABS, hydraulic pump, price 11.200 + 18%, all charges paid to registration.

**+389(0)70/305-695,
+389(0)71/304-420**

Mercedes Atego 8 15, production year 2002, registered for the whole year, very well preserved.

+389(0)72/599-556



Mercedes Atego 1218, production year 2005, regularly serviced, very well preserved, without ramp, kilometrage 500,000, new tires.

+389(0)72/204-402

Mercedes Benz 19 35, springs complet.

+389(0)70/242-898

Scania R420, Euro V, production year 2007, kilometrage 902,399, highline cab, two new batteries, 700+500l tanks, automatic gear, retarder, fridge, yellow colour, located at Scania Macedonia site.

+389(0)70/311-015

Scania 124.420, production year 2003, in super condition, two 700l tanks, retarder, front tires 90%, differential 80%, Euro III.

+389(0)71/227-733

Scania R470 tandem, 120m3, in good condition.

+389(0)70/249-260

BUSES



SALES

MAN Lion ,s Coach, production year 2004, 460hp, Euro III, registered with green card for the whole year, new tires, 59+2 seats, imported from Germany.

+389(0)78/432-817

Neoplan N 122 double-decker, in excellent condition, registered for the whole year, extra cash price.

+389(0)78/477-676

PARTS



SALES

Parts for Mercedes, cabin, gearbox, differential, springs, engines and other parts.

**+389(0)70/386-548,
+389(0)70/666-410**

Schmitz all blind semitrailer, with doors and sides, zincd chassis, one axle with new tires, the others 35%, not registered, production year august 2014.

+389(0)78/225-956

Kipper metal semitrailer, Gosha model, well preserved.

+389(0)76/482-281

Schmitz trailer, production year 2009, registered until 10.09.2017 with green card.

+389(0)76/482-281

Parts for Mercedes 12/13.

+389(0)70/980-981

Schmitz all blind trailer, production year 2002, lifting front axle, completely serviced, new plates and discs, with four new tires and two 70%, registered until 12.06.2017, in excellent condition.

+389(0)71/204-973

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Futuristic passenger transport became a reality in China



BUS DRIVING OVER TOP OF CARS

This futuristic bus is efficient way to address traffic jams since it can transport hundreds of passengers at a time without disturbing the movement of cars beneath

China has successfully tested the prototype of experimental futuristic bus intended for mass transport of passengers in urban areas. The so-called "Transit Elevated Bus" (TEB) has been tested in the beginning of August

in Qinhuangdao, Hebei province, has a pipe design immediately under the passenger compartment high enough to pass over the cars while they are driving without causing any damages. This futuristic bus is efficient way to address traffic jams since it can transport hundreds of passengers at a time without disturbing the movement of cars beneath.

This mega bus is around 22 meters long, 7.8 meters wide and 4.8 meters high. It can carry up to 300 passengers at a time, and cars up to two meters can pass underneath. Although real traffic conditions have not been simulated in the testing, and the bus drove very slowly on the 300- meter long demo path, its engineers and constructors say that this is evidence of the bus functioning, which was in fact the purpose of this testing.

It is planned that the TEB bus, which is powered by electricity and solar energy obtained with solar panels fitted on the roof, is commercially available in one or one year and a half.

J.S.B.

JOKES

Driver Boki went to the priest to confess:
-Dear Padre, I sinned, I seriously sinned ...!
-God will forgive you son, what is your sin?
-Well, yesterday I was driving a loaded truck and near Bitola I picked up a girl hitchhiker. So pretty, beautiful, with tight shorts, short T-shirt She looked at me all the time provoking, tempted me touching my muscles...!

- And what was your sin?
-In my thoughts Padre, in my thoughts...!
-And how did it ended?
-Well, she got off near the border and even kissed me!

-Well, then every morning and night drink one bucket of water, and God will forgive you!

-But why should I drink so much water?
-Because you are a stupid horse Boki, that's why!

* * *

Boki is driving with his family. A policeman stops and asks the driver to take alcoltest. Boki explains that he drank one beer only, but the test shows two percent of alcohol. And, Boki says:

- Mister policeman, the device is damaged. Let Botka take the test! Botka takes the test and the result is - 1.8 percent. Boki persistently states that he is right:

- You see, it is defective. Let my child take it, and you'll see it is not functioning! The policeman agrees, and the child



takes the test; the result is - 1.5 percent. Then the policeman finally let them go, without giving a ticket. Far away from the policeman, Boki says to Botka:
- Didn't I tell you that our child had to drink beer, did I!

* * *

A driver tells about his adventure to his friends:

- I was driving downtown and had a feeling that I was recorded. I was sure that it was for speeding, though I didn't speed. To make sure I turned downtown again at the same street driving even more slowly. But the camera "clicked" again...! This seemed very funny and I passed by the camera three more times crawling, smiling to the camera any time it clicked ...

His friends asked:

- And what happened then?
- Ten days after I got five fines for not using a seatbelt!

* * *

Boki and Koki are talking:

- Koki bro, this morning Botka and I went out and she said:

"Wait for me outside I'm coming immediately"! I sat into the car and...!

- And...?

- Look, I didn't know - steering wheel diameter is 33 centimetres, seats are 63 centimetres high and 51 centimetres wide, a traffic light flickers four times before it changes light, I could hold breath for 49 seconds ... Whatever I do, I can't cross my legs because of the steering wheel, I move from the front to the rear seat in 55 seconds, but I need more time to get back ... And imagine, I can open and close all doors in only 35 seconds...!

* * *

In a big transport company one of the bosses asks a new employee:

- Colleague, are you a new employee?

- Yes, today is my first day at work!

- What are your qualifications?

- I graduated from the Faculty of Law!

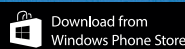
- Very well. Then take the trolley and go straight to unload that biggest truck!



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