



Twinning Fiche

Project title: Alignment of national legislation and policies with EU Acquis for road infrastructure management together with capacity building

Beneficiary administration: Ministry of Transport and Public Enterprise for State Roads

Twinning Reference: MK 24 IPA TR 01 26

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EU funded project

TWINNING /TOOL

Contents

Twinning Fiche	1
Acronyms and abbreviations	4
1. Basic Information	5
1.1. Programme	5
1.2. Twinning Sector: Transport	5
1.3. EU funded budget: EUR 1 300 000	5
1.4. Sustainable Development Goals (SDGs): SDG 9. Industry,innovation and infrastructure SDG 16. Peace, justice and strong institutions	5
2. Objectives	5
2.1. Overall Objective	5
2.2. Specific objectives:	5
2.3. The elements targeted in strategic documents	5
3. Description	8
3.1 Background and justification	8
3.2. Ongoing reforms:	9
3.3. Linked activities:	10
3.4. List of applicable Union acquis/standards/norms:	11
3.5. Components and results per component	11
3.6. Means/input from the EU Member State Partner Administration(s)	12
4. Budget	15
5. Implementation Arrangements	16
5.1. Contracting Authority	16
5.2. Institutional framework	16
5.3. Counterparts in the Beneficiary administration	
6. Duration of the project	17
7. Management and reporting	17
7.1. Language	17
7.2. Project Steering Committee	18
7.3. Reporting	18
8. Sustainability	18
9. Crosscutting issues	19
10. Conditionality and sequencing	20
11. Indicators for performance measurement	20
Component 1: Alignment of Road Sector Legislation and Policies with the EU Acquis	20

Component 2: Strengthening Capacities in Road Management, Road Safety, and Climate Resilience	21
12. Facilities available.....	21
Annexes to Project Fiche	21
ANNEX 1 Simplified Logical Framework	23
ANNEX 2 Organizational structure and other information about MT	26
ANNEX 3 Organizational Structure and other information about PESR.....	27
ANNEX 4 Indicative list of legislation	29
ANNEX 5 Any other relevant information like:	30

Acronyms and abbreviations

ADR	European Agreement Concerning the International Carriage of Dangerous Goods by Road
AADT	Annual Average Daily Traffic
ATP	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage
AFIR	Alternative Fuels Infrastructure Regulation
AP	Accession Partnership
BC	Beneficiary Country
BC PL	Beneficiary Country Project Leader
CA	Contracting Authority
CAs	Competent Authorities
CL	Component Leader
CS	Certification Specifications
EUD	European Union Delegation
EC	European Commission
ETC	Electronic Toll Collection
EU	European Union
IPA	Instrument for Pre-accession Assistance
IRI	International Roughness Index
ITS	Intelligent Transport Systems
MT	Ministry of Transport
MS	Member State of the EU
MS PL	Member state Project Leader
NDS	National Development Strategy
NTS	National Transport Strategy
NAP	National Action Plan
NPAA	National Program for the Adoption of the Acquis
OP	IPA 3 Sector Operation Program for Transport
PESR	Public Enterprise for State Roads
PL	Project Leader
PSC	Project Steering Committee
RA	Reform Agenda
RAM	Road Asset Management
RAMS	Road Asset Management System
RTA	Resident Twinning Advisor
RSA	Road Safety Audit
RSI	Road Safety Inspection
RSIA	Road Safety Impact Assessment
SAA	Stabilization and Association Agreement
SAMP	Strategic Asset Management Plan
SDG	Sustainable Development Goals
SLA	Service Level Agreement
SOE	State-Owned Enterprise
STI	State Transport Inspectorate
STE	Short Term Expert
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange
TEN-T	Trans-European Transport Network
TCT	Transport Community Treaty

1. Basic Information

1.1. Programme:

Commission Implementing Decision C(2024) 5323 final on the financing of the multiannual action plan for an Operational Programme on transport in favour of the Republic of North Macedonia for 2024-2027 (OP Transport) under indirect management with ex-ante control ; (CRIS 2024 / 45-726)

1.2. Twinning Sector:

Transport

1.3. EU funded budget:

EUR 1 300 000

1.4. Sustainable Development Goals (SDGs):

SDG 9. Industry, innovation and infrastructure

SDG 16. Peace, justice and strong institutions

2. Objectives

2.1. Overall Objective:

To enhance regional economic development and social cohesion through a modern, sustainable and well-integrated transport infrastructure in North Macedonia.

2.2. Specific objectives:

To improve safety, efficiency, climate resilience, and sustainable connectivity of road transport infrastructure on sections of TEN-T Corridors X, Xd, and VIII

2.3. The elements targeted in strategic documents

The implementation of the project will contribute to the achievement of the priorities and objectives defined in the following policy related documents:

Stabilization and Association Agreement (SAA)¹

The project will contribute towards the implementation of the SAA Article 98 Paragraph 1 Item 3 on achieving operating standards comparable to those in the Community.

Reform Agenda²

¹ <https://eur-lex.europa.eu/EN/legal-content/summary/stabilisation-and-association-agreement-with-north-macedonia.html>

²2024 SWD(2024) 244 final COMMISSION STAFF WORKING DOCUMENT North Macedonia

North Macedonia's Reform Agenda is linked to its EU accession process, focusing on comprehensive institutional, legislative, and administrative reforms aimed at aligning the country's systems with the European Union *Acquis* and best practices. This agenda, often reinforced by initiatives like the European Commission's New Growth Plan for the Western Balkans, prioritizes areas crucial for EU integration, including good governance, rule of law, economic development, and sectoral alignment. North Macedonia's Reform Agenda, detailed in its Annex 1, serves as a crucial roadmap for the country's EU integration process, outlining specific reforms across various policy areas, each associated with defined quantitative and qualitative steps and EU financial support. To ensure efficient allocation of resources and avoid double funding, the scope of the Twinning Project has been carefully designed to exclude actions and reforms specifically foreseen and financially supported under this Reform Agenda. In particular, the Twinning Project's scope does not include reforms outlined in Policy Area IV, notably Reform 4.1.5: "Reform the governance of State-Owned Enterprises with focus on the Railways and Postal services", as this addresses broader SOE corporate governance beyond the specific public administration of the road sector. Similarly, Reform 4.1.7: "Deployment of Intelligent Transport System (ITS) and e-freight", which explicitly details actions for ITS deployment and e-freight initiatives with dedicated indicators and funding within the Reform Agenda, is also not part of the Twinning Project's scope. This clear delineation ensures that the Twinning Project provides complementary, targeted support to North Macedonia's legislative alignment and capacity-building efforts in the road sector, without overlapping with other foreseen and funded reforms

Transport Community Treaty Action Plans³

The TCT Next Generation Road Action Plan 2025-2027 aims to accelerate the integration of the WB region's transport markets into the EU, focusing on enhancing connectivity, economic resilience, and alignment with EU standards. This comprehensive plan emphasizes establishing efficient road maintenance systems, deploying Intelligent Transport Systems (ITS), enhancing road transport climate resilience, promoting alternative fuels, and fostering regional cooperation. The Twinning project, specifically Component 1 ("Alignment of national legislation and policies with EU *Acquis* for road infrastructure management together with capacity building"), will directly link to, support, and address key actions within this broader agenda by focusing on the legislative alignment for road safety, tunnel safety, road tolling, and alternative fuels infrastructure. Furthermore, Twinning project Component 2 will contribute significantly by strengthening capacities of MT and PESR in strategic road network planning and governance (through the development of the Service Level Agreement and Strategic Asset Management Plan), enhancing practical application of road safety principles, improving crisis management for the state road network, and developing methodologies for climate change and road vulnerability assessments.

Trans-European Transport Network (TEN-T) Policy⁴

The TEN-T policy develops a coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. North Macedonia's roads development, especially Corridors VIII and X, is part of the indicative TEN-T extension to the Western Balkans. The Twinning Project's focus on strengthening capacities directly contributes to North Macedonia's ability to integrate its road network into this framework. TEN-T

Accompanying the document Commission Implementing Decision approving the Reform Agendas and the multiannual work programme on the approval under the Reform and Growth Facility for the Western Balkans

³ <https://www.transport-community.org/action-plans/>

⁴ Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (Text with EEA relevance)

National Transport Strategy of North Macedonia 2018-2030⁵

The project is in alignment with the Strategy and its Action Plan. To improve the administrative and operational capacity of governance structures (all Operations and Services function (O&S) and law enforcement is defined. The Ministry of Transport is in charge of devising and implementing the national transport policy, national strategies and action plans. The National Transport Strategy, 2018-2030 (adopted by the government in December 2018), foresees the implementation of necessary reforms in the sector in accordance with the National Programme for the Adoption of the Acquis. Furthermore, one of the general objectives of the NTS is the establishment of reliable and safe transport system. This includes a number of actions include full application of the European Community's road transport and infrastructure related regulations as well as strengthening the administrative capacity, improving the technical support for the road authorities and attending of regular trainings for road safety infrastructure and road asset management activities undertake by the Beneficiaries staff which is, per se the main purpose of this project.

National Programme for Adoption of the Acquis (NPAA) 2021-2025⁶

NPAA sets short and mid-term priorities regarding the legal and institutional framework in the areas within the Chapter 14 - Transport Policy. Further improvement in establishing operational and functional capacity to ensure legislative implementation is a necessity.

European Commission North Macedonia Progress Report 2025⁷

The Report underscores the country's continued commitment to its EU integration process, marked by the completion of screening sessions across all six clusters. However, the report consistently highlights persistent challenges and areas requiring substantial reform, which directly inform the necessity and focus of the Twinning Project. In the critical transport sector (Chapter 14), North Macedonia is assessed as moderately prepared in the area of transport. On road transport, alignment with the EU acquis is only partial. Further efforts are needed to fully align with the EU acquis on social and market rules. The executive body for road traffic safety has yet to be established, and a national road safety strategy is still lacking. Legislation on road infrastructure safety management and tunnels safety in the trans-European road network is not aligned with EU rules. Although the Law on dangerous goods is aligned with the EU acquis, there is still no legal entity appointed to assess equipment conformity. These findings collectively reinforce the vital role of the Twinning Project in providing targeted legislative alignment and capacity building to address these specific gaps within North Macedonia's road sector, directly contributing to its overarching Reform Agenda for EU accession.

Link with national/ sectoral investment plans

☒ Program for work of the Government of the Republic of North Macedonia for the period 2024-2028⁸

<https://arhiva.mtc.gov.mk/media/files/2021/NTS-final%20EN.pdf>

⁶ <https://mep.gov.mk/en-GB/eu-integracii/nacionalna-programa-za-usvojuvanje-na-pravoto-na-eu>

Reference ad sourceНационална Програма За Усвојување На Правото На Европската Унија 2021 – 2025

⁷ Commission Staff Working Document North Macedonia 2024 Report SWD(2024) 693

https://enlargement.ec.europa.eu/document/download/267b368e-6b55-4a42-bb72-6395593de4da_en?filename=north-macedonia-report-2025.pdf

⁸ https://vlada.mk/sites/default/files/programa_vlada-2024-2028_en.pdf

- ☑ National Transport Strategy Action Plan 2018-2030⁹
- ☑ TCT Next Generation Action Plan for Roads 2025-2027

3. Description

3.1. Background and justification

The country is strategically positioned at the intersection of several key transportation corridors, with Pan-European Transportation Corridors 8 (east-west) and 10 (north-south) passing through its territory, highlighting its regional connectivity importance. The country's role as a regional transit corridor enhances the relevance and strategic importance of its road sector, creating external incentives for reform and investment.

Road Network Overview and Management:

As of 2021, North Macedonia's public road network totals 14,182 km. The road network is categorized as follows:

- Motorways: 242 km
- National roads: 911 km
- Regional roads: 3771 km
- Local/municipal roads: 9258 km

The most significant portion of this network, encompassing motorways, national, and regional roads, totaling 4924 km, falls under the direct management of the Public Enterprise for State Roads (PESR). Each of North Macedonia's 80 municipalities is responsible for managing local/municipal roads, which average approximately 100 kilometers per municipality and include both rural routes and urban streets. The country maintains 14 road border crossings with neighboring countries: 3 with Greece, 3 with Bulgaria, 2 with Serbia, 2 with Kosovo, and 4 with Albania. Traffic rules adhere to the Vienna Convention on Road Signs and Signals, mandating headlights, seatbelt use for front passengers, and prohibiting mobile phone use while driving.

Current Road Network Condition and Data Management:

A 2015 evaluation using the HDM-4 model indicated that the national road network, spanning a total length of 4566.6 km and categorized into six functional classes (Motorway, Expressways, Main roads, Regional roads I category, regional roads II category, and other regional roads), is in a relatively good overall condition. Specifically, longitudinal roughness (IRI) is below 5.0 m/km for a substantial portion, with 50% to 75% of motorways, expressways, main, and regional category 1 roads in good or very good condition. Rutting is also very low, with over 90% of the network classified in good or very good condition. For cracking, approximately one-quarter of the motorway network is in good condition, while most motorways and expressways are in fair condition, with main and regional roads generally in good to fair condition. PESR utilizes the HDM-4 model for strategic and program-level analyses in road network evaluation, having engaged in a "RAMS software, road measurements and consultancy services" project. However, broader assessments suggest that Road Asset Management Systems (RAMS) in the region, including North Macedonia, are still insufficiently developed, and PESR's established RAMS is not yet utilized on a daily basis due to incomplete team establishment and organizational procedures. The 2015 report also cautions that the condition data for roughness and rutting should be taken with reservation, emphasizing the necessity

⁹<http://www.mtc.gov.mk/media/files/2019/NTS-final%20MK.pdf>

of a new network survey with fully calibrated equipment to ensure reliable and more recent data. Regarding traffic data, AADT values were assigned to the entire 4490.5 km of road sections for analysis, with most sections showing AADT below 6000 veh/day.

Existing Domestic Legal Framework:

The domestic legal framework governing the road sector is primarily anchored by the **Law on Public Roads** (Official Gazette No. 84/2008, with numerous amendments up to No. 224/2024). This foundational act regulates the conditions, construction, maintenance, protection, financing, categorization, and supervision of public roads.

Supporting by-laws and decisions include:

Rulebooks: On Protection of Public Roads (OG No. 122/2010), Procedures for Obtaining Consent from the Public Roads Agency (OG No. 99/2011), Maintenance Measures (regular, winter, periodic, emergency), Road Identification and Referencing System (OG No. 32/2009), Categorization Criteria and Road Labels (OG No. 13/2010), Inclusion of Streets into State Road Network (OG No. 144/2008), and Technical Regulations for Road Construction and Reconstruction, along with Technical Requirements for Vehicles.

Decisions: On Toll Collection Methods and Toll Amounts (OG No. 89/2009; revised No. 118/2019), Vehicle Road Fees (OG No. 118/2009), Installing Signs, Advertisements, Access and Connection Roads (OG No. 139/2008), and State Road Categorization (OG No. 133/2011, with later changes).

The extended list of regulations is in ANNEX 4.

This Twinning Project is needed to address gaps in the current legal framework to align with EU legislation, particularly directives on road infrastructure safety management, minimum safety requirements for tunnels, road tolling, and alternative fuels infrastructure based on the EU Member State public administration practice experience and expertise. The project's capacity-building efforts will also aim to strengthen the beneficiaries' ability to implement and enforce these existing and newly aligned regulations. While the project will not directly alter the fundamental institutional set-up, it is designed to significantly enhance the functional capacities and inter-institutional coordination within the MT and PESR, leading to a more efficient and EU-compliant road sector governance.

3.2. Ongoing reforms:

Ongoing reforms in North Macedonia's road and road transport sector are underway, though progress remains limited in several key areas. While strategic transport documents are in place, the accompanying action plan for the national transport strategy (2018-2030) is still pending. Alignment with the EU's TEN-T Regulation is incomplete across much of the road network, with Corridor X being an exception. Legislation on road transport and Intelligent Transport Systems (ITS) is only partially aligned with the EU acquis. Furthermore, critical legislation for road safety management and minimum safety requirements for tunnels is not yet aligned with EU standards. Efforts are needed to ensure the full implementation and enforcement of existing and new legislation, particularly in areas of social and market rules, and dangerous goods transport. The establishment of a dedicated road traffic safety executive body and a comprehensive road safety strategy are still outstanding. Continued attention to these reforms will be crucial for North Macedonia's further integration with EU transport policies.

For the Implementation of ITS frameworks for road (Directive 2010/40/EU), the law on public roads was adopted in December 2025.

3.3. Linked activities:

The below listed projects are complementing, and not overlapping the activities programmed under this Twinning Fiche:¹⁰

Technical Assistance:

- **Project:** P170267-North Macedonia: Local Roads Connectivity Project, ref. LRCP-9034-MK-RFP-A.1.1.2
Implementation period: 12.2019-09.2026
Scope: Sub-project: Technical assistance for Road Safety Audit of local road infrastructure projects, preparation of guidelines and providing training to the municipal staff and improving children's traffic safety (03.2023-11.2025).
- **Project:** Technical assistance for establishing an executive body for road safety in North Macedonia. Contract No: 2019/412001,
Start date: 20/01/2020
Scope: This project underscores the focus on road safety management and governance, aiming to reduce road traffic accidents and enhance safety measures, aligning with EU road safety directives and best practices
- **Project:** Technical Assistance for Support for policy reforms, accession and effectiveness (SUPRAE)
Implementation period: 11/2022 -05.2027
Scope: To support the EU Accession of North Macedonia through the strengthening of the strategic planning, reporting and communication; the provision of assistance in the accession process through strategic, methodological and operational framework; improvement of absorption capacity of EU Funds; and the increasing of EU's communication and visibility.

TAIEX:

Reference number	Date	Type of event	Name	Area of support:
85703	21 - 22 Feb 2024	Workshop	TAIEX Regional Workshop on 112 & e-Call	Chapter 14
84680	04 - 06 Dec 2023	Workshop	TAIEX Regional Workshop on Road Safety Audit and Road Safety Inspection training for increasing capacities on Tunnel Safety expertise	Chapter 14, Road safety
81926	06 - 10 Nov 2023	Expert Mission	TAIEX Expert Mission on Passenger Rights in Road Transport	Chapter 14, Road safety, Road transport, SDG 10 - Reduced Inequalities, Urban mobility
82192	18 - 19 Oct 2022	Workshop	TAIEX Regional Workshop on Safety Requirements for Tunnels	Chapter 14, EIP, Road, Road safety, Road transport, Transport,

¹⁰ <http://cdad.sep.gov.mk/Default.aspx?Control=Details&ID=IPA%200247>

				Transport of dangerous goods
81860	16 - 20 May 2022	Expert Mission	TAIEX Expert Mission on Smart Tachograph System	Chapter 14, EIP, Road safety, Road transport
81223	06 - 07 Dec 2021	Workshop	TAIEX Workshop on Inland Transport of Dangerous Goods	Road safety, Road transport

Twinnings:

Project: Supporting the Inspection Services for Transportation of Passengers and Goods, ref. MK 22 IPA TR 01 24

Implementation period: 2024-2026

Main Beneficiary: State Transport Inspectorate

Scope: Primary objective is to enhance road transport safety in North Macedonia and align the country's legislative and institutional framework with European standards and to increase capacities of transport inspection.

3.4. List of applicable Union acquis/standards/norms:

- Directive EC2004/54 and Regulation EC 596/2009 – regarding tunnel safety
- Directive EC 2008/96/ amended by Directive EC 2019/1936 – regarding road infrastructure safety management
- Directive EC1999/62, Directive EU 2022/362, Directive EU 2019/520, Delegated Regulation EU 2020/203, Implementing Regulation EU 2020/204 – regarding road tolling
- Regulation (EU) 2023/1804 and Directive EU 2019/1161 – regarding clean vehicles and alternative fuel infrastructure
- Regulation EU 2024/1679 – regarding TEN-T network

3.5. Components and results per component

The project is structured in two components. The results to be achieved are:

Component 1: Road Sector Legislation and Policies aligned with EU Acquis.

Mandatory Result 1.1: National legislation and policies drafted

- Drafting of new or amended national laws together with necessary justifications and impact assessments and consultations to fully transpose the requirements at least the following directives:
 - Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network, including its annexes and the implications for national legislation;
 - Directive EC 2008/96 amended by Directive EC 2019/1936 on road infrastructure safety management;
 - Directives: EC1999/62, EU 2022/362, EU 2019/520 related to road tolling and tariffs.
 - Regulation (EU) 2023/1804 and Directive EU 2019/1161 – regarding clean vehicles and alternative fuel infrastructure

Mandatory result 1.2 Crisis Measures Framework enhanced

A draft of regulation or rulebook on crisis measures for the state road network, outlining procedures and responsibilities for managing unforeseen events (e.g., natural disasters, major accidents) that disrupt traffic flow, drawing upon relevant EU guidelines and best practices in emergency management and transport resilience.

Component 2: Strengthened institutional and administrative capacities in aligning and in implementing EU acquis and best practices.

Mandatory Result 2.1: Capacities of the national authorities strengthened.

- Targeted training programs related to road safety infrastructure management procedures, tunnel safety management, crisis management, road management practices, and climate change and road vulnerability impact assessment are designed and delivered for staff within the Macedonian national road authority and other relevant institutions;
- Workshops and seminars organized covering the specified topics for staff within the Macedonian national road authority (MoT and PESR) and other relevant institutions
- Direct transfer and exchange of know-how and best international practices through study visits to MS with the relevant employees to provide practical insights into their experiences in project-relevant fields.
- Member State knowledge transfer on practical Acquis implementation

3.6. Means/input from the EU Member State Partner Administration(s)

The project will be implemented in the form of a Twinning contract between the Beneficiary Country (BC) and EU Member State(s). The implementation of the project requires one Project Leader (PL) with responsibility for the overall coordination of project activities and one Resident Twinning Adviser (RTA) to manage implementation of project activities as well as Component Leaders (CLs) and a pool of short-term experts within the limits of the budget. It is essential that the team have sufficient broad expertise to cover all areas included in the project description.

Proposals submitted by Member States shall be concise and focused on the strategy and methodology and an indicative timetable underpinning this, the suggested method of project management, the quality of the expertise to be mobilized and to clearly show the administrative structure and capacity of the Member State entity/-ies.

Proposals shall be detailed enough to respond adequately to the Twinning Fiche, but are not expected to contain a fully elaborated project. They shall contain enough detail about the strategy and methodology and indicate the sequencing and mention key activities during the implementation of the project to ensure the achievement of overall and specific objectives and mandatory results/outputs.

The interested EU Member State(s) shall include in their proposal the CVs of the designated Project Leader (PL) and the Resident Twinning Adviser (RTA), as well as the CVs of the potentially designated Component Leaders-(CLs).

The Twinning project will be implemented by close cooperation between the partners aiming to achieve the mandatory results in a sustainable manner.

The set of proposed activities (expert missions, trainings, workshops, study visits, on the job training/ internships) will be further developed with the Twinning partners when drafting the initial work plan and successive rolling work plan every three months, keeping in mind that the final list of activities will be decided in cooperation with the Twinning partner. The components are closely inter-linked and need to be sequenced accordingly.

3.6.1 Profile and tasks of the PL:

The proposed Project Leader must have proven contractual relation with the public administration or mandated body, as per the provisions of the Twinning Manual. He is expected to be an official or assimilated agent with a sufficient rank to ensure an operational dialogue at political level.

Profile:

- University Degree preferably in the field of discipline relevant to the project, or in its absence an equivalent professional experience of at least 8 years.
- At least 3 years in the field of road infrastructure;
- Experience in project coordination in international and/or EU funded project will be considered as an asset;
- Fluency in both written and spoken English;

Main tasks:

- To conceive, supervise and coordinate the overall preparation of the project;
- Coordinate and monitor the overall implementation of the project including coordination and direction of the MSs TW partner(s);
- Co-ordination of MS experts' work and availability;
- Communication with the beneficiaries and EU Delegation;
- Ensuring the backstopping functions and financial management;
- Guaranteeing from the MS administration side, the successful implementation of the Project's work plan;
- Co-chair the Project Steering Committee Meetings with the BC PL;
- Preparation and signing of rolling work plans, interim, quarterly and final report.

3.6.2 Profile and tasks of the RTA:

The Resident Twinning Adviser (RTA) will be appointed to reside in North Macedonia for the duration of the project, and will work under the supervision of the Member State PL and the Beneficiary Country PL.

Profile:

- Proven contractual relation to a public administration or mandated body;
- University level education in law, economy, transport, civil engineering or in its absence, an equivalent professional experience of at least 8 years in the field of road infrastructure;
- Minimum 3 years of professional experience in the road sector;
- Fluency in written and spoken English language;
- Previous experience in the management of twinning projects related to road infrastructure will be considered as an asset;

Main Tasks:

As to the general responsibility of the day-to-day implementation of the Twinning project in the Beneficiary Country (BC), RTA tasks will include:

- Provision of technical advice and assistance to the administration in the BC in the context of a predetermined work-plan;
- Coordination of all project activities and short-term experts' inputs in BC;
- Supporting MS and BC PL in preparation of project work plans and periodic reports;
- Ensuring day-to-day implementation of the Twinning project in the BC;

- Ensuring smooth correlation between the activities, deadlines and the envisaged results in the Work Plans;
- To coordinate and organize training activities;
- To provide advice and assistance in drafting legal, application acts, guidelines, manuals etc. for implementation of the new legislation and supporting documents;
- Preparation of the materials and documentation for regular monitoring and reporting;
- Preparation of side letters;
- Taking corrective actions, if necessary, inside the terms of the signed contract.
- Management of communication and visibility activities in BC in coordination with the EUD.

RTA Assistant and translator/interpreter:

The RTA will be provided with a full-time RTA assistant acting as an assistant for technical and organizational matters. The role of RTA Assistant is to assist the RTA in the project management. In addition, the assistant will be responsible for organization of meetings, seminars etc. and their logistics, as well as interpretation and translation if needed. He/she will be contracted according to Twinning rules and paid from the Twinning budget. The assistant will be selected through an open call.

Full time translator/interpreter:

The full-time translator / interpreter will be involved in all necessary project activities (training sessions, translation of project documents/reports and materials, organizational activities, etc.). The role of the translator/ interpreter will be to provide translation and editing as well as interpretation services to the twinning project in general. He/she shall be selected through an open call and will be contracted according to the twinning rules and paid from the Twinning budget

3.6.3 Profile and tasks of the CL (Component Leaders)

Component 1

Profile:

- University level education in law, economy, or equivalent professional experience in a field related to road infrastructure or road transport of minimum 8 years;
- Minimum 3 years of professional experience in the field of road infrastructure or road transport regulations/standards/directives/legislation;
- Fluency in written and spoken English;
- Prior experience in implementation of international and/or EU funded projects in the relevant area will be considered as an asset.

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Drafting thematic/ technical contributions and documents relevant for the results of the component, in close cooperation with the BC counterparts and other project experts;
- Timely proposals for any corrective measures;

- Provision of legal and technical advice and analysis whenever needed;
- Liaise with MS and BC PLs and contacts with RTA and BA counterpart.

Component 2

Profile:

- University level education in economy, business administration, finances, transport, civil engineering or equivalent professional experience in a related field of minimum 8 years in the road sector;
- Minimum 3 years of experience working in road industry in at least one of the major fields of management in road infrastructure sector;
- Prior experience in implementation of international and/or EU funded projects in the relevant area will be considered as an asset;
- Fluency in written and spoken English;

Tasks:

- Component coordination, guidance and monitoring;
- Conducting analysis of the area relevant to the component;
- Preparing and conducting training programs, information and dissemination seminars with various stakeholders;
- Drafting thematic/ technical contributions and documents relevant for the results of the component, in close cooperation with the BC counterparts and other project experts;
- Timely proposals for any corrective measures;
- Liaise with MS and BC PLs and contacts with RTA and BA counterpart.

3.6.4 Profile and tasks of the STEs (Short Term Experts)

The proposed STEs must have proven contractual relation to the public administration or mandated body as per the Twinning Manual provisions

Profile:

- University degree in an area relevant to project related expertise or equivalent professional experience of 8 years;
- At least 3 years of working experience in areas relevant to the specific assignment (activity or sub-result);
- Be fluent in English, both oral and written;
- Good skills in reporting and communication.

Tasks:

- Prepare and implement specific tasks based on practical cases and experience in compliance with their mission description and in accordance with Project activities;
- Provide practical advice to relevant staff for execution of different tasks related to the project;
- Assist in key tasks, e.g. in the field of revision of by-laws and development and revision of procedures
- Preparation and reporting work, before and after missions to the Beneficiary country and address cross-cutting issues.

4. Budget

Twinning Contract	Total (EUR)	IPA Community contribution		National Public contribution	
		EUR	%	EUR	%
	1 300 000	1 300 000	100	/	/

5. Implementation Arrangements

5.1. Contracting Authority

Central Financing and Contracting Department (CFCD) in Ministry of Finance will act as a Contracting Authority for the project, which shall be responsible for all aspects for the project's tendering, contracting and payments.

Mr/Ms. Tatjana Kalinovic Trajkovska
 Position: Head of Central Financing and Contracting Department
 Email: tatjana.kalinovic@finance.gov.mk;

5.2. Institutional framework

Beneficiary Administration: Mandate and Structure:

The core road authorities in North Macedonia, which are the beneficiaries of this project, include:

- Ministry of Transport (MT): As the central state body for transport and road safety at the national level, MT oversees policy and programs across all transportation modes, urban planning, and ensures compliance of road transport operators. It is accountable for technical regulations and standards for road design, construction, and signalization, as well as the regulation of the transport market. It is the designated Managing Authority for the Operational Programme on Transport
- Public Enterprise for State Roads (PESR): Operating as an independent legal entity, PESR is the owner of national and regional road infrastructure. Its mandate encompasses the planning, construction, reconstruction, maintenance, operation, and protection of state roads, along with continuous monitoring and analysis of their conditions. It is designated Intermediate Body for Policy Management (IBPM) for the Operational Programme on Transport
- Public Enterprise for Maintenance and Protection of National and Regional Roads “Makedonija Pat”: This entity is responsible for the daily maintenance of the national road network on behalf of PESR, including routine and winter maintenance, installation of signaling, road protection, traffic counting, road and bridge cadastre, and providing road condition information services.
- National Road Safety Council: Functions as an advisory body to the National Assembly, promoting traffic preventive measures, monitoring road traffic safety developments, and encouraging multi-sectoral approaches to road safety issues. Currently, institutional reform is underway with the aim of setting up a new Lead Road Safety Agency.

- State Transport Inspectorate (STI): This is inspection body responsible for enforcement in the road transport controls (roadside and in-company as well as providing technical inspections of road infrastructure, cable cars and ski lifts safety compliance.
- NIPAC Office: Ensures the national coordination of Twinning in the Republic of North Macedonia

5.3 Counterparts in the Beneficiary administration:

The PL and RTA counterpart will be staff of the BC and will be actively involved in the management and coordination of the project.

5.3.1 Contact person:

Ms: Dragica Risteska
 Position: With authorization Head of IPA Department and Head of Managing authority for IPA III
 Ministry of Transport
 Republic of North Macedonia
 Email: dragica.risteska@mtc.gov.mk .

5.3.2 PL counterpart:

Mr. Stefan Volkanovski
 Position: State secretary
 Ministry of Transport
 Republic of North Macedonia
 Email: stefan.volkanovski@mtc.gov.mk

5.3.3 RTA counterpart

Mr: Marjan Kopevski
 Position: With authorization Head of Roads Department
 Ministry of Transport
 Republic of North Macedonia
 Email: marjan.kopevski@mtc.gov.mk.

6. Duration of the project

The overall execution period of the Twinning contract is 27 months. The implementation period of the Action will last 24 months. The execution period of the contract shall enter into force upon the date of notification by the Contracting Authority of the contract signed by all parties, whereas it shall end 3 months after the implementation period of the Action.

7. Management and reporting

7.1 Language

The official language of the project is the one used as contract language under the instrument (English). All formal communications regarding the project, including interim and final reports, shall be produced in the language of the contract.

7.2 Project Steering Committee

A project steering committee (PSC) shall oversee the implementation of the project. The main duties of the PSC include verification of the progress and achievements *via-à-vis* the mandatory results/outputs chain (from mandatory results/outputs per component to impact), ensuring good coordination among the actors, finalizing the interim reports and discuss the updated work plan. As well as to give strategic and technical directions during the implementation of the project, to monitor the advancement of the project, to provide help to overcome the problems in implementation. Other details concerning the establishment and functioning of the PSC are described in the Twinning Manual.

7.3 Reporting

All reports shall have a narrative section and a financial section. They shall include as a minimum the information detailed in section 5.5.2 (interim reports) and 5.5.3 (final report) of the Twinning Manual. Reports need to go beyond activities and inputs. Two types of reports are foreseen in the framework of Twinning: interim quarterly reports and final report. An interim quarterly report shall be presented for discussion at each meeting of the PSC. The narrative part shall primarily take stock of the progress and achievements *via-à-vis* the mandatory results and provide precise recommendations and corrective measures to be decided by in order to ensure the further progress.

8.Sustainability

The sustainability of this project is paramount, explicitly designed to extend well beyond its implementation period. It is not limited to the successful completion of activities or the delivery of outputs, but ensure that the substantial gains achieved remain valuable and impactful long after the Twinning project concludes. To guarantee this enduring legacy, effective mechanisms for the dissemination and consolidation of the project's results also continuous improvement and knowledge sharing within the institutions involved that will be robustly established by the Beneficiary Country.

The project's sustainable perspective and benefits primarily revolve around profoundly enhancing the institutional capacities of the MT and the PESR. These capacities are reinforced through two key, interconnected approaches directly supported by the Twinning:

- **Process and Methodology Enhancement:** The project meticulously focuses on streamlining and refining processes and methodologies critical to effective road sector management. This includes developing improved procedures for the alignment of national legislation with the EU *Acquis*, refining methodologies for the elaboration of the Service Level Agreement (SLA) and enhancing detailed manuals for Road Safety Impact Assessment (RSIA), Road Safety Inspections (RSI), Road Safety Audits (RSA), and Climate Change & Road Asset Vulnerability Assessments. These standardized procedures, workflows, checklists, and data requirements, once embedded, become integral to MT and PESR's operational framework, fundamentally contributing to long-term sustainability.
- **Practical Skills and Knowledge Utilization:** The Twinning explicitly builds and reinforces the practical skills and knowledge of MT and PESR staff. Through targeted training programs and expert advice, staff will acquire in-depth understanding of the aligned EU *Acquis* for road infrastructure safety, tunnel safety, road tolling, and alternative fuels infrastructure, as well as principles for strategic road network management and crisis response. This empowers the national authorities to effectively utilize the newly acquired knowledge and apply the enhanced methodologies in their daily operations and policy enforcement.

To maintain the project's achievements as a permanent asset, hence ensuring long-term impact, the Beneficiary Country should:

- Formally integrate the developed legislative drafts, the elaborated SLA and SAMP, and the new manuals/methodologies into MT and PESR policies and daily operational practices.
- Embed the project's results into national policies, strategies, and the overall regulatory framework for the road sector.
- Continuously train and mentor relevant staff within MT and PESR to ensure they can effectively utilize and further develop the acquired knowledge and skills, fostering a culture of continuous improvement and adaptation.

By diligently taking these specific steps, the project's legacy will endure, substantially benefiting North Macedonia's road safety efforts, infrastructure management, and overall alignment with EU standards well beyond the Twinning project's conclusion.

9. Crosscutting issues

Equal opportunities and gender mainstreaming:

The country has put in place the legal framework to ensure gender equality through the adoption of the Law on equal opportunities for women and men and the Law on prevention of and protection from discrimination.

Equal opportunity principles and practices in ensuring equal gender participation in the Project will be guaranteed. The competent institutions involved in the project execution will observe equal opportunity of women and men in the human resources development and capacity building activities. The beneficiaries will ensure equal access of men and women to the project activities and results and all other forms of discrimination will be eliminated.

Another important opportunity to enhance the equal opportunities between men and women is provided through Gender Responsible Budget concept. In 2012, the country adopted a Strategy for Gender Responsible Budgeting. Accordingly, the Ministry of Finance amended the budget instructions in view of introducing gender budget analysis and is continuously implementing different gender budget initiatives. The Project is expected to further support this process.

Minorities and vulnerable groups:

All sector activities will support the Ohrid Framework Agreement and “Race directive” 2000 (2000/43/EC of 29 June 2000), in particular local governance and local economic development, in accordance with the principles of subsidiarity and participatory development, as well as social cohesion and good inter-community relations, based on the principles of mutual tolerance. The implementation of the Ohrid Framework Agreement has an important impact on employment (incl. vocational training, working conditions, social protection etc.) and is also a crucial aspect of the acquis.

Simultaneously, equal representation of minorities and vulnerable groups will be the guaranteed principle. The institutions involved in the execution of the activities will observe equal opportunity for all citizens regardless of their ethnic, religious background or other type of social risk they face, in the sphere of human resources development.

Engagement with civil society:

This Twinning Project will involve civil society, academia, think tanks and other stakeholders when needed. Such engagement can be achieved, among other things, through:

- inviting local associations of road companies, transport companies, NGOs and Academia to consult on regulatory or operational solutions proposed in the course of the Project.
- drawing stakeholders' attention to the road maintenance level of service, road safety elements and road safety hazards as well as climate related hazards and their consequences for road management.

The Project may also lead to raising the level of awareness of issues related to road transport safety and fair competition in the road transport market through the organization of periodic events, or information and communication activities, for example in social media.

Environment and climate change:

The activities under this Twinning Fiche do not have a direct global impact on the protection of the environment. For all the activities, however, recycling of paper and the reduction of paper-based activities is recommended.

10. Conditionality and sequencing

The implementation of this project requires the full commitment and participation of the senior management of the final beneficiary institution. In addition to providing the twinning partner with adequate staff and other resources to operate effectively, the senior management must be actively involved in the development and implementation of the policies and institutional change required to deliver the project results.

Conditionality

- Appointment of counterpart personnel by the beneficiaries before the launch of the call of proposal and guaranteeing the continuity of the appointed and trained staff;
- Allocation of working space and facilities by the beneficiaries within the premises of the beneficiaries before contract signature;
- Participation by the beneficiaries in the selection process as per EU regulations;
- Organization, selection and appointment of members of working groups, steering and coordination committees, seminars by the beneficiaries;
- Use and application of project outputs.

11. Indicators for performance measurement

Component 1: *Road Sector Legislation and Policies aligned with EU Acquis.*

Mandatory Result 1.1: National legislation and policies drafted

Indicator:

-At least 4 (four) new or amended national laws that fully transpose the requirements of the directives/regulation prepared and formally submitted for consultation/adoption:

Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network, including its annexes and the implications for national legislation transposed;

Directive EC 2008/96 amended by Directive EC 2019/1936 on road infrastructure safety management transposed;

Directives: EC1999/62, EU 2022/362, EU 2019/520 related to road tolling and tariffs transposed.

Regulation (EU) 2023/1804 and Directive EU 2019/1161 – regarding clean vehicles and alternative fuel infrastructure transposed

- National legislation and policy documents drafted and submitted for consideration.
- Draft laws, amendments, or policy instruments prepared in line with relevant EU acquis.
- Number of national legislative and policy proposals developed, including measures for transposition of relevant EU Directives where applicable.
- Draft national legislation and policies produced and aligned with relevant EU requirements.

Mandatory -result 1.2 Crisis Measures Framework enhanced.

Indicator:

- A draft of regulation or rulebook on crisis measures for the state road network, outlining procedures and responsibilities for managing unforeseen events (e.g., natural disasters, major accidents) that disrupt traffic flow, drawing upon relevant EU guidelines and best practices in emergency management and transport resilience prepared
- Procedures, or measures incorporated into the enhanced framework prepared.
- Implementation guidelines for the Crisis Measures Framework prepared.
- Action plan for implementation of the enhanced framework prepared.

Component 2: Strengthened institutional and administrative capacities in aligning and in implementing EU acquis and best practices.

Mandatory Result 2.1: Capacities of the national authorities strengthened

Indicator: Percentage of participants completing the training programs on EU Acquis requirements and road infrastructure management policies.

Indicator: Number of workshops and seminars organized covering the specified topics, such as on the alignment of national legislation and policies with the EU Acquis for road infrastructure management and related capacity-building measures.

Indicator: Number of study visits organized to MS with relevant employees, covering EU Acquis requirements and best practices in road infrastructure management.

12. Facilities available

MT and PESR will dedicate all necessary human and institutional resources in order to guarantee an effective implementation of the respective project. In particular, the Beneficiary institutions will ensure the availability of the following provisions:

- Adequately equipped office space for the RTA and assistants, and short-term experts for the entire duration of their secondment with a level of equipment at least comparable to that in use in the BC administration (to be determined at MT and PESR premises);
- Adequate conditions for the STEs to perform their work while on mission to the BC;
- Training and conference venues

Annexes to Project Fiche

1. Simplified Logical Framework
2. Organizational structure of MT

3. Organizational Structure and other information about PESR
4. Indicative list of legislation
5. Any other relevant information

ANNEX 1 - Simplified Logical Framework

	Description	Indicators (with relevant baseline and target data)	Sources of verification	Risks	Assumptions (external to project)
The overall objective	To enhance regional economic development and social cohesion through a modern, sustainable and well-integrated transport infrastructure in North Macedonia.	Road fatalities (number of road fatalities over population, 1,000,000) Baseline: 74.69 (2018) Target ≤38 (2030)	Makstat	Political instability in the Republic of North Macedonia could lead to changes in policies, priorities, and key personnel involved in the operation, which could delay implementation and achievement of objectives.	Political environment in the Republic of North Macedonia will remain stable throughout the operation's duration, ensuring consistent support and commitment from the government.
The specific objective of this project	To improve safety, efficiency, climate resilience, and sustainable connectivity of road transport infrastructure on sections of TEN-T Corridors X, Xd, and VIII. (Output 2.3 of OP).	Degree of preparedness in road transport (Chapter 14), measured by advancements made within a specific reporting period Baseline: Moderately prepared (2022) Target: Fully prepared (2030)	EC Country Progress Report and other relevant documents and reports	Ineffective coordination among the various stakeholders involved in the OP implementation could lead to delays, inefficiencies, and conflicts	Stakeholders, especially the MoT and the Public Enterprise for State Roads, will remain committed and cooperative throughout the operation's duration.
Component 1				Resistance to changes in	
Mandatory Result 1.1	National legislation and policies drafted	Number of new or amended national laws that fully transpose the requirements of the directives/regulation prepared and formally submitted for consultation/adoption Baseline: 0(2025)	National Programme for Adoption of the Acquis (NPAA) TCT Progress Report		

		Target ≥4 (2029)		procedures and implementation modalities from the staff of the Managing Authority, Intermediate Bodies/end beneficiaries, which could hinder the operation's success.	There is a commitment to change and adapt to new procedures and implementation modalities from the staff of the Managing Authority, Intermediate Bodies/end beneficiaries
Mandatory - result 1.2:	Crisis Measures Framework enhanced	A draft of regulation or rulebook on crisis measures for the state road network, outlining procedures and responsibilities for managing unforeseen events (e.g., natural disasters, major accidents) that disrupt traffic flow, drawing upon relevant EU guidelines and best practices in emergency management and transport resilience. <i>Baseline: 0(2025)</i> Target: 1 draft regulation/rulebook prepared Action plan for implementation of the enhanced framework prepared. <i>Baseline: 0(2025)</i> Target: 1 Action plan prepared	Draft regulation/rulebook, consultation reports, stakeholder feedback documentation, project report.	The capacity of the Managing Authority, Intermediate Bodies, and end beneficiaries may be insufficient to manage and implement activities effectively, despite the capacity-building activities. Delays in the procurement process, including tendering, evaluation of bids, and	Procurement process, including tendering, evaluation of bids, and contracting, is completed in a timely manner, allowing the SOPT projects to start as planned. Timely provision of necessary data for implementation of the operation. Good communication and cooperation between all involved relevant stakeholders and counterparts;
Component 2					

Mandatory Result 2.1	Capacities of the national authorities strengthened	Percentage of relevant staff in MT, PESR and Public Enterprise for Maintenance and Protection of National and Regional Roads benefited from the training programs Baseline: 0 (2025) Target $\geq 75\%$ (gender desegregated) (2028) Target: Training program conducted in 100% by the end of the Project 75% of the relevant staff of MT and PESR trained Number of workshops and seminars organized covering the specified topics. Baseline: 0 (2025) Target: At least 4 workshops and seminars Number of study visits organized to MS with relevant employees. Baseline: 0 (2025)	PESR Annul Report Project Implementation Report Training curricula, Training satisfaction surveys, Project Implementation Report.	contracting, could lead to delays in the start of the OP projects and its implementation. Lack of information and delays in ensuring data necessary for implementation of the operation .	particularly the MT and the Public Enterprise for State Roads
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		Target: 2 study visits of five days (each) for 20 employees (10 employees each).			
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ANNEX 2 Organizational structure and other information about MT

In the Transport Sector in North Macedonia there are several entities with jurisdiction on several different areas:

- The Ministry of Transport is the institution responsible for the transport policy, but several other public institutions and independent bodies carry specific responsibilities as well.
- The Public Enterprise for State Roads is responsible for design, planning, construction, maintenance and financing the roads.
- The Public Enterprise for maintenance and protection of main and regional roads, in accordance with the Law on Public Roads responsible for the protection and maintenance of the national and regional road network in the country.
- Railway transport operates under the jurisdiction of the Public Enterprise for Railway Infrastructure Railways of Republic of North Macedonia - Skopje and the Agency for regulation of the market for rail services.
- The air transport functions under the Civil Aviation Authority and Joint Stock Company for Air Traffic Management and Air Navigation Services – M-NAV Skopje. G Government-owned
- The inland waterway traffic is governed by the Port Authority Ohrid.

The Ministry of Transport is the leading institution for the creation of the national transport policy and is responsible for the screening and negotiation process for both the transport policy and the chapters on trans-European networks, part of Cluster 4. There are 14 existing departments within the Ministry, 3 independent organizational units, 3 Inspectorates and 1 Railway Safety Authority.

The EU Department at the Ministry of Transport monitors and coordinates the working groups for the two chapters, as well as provides a contribution to the economic criteria in other working groups for the other relevant chapters of EU law. Transport EU acquis is correlated and represents 25% of the entire EU legislation which amounts to about 70,000 legal acts.

The Ministry of Transport, as the competent institution, is responsible for monitoring the progress in the implementation of the National Transport Strategy 2018-2030 towards achieving the goals of a harmonized transport sector that is internationally compatible and integrated

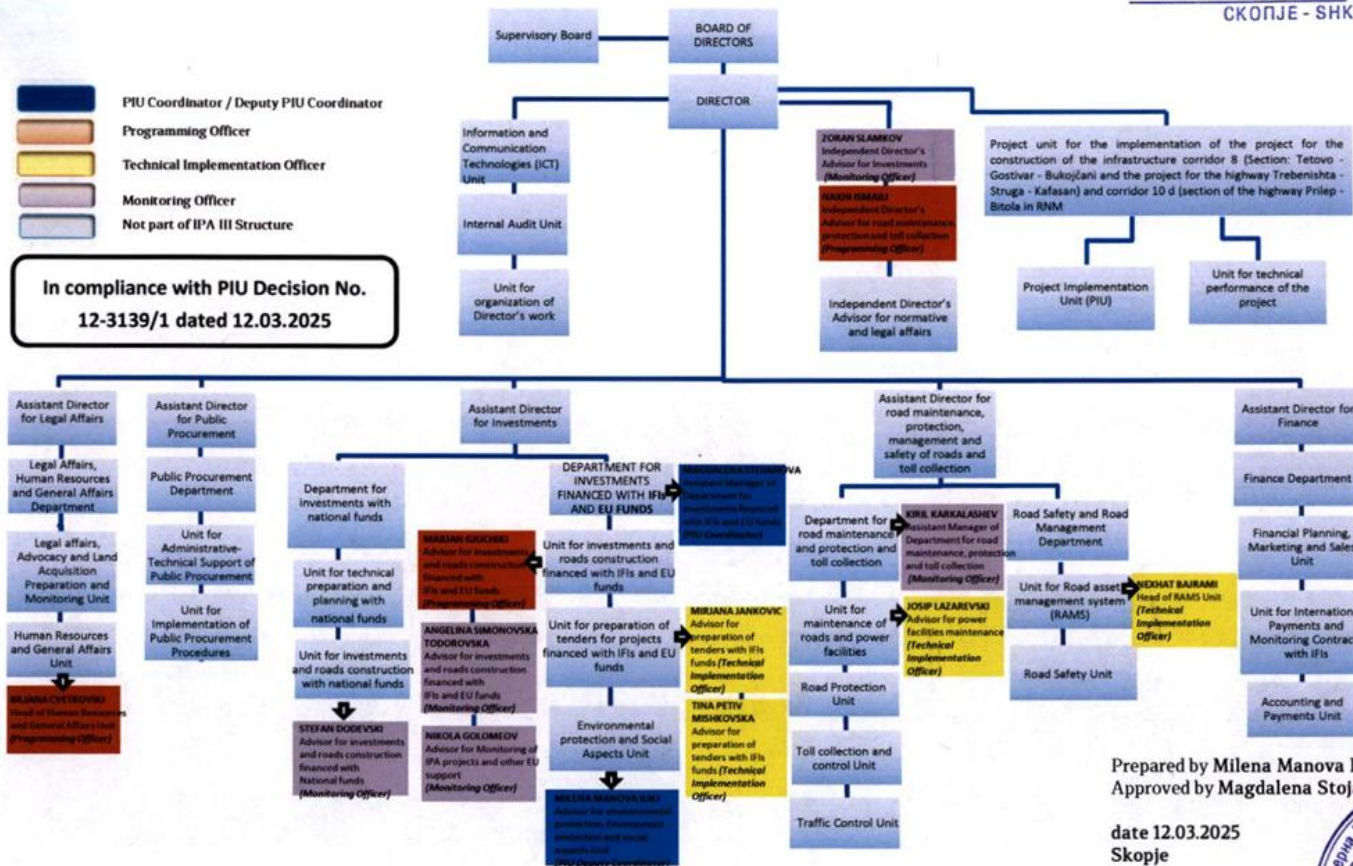
into the TEN-T network system (Trans-European Transport Network), which stimulates the economic and social development of the country, preserves the environment and ensures the needs of future generations.

Organizational structure in the Ministry of Transport: <https://mtc.gov.mk/Organogram>

ANNEX 3 Organizational Structure and other information about PESR

The Public Enterprise for State Roads was founded by the Government of the Republic of Macedonia for the purpose of performing the planning, construction, reconstruction, rehabilitation, maintenance, protection of the public roads, and managing the state roads. The Public Enterprise is established as a legal entity, acts independently in the legal operations, and is accountable for the undertaking liabilities with its total assets. The PESR is accountable for its operations to the Government of the Republic of North Macedonia. The PESR is in charge of the following: state roads management, proposing a five-year program for state roads development and maintenance, constant monitoring and control of the situation on state roads, implementing measures for rational use of funds allocated for state roads, performing investment activities in the domain of state roads, collecting fees charged for the public roads use, borrowing from domestic and foreign financial institutions, organizing the development of studies and designs on construction, reconstruction, rehabilitation, maintenance, and protection of state roads, as well as toll collection, with a right to contract them out to physical or legal entities in accordance with the Law, contracting out the works for construction, reconstruction, rehabilitation, maintenance, and protection of state roads, as well as toll collection, to legal entities, in accordance with the Law, proposing decisions for initiating procedures for managing a state road by a concession and/or public-private partnership, issuing licenses and approvals, and giving opinions as per the Law on Public Roads, organizing activities related to counting traffic, state roads protection, state roads cadastre, and development of the necessary data bases, implementation and use of a Pavement Management System (PMS) and Bridge Management System (BMS) etc..

Organizational structure:



Prepared by Milena Manova Ilikj

Approved by Magdalena Stojanov

date 12.03.2025

Skopje



ANNEX 4 Indicative list of legislation

1. Law on Public Roads (Official Gazette No. 84/08, 52/09, 114/09, 124/10, 23/11, 53/11, 44/12, 168/12, 163/13, 187/13, 39/14, 42/14, 166/14, 44/15, 116/15, 150/15, 31/16, 71/16, 163/16, 174/21) and by-laws arising from the same law:
 - Rules amending the rules for technical elements for the construction and reconstruction of public roads and road facilities (Official Gazette No. 84/08, 52/09, 114/09, 124/10, 23/11, 53/11, 146/11, 9/17);
 - Rulebook on the method of identification of public roads with an appropriate reference system and stationing (Official Gazette No. 32/09);
 - Rulebook on measures for the maintenance of public roads, the method and deadlines for their execution, as well as the type and method of execution of activities for regular, winter, periodic and interventional maintenance of public roads (Official Gazette No. 152/08);
 - Rules amending the rules for the technical elements for the construction and reconstruction of public roads and road facilities (Official Gazette No. 31/10);
 - Rulebook on the method of protection of public roads (Official Gazette No. 122/2010)
 - Rules amending the rules for the method of protection of public roads (Official Gazette No. 113/2011);
 - Rulebook on the method of distribution of funds to the municipalities, i.e. the City of Skopje, from the fee for the use of public roads for motor vehicles that the owners of the motor vehicles pay when registering the vehicles (Official Gazette No. 129/08);
 - Rulebook on the criteria for determining the streets in populated areas that are considered part of a state road, as well as their maintenance (Official Gazette No. 144/08);
 - Rulebook on the manner, procedure and conditions under which the State Roads Agency gives consent for the construction of a state road to another investor (Official Gazette No. 99/2011);
 - Rulebook on the form and content of the request and the necessary documentation for obtaining the license for the removal of damaged vehicles and defective vehicles from the municipal and local roads for the territory of the respective municipality or the city of Skopje (Official Gazette No. 125/14);
 - Decision on granting a concession for construction, reconstruction, maintenance, toll collection and use of part of the state roads in the Republic of Macedonia (Package 1) (Official Gazette No. 134/09);
 - Decision on granting a concession for construction, reconstruction, maintenance, toll collection and use of part of the state roads in the Republic of Macedonia (Package 2) (Official Gazette No. 134/09);
 - Decision on the amount and method of collection of the fee for road use (Toll) (Official Gazette No. 118/19);
 - Decision on the amount and method of payment of the fee for the use of public roads for motor vehicles and connected vehicles (Road Tax), (Official Gazette No. 118/09);
 - Decision on the amount of the fee for processing inscriptions and billboards in the protective belt of a state road, connecting an access road to a state road, installing installations in the trunk of a road and the road belt of a state road, construction and use of commercial facilities on which access to a public road outside the settlement is allowed, for excessive use of a state road, for emergency transportation and for damage to a state road and to the facilities on the road (Official Gazette No. 139/2008);

- Decision on the categorization of state roads (Official Gazette No. 133/2011, 20/12, 41/12, 107/13, 17/14, 190/14, 168/18, 69/19, 194/19, 208/19, 79/20, 225/21, 262/21, 56/22, 95/22, 288/22);
 - Correction of the decision on the categorization of state roads (Official Gazette No.150/2011);
 - Decision on amending the decision on the categorization of state roads (Official Gazette No. 133/11, 20/2012, 41/12, 107/13, 17/14, 190/14, 168/18, 69/19, 194/19, 208/19, 79/20, 225/21, 262/21, 56/22 and 95/22);
 - Decree on establishing criteria for the categorization of public roads and their markings (Official Gazette No.13/2010).
2. Law on the Transportation in Road Traffic (Official Gazette No. 68/04, 127/06, 114/09, 83/10, 140/10, 17/11, 53/11, 6/12, 23/13, 120/13, 163/13, 187/13, 42/14, 112/14, 166/14, 44/15, 97/15, 124/15, 129/15, 193/15, 37/16, 71/16, 64/18, 140/18, 163/18, 75/19, 67/22) and bylaws arising from the same law:
 3. Law on the Transportation of Dangerous Goods in Road and Railway Traffic (Official Gazette No. 92/07, 147/08, 161/09, 17/11, 13/13, 163/13, 38/14, 166/14, 116/15, 193/15, 31/16, 64/18, 288/21) and the bylaws arising from the same law:
 4. Law on Inspection Supervision (Official Gazette No. 102/19) the bylaws arising from the same law:

ANNEX 5 Any other relevant information like:

Other useful sources:

- https://www.eeas.europa.eu/delegations/north-macedonia/18th-subcommittee-transport-environment-energy-and-regional-development_en
- <https://www.ebrd.com/home/news-and-events/news/2021/ebd-and-eu-support-construction-of-corridor-viii-in-north-macedonia.html#>
- https://www.ebrd.com/content/dam/ebd_dxp/assets/pdfs/country-strategies/north-macedonia/north-macedonia-country-strategy-2025-30.pdf