



Twinning Fiche

Project title: Supporting the inspection services for transportation of passengers and goods

Final Beneficiary administration: Ministry of Transport and Communications – State Transport Inspectorate, North Macedonia

Twinning Reference: MK 22 IPA TR 01 24

Publication notice reference: **EuropeAid/180872/DD/ACT/MK**

EU funded project

TWINNING /TOOL

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Acronyms and abbreviations

ADR	European Agreement Concerning the International Carriage of Dangerous Goods by Road
AETR	European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport
AP	Accession Partnership
ATP	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage
AP	Accession Partnership
BC	Beneficiary Country
BC PL	Beneficiary Country Project Leader
CA	Contracting Authority
CAs	Competent Authorities
CL	Component Leader
CS	Certification Specifications
DEU	Delegation of the European Union
EC	European Commission
EU	European Union
IPA	Instrument for Pre-accession Assistance
IRU	International Road Union
MOTC	Ministry of Transport and Communication
MS	Member State of the EU
MS PL	Member state Project Leader
NTS	National Transport Strategy
NAP	National Action Plan
NPAA	National Program for the Adoption of the Acquis
PESR	Public Enterprise for State Roads
PL	Project Leader
PSC	Project Steering Committee
RTA	Resident Twinning Advisor
SAA	Stabilization and Association Agreement
STI	State Transport Inspectorate
STE	Short Term Expert
TA	Technical Assistance
TIR	Transports Internationaux Routiers: an agreement on rules for transport systems in Europe

1. Basic Information

1.1. Programme

EU Integration Facility; Annual action plan in favour of North Macedonia for 2022; CRIS IPAIII/2022/44747; OPSYS ACT-60781 (direct management)

1.2. Twinning Sector:

Transport

1.3. EU funded budget:

EUR 1 300 000

1.4. Sustainable Development Goals (SDGs):

SDG 16. Peace, justice and strong institutions

SDG 9. Industry, innovation and infrastructure

2. Objectives

2.1. Overall Objective

The overall objective is to enhance compliance and safety of road transport in North Macedonia.

2.2. Specific objectives:

Strengthening of operational capacities and administrative efficiency of the State Transport Inspectorate (STI), ensuring proper enforcement of the national and EU standards for roadside and in-premise inspections of goods and passengers carriers.

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:

Accession partnership:

- Further alignment of the transport policy legislation with the EU acquis;
- Strengthening capacities of the national authorities responsible for transport legislation implementation, including development of administrative, inspection and other technical capacities.

Stabilization and Association Agreement (SAA)

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.

National Transport Strategy of North Macedonia 2018-2030

The project in direct 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 and Communications is in charge of devising and implementing the national transport policy, national strategies and action plans. The National Transport Strategy, 2018-2030, 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 National Transport Strategy of North Macedonia 2018-2030 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 inspectors and attending of regular trainings for inspection and control by the inspectors which is, per se the main purpose of this project.

National Programme for Adoption of the Acquis (NPAA) 2021-2025

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 Mobility Package 1

As a comprehensive set of initiatives adopted by the European Commission to address key challenges affecting European transport and mobility. The package covers key aspects of the road transport sector which have a strong social element. The package includes new rules for the posting of professional drivers, access to the market and profession, as well as social legislation. It aims to prepare for a safer, more efficient, and socially responsible road transport sector in the future. Strengthening the capacities of the STI, through proposed twinning project is crucial for the successful approximation national regulations and follows new standards and practices related to the enforcement of road transport. It helps ensure compliance with new regulations, promotes fair competition, improves working conditions for drivers, and contributes to environmental sustainability.

European SSMS – Sustainable and Smart Mobility Strategy (DG MOVE)

This strategy lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. Having in mind that transport has been one of the sectors hit hardest by the COVID-19 pandemic, the strategy aims at ensuring its resilience. One way to achieve this is by stepping up the transport safety and security across all modes. By focusing on developing the capacity for raising the level of transport and mobility safety and efficiency, this project is closely connected to the objectives of the Sustainable and Smart Mobility Strategy.

The Green Agenda for the Western Balkans

The achievement of objectives of this Action aligning with the environmental objectives of Green Agenda. It stipulates the countries of the Western Balkans to develop programs and undertake necessary actions to increase administrative capacities for implementation of the Green Agenda, to monitor,

promote and enforce compliance with environmental obligations and ensure effective mechanisms for public participation.

Instrument for Pre-accession Assistance (IPA III) 2021-2027

This Action also contributes to the achievement of targets IPA III Specific objectives such as defined in:

- Article 3.2 (b) – to reinforce the effectiveness of public administration and to support transparency, structural reforms and good governance at all levels;
- Article 3 (i) – promoting the alignment of beneficiaries’ rules, standards, policies and practices with those of the Union;
- Article 4 –I - promoting sustainable transport and improving public infrastructures.

European Commission North Macedonia Progress Report 2022¹

According to the conclusions in terms of Chapter 4 - Transport policy: “North Macedonia is moderately prepared in the area of transport. Limited progress was made in the reporting period. The transport sector still lacks administrative and operational capacity. Political commitment is still missing to deliver on necessary sectoral reforms. As the previous year’s recommendations were not fully addressed, they remain valid. In the coming year, North Macedonia should, in particular strengthen the operational and administrative capacity of the inspection bodies. No progress was made to strengthen the enforcement and technical capacities of the State Transport Inspectorate.” To this end the proposed Twinning Project thoroughly addresses the concerns highlighted in the above assessment

Link with national/ sectoral investment plans

- Program for work of the Government of the Republic of North Macedonia for the period 2022-2024²
- National Transport Strategy 2018-2030³

3. Description

3.1. Background and justification

Brief characteristic of road transport system in North Macedonia

¹ EC Country Progress Report 2022 (SWD (2022)337)

²https://vlada.mk/sites/default/files/programa/2022-2024/programme_of_the_government_2022-2024.pdf

³<http://www.mtc.gov.mk/media/files/2019/NTS-final%20MK.pdf>

Infrastructure: North Macedonia has road network, with a total of 14,410 km of public roads as of 2021. This includes 335 km of motorways.

Motorways: The motorways in North Macedonia are relatively well-maintained and straight, with good surfacing. The country had 335 kilometers of motorways in 2022, with an additional 57 kilometers under construction.

Connectivity: North Macedonia is situated at the intersection of several road and railway links. Two Pan-European Transportation Corridors, Corridor 8 (east-west) and Corridor 10 (north-south), pass through North Macedonia.

The abovementioned road network is divided into the following categories/types:

Category/Type	Km
Motorways	242
National roads	911
Regional	3771
Local/municipal roads	9258

The most significant road network, including motorways, and national and regional roads with a total length of 4924 km, is managed by the PESR.

Each of the 80 municipalities in North Macedonia is responsible for managing local/municipal roads. These roads encompass a combination of rural routes that connect villages and towns, as well as streets within urban areas and villages. On average, most municipalities oversee approximately 100 kilometres of local roads.

There are **14 road border crossings** with the neighbour countries:

- 3 with Greece,
- 3 with Bulgaria,
- 2 with Serbia,
- 2 with Kosovo,
- 4 with Albania.

Traffic rules: The traffic signs in North Macedonia adhere to the Vienna Convention on Road Signs and Signals. Head Lights must be on all the time, seatbelts are mandatory for passengers in the front, and drivers are forbidden to speak on a mobile phone while driving.

In North Macedonia a key road transport authorities include:

- **Ministry of Transport and Communication** of North Macedonia oversees policy and programs related to all modes of transportation such as roads, railways, aviation, and waterways. It also has responsibilities related to urban planning. Eventually ensures compliance of road transport operators. It is the central and highest state body in the area of transport and road safety at the national level. The Ministry is accountable for technical regulations and standards for the design and construction of roads and signalization as well as regulation of transport market including public and private operators and carriers.
- **Public Enterprise for State Roads (PESR)** operates as an independent legal entity and is accountable for its liabilities with its total assets. As the owner of national and regional road infrastructure,

PESR is responsible for planning, constructing, reconstructing, maintaining, operating, and protecting state roads while monitoring and analyzing their conditions.

- **Public Enterprise for Maintenance and Protection of National and Regional Roads** manages and maintains the national road network. Its responsibilities include regular and winter maintenance of state roads, construction and installation of vertical and horizontal signaling, road protection, automatic and manual traffic counting, cadastre for roads and bridges, and providing information services regarding road conditions.
- **National Road Safety Council** functions as an advisory body to the National Assembly, focusing on promoting traffic preventive measures, monitoring and analyzing developments in road traffic safety, and encouraging diverse, multi-sectoral, and multidisciplinary approaches to address issues related to road traffic safety. Nevertheless, institutional reform is underway, and a new Lead Road Safety Agency is being set up.

As for the most common infringements committed by professional drivers and carrier companies in North Macedonia, they could include:

- **Non-compliance with EU Regulations:** Some carriers may not comply with EU regulations, such as those related to the occupation of road transport operator and licenses.
- **Safety Violations:** Violations related to safety and security, such as those concerning the carriage of dangerous goods, and overloaded vehicles and inappropriate cargo securing are common.
- **Tax Evasion and Fraud (so-called “black market” carriers):** Some carriers may engage in tax evasion or fraud, such as underreporting income or overreporting expenses as well as using of inappropriate fuel.
- **Environmental Violations:** Violations of environmental regulations, such as those related to emissions standards, are also common.
- **Labor Violations:** There may be violations of labor regulations, such as those related to working hours, wages, or working conditions.

When it comes to current roles and responsibilities of authorities for various types of transport of goods and passengers related control procedures are divided as follow:

Items to be controlled	Ministry of Internal Affairs /State Police	Local Police	Customs	MoTC	PESR	Authorized experts/ Food and Veterinary Agency	STI
Traffic regulations and driving license	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
Authorizations for international road transport (bilateral, EU, ECMT)				<input checked="" type="checkbox"/>			
Special authorization for carriage of passengers and other related documents (like list of passengers)				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>

T1 documents or TIR carnets			<input checked="" type="checkbox"/>				
Weights and dimensions	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Certificate for carriage of perishable foodstuffs and special equipment to be used for such carriage (ATP)			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Documents on veterinary and phytosanitary control						<input checked="" type="checkbox"/>	
Road user charges					<input checked="" type="checkbox"/>		
Technical conditions of vehicles	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Regulations on driving hours and rest periods	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Regulations on transport of dangerous goods	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>

The main Beneficiary of this Twinning Project is **State Transport Inspectorate (STI)**.

Relevant legislation in the field of supervision of transportation of goods and passengers is as follows:

Below is the list of selected legislation, whilst the full list of law and by-laws is attached an Annex No 3 to this Twinning Fiche.

- Law on transportation in road traffic (Official Gazette No. 68/04 with further amendments);
- Law on transportation of dangerous substances in road and rail traffic (Official Gazette No. 92/07 with further amendments);
- Law on working hours of mobile workers in road traffic and recording devices in road traffic (Official Gazette No. 140/18);
- Law on public roads (Official Gazette No. 84/08, with further amendments);
- Law on cable cars and ski lifts (Official Gazette No. 54/00, with further amendments);
- Law on prohibition and prevention of unregistered activity (Official Gazette No. 199/14, with further amendments);
- Law on inspection supervision (Official Gazette No. 102/19).

3.2. Ongoing reforms:

The EC Progress Report on North Macedonia's transport policy indicates moderate preparedness, with limited progress during the reporting period. Persistent deficiencies in administrative and operational

capacity persist in the transport sector, compounded by a lack of political commitment to necessary reforms. Key reforms remain unfinished, and previous recommendations remain unaddressed.

Recommendations for the upcoming year include:

- Strengthening operational and administrative capacities of inspection bodies to enhance road and rail safety.
- Implementing connectivity reform measures, including opening the rail transport market and addressing breaches in transport treaties.
- Adopting legislation on intelligent transport systems and combined transport.

Efforts aim to align with EU values and regulations, contributing to stability, security, and prosperity. Coordination with relevant sector institutions and adherence to international agreements, such as the Transport Community Treaty, are emphasized.

The project aligns with the EU Strategy for Western Balkans, focusing on institutional, legal, and administrative reforms necessary for EU membership. It supports public administration reform efforts and aims to integrate the Macedonian transport network into the European TEN-T.

The reforms initiated in the area of strengthening of capacities to control over road transport can be understood as divided into 3 pillars:

Pillar number 1:

Approximation of the law of creation to the EU Mobility Package 1 and other standards in the field of safety and competitiveness of the performance of professional transport activities of passengers and goods.

Removal of inconsistencies and overlaps in existing legislation - among other things, in the framework of the ongoing procedure for amending the Law on Road Transport.

Pillar number 2:

Within the framework of Public Administration Reform (PAR) - efforts undertaken to strengthen administrative and operational capacities, including the necessary restructuring and knowledge transfer to STI within the framework of this Twinning Project.

Pillar number 3:

Improving technical and technological capabilities by assessing necessary needs and preparing for the purchase of the most necessary tools and equipment for performing road inspections of goods and passenger transports.

In summary, the reforms undertaken are aimed at broadly strengthening the technical, technological and human capacity for overseeing road transport of goods and passengers. The purchases of equipment planned with EU support and the strengthening of administrative capacity will help mitigate existing weaknesses and critical points in terms of the shortage of technical infrastructure for efficient operational performance on the field.

The institutional set-up is supportive to the ongoing and planned sector reforms and the responsibilities allocated to the relevant national authorities are well defined in the legislative framework. However, the administrative and operational capacity needs to be reinforced to ensure the full application and enforcement of the adopted legislative framework.

In connection with the unsatisfactory condition of STI inspectors' technical equipment, a public procurement is being prepared for the supply of the most necessary tools such as:

- special purpose vans,
- fleet of new cars,
- readers of data from on-board computers of vehicles (EOBD),
- portable scales for administrative weighing of axle loads and total weight of vehicles,
- portable IT equipment likewise laptops, multifunctional printers etc. suitable for work/activities on the road.
- etc.

As the purchase will be delivered during the Twinning Project execution period, MS will also actively support STI in the acceptance activities and the first phase of operation of the new equipment. The purchased equipment shall be used for conducting out-of-office and on-road inspection supervision on domestic, regional and international carriers of passengers and goods on the territory of the Republic of North Macedonia, and also on the border crossings with the neighboring countries Albania, Kosovo, Serbia, Greece and Bulgaria.

3.3. Linked activities:

The below listed projects are complementing, and not overlapping the activities programmed under this Twinning Fiche:⁴

Technical Assistance:

Reference No: 07/01-13/1859

Project title: Strengthening administrative and operational capacities of the State Transport Inspectorate for effective enforcement of the road transport legislation

Source of funding: EU Programmes - IPA

Duration: 15.1.2013-15.7.2014

Implementor: Rina Services S.p.A

Description: The purpose of the project was to improve the operational, management and administrative capacity of the State Transport Inspectorate in order to be able to implement responsibilities with regard to road transport inspection deriving from the EU acquis. The following results were envisaged:

- Elaborated strategic development plan for the State Transport Inspectorate (created)
- Action Plan developed including coordination mechanisms for improvement of the cooperation and coordination between different divisions
- Elaborated Manual of Procedures adequate to the specific legal duties performed by the STI
- Prepared Terms of Reference or future technical assistance for developing integrated software system for control of the national and international road transport
- An assessment prepared for the training needs of the STI
- 60 people trained from relevant institutions in effective implementation of their obligations arising from the EU acquis in the area of carriage of goods, carriage of passengers, employment and working conditions, road safety.

⁴ <http://cdad.sep.gov.mk/Default.aspx?Control=Details&ID=IPA%200247>

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

- Directive 95/50/–C - uniform procedures for checks on the transport of dangerous goods by road
- Directive 96/53/EC on road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic
- Directive 96/6/EC on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community
- Regulation (EC) 3821/85 on recording equipment in road transport
- Directive 2002/15/EC on the organization of the working time of persons performing mobile road transport activities
- Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers
- Regulation (EC) 561/2006 on driving times, breaks and rest periods
- Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road
- Directive 2008/68/EC on the inland transport of dangerous goods
- Directive 2009/40/EC on roadworthiness tests
- Regulation (EC) No 1071/2009 setting common rules concerning the conditions to be complied with to pursue the occupation of road transport operator
- Decision 2002/917/–C - conclusion of the Interbus Agreement on the international occasional carriage of passengers by coach and bus
- Regulation (EU) No 165/2014 sets out the requirements on the construction, installation, use, testing and control of tachographs used in road transport in the EU
- Directive 2014/67/EU on the enforcement of Directive 96/71/EC and Directive (EU) 2020/1057 laying down specific rules for posting drivers in the road transport sector
- Regulation (EU) 2020/1054 amends and extends the scope of Regulation (EU) No 165/2014

3.5. Components and results per component

The project is structured in 3 (three) components. The following key results and sub-results are expected to be realized aiming to ensure efficient enforcement of the legislation and strengthen the operability, mobility and administrative capacity of the State Transport Inspectorate.

Component 1: Strengthening of regulatory and organizational framework of STI

Mandatory Result 1: Road transport enforcement regulatory framework aligned with EU legislation and best practices.

Sub-result 1.1:

Rulebooks on tachographs, vehicle size and dimensions, ADR, AETR, ATP, animal transport, emission classes drafted, consulted and compliant with EU standards

Sub-result 1.2:

STI structure revised and streamlined

Sub-result 1.3:

STI development plan with human resources, equipment, systems and data developed and put in place

Component 2: Development of tools to support detection, assessment and enforcement of violations

Mandatory Result 2: Methodologies for planning, performing and monitoring of STI inspection activities developed and adopted

Sub-result 2.1:

Developed manuals for each STI inspection with standard operating procedures, workflow, checklists, data requirements and instructions for control activities, including necessary tools and data⁵

Sub-result 2.2:

Performance monitoring framework for STI inspectors with monthly targets and plans of inspections reinforced

Component 3: Development of operational know-how

Mandatory Result 3: Operational capacities of STI for conducting on-the-road and off-the-road inspections enhanced

Sub-result 3.1:

Capacity for detecting and handling violations in transport company premises developed

Sub-result 3.2:

Capacity for carrying out administrative procedures for international and national transport carriers strengthened

Sub-result 3.3:

Capacity for detecting and handling violations of driver's working time based on recording devices and using tachograph analysis software enhanced

Sub-result 3.4:

Capacity for detecting and handling violations of vehicle technical condition including exhaust emissions, fuel quality, leakage, vehicle safety, use of speed limiters enhanced

Sub-result 3.5:

Capacity for detecting and handling violations of weight and dimensions using administrative (with type approval) portable scales and relevant software enhanced

⁵ When developing the methodology for the MS proposal, it should be taken into account that the manuals should consider the following types of procedures:

- Road infrastructure safety inspections,
- On-the-road transport inspections, as regular control
- Off-the-road (in-premise) transport inspections as ad hoc or supervisory control
- Cable cars and ski lifts inspections as regular or ad-hoc control

In particular following areas should be focus on:

- Driver's working time using tachographs
- Vehicle technical condition including exhaust emissions, fuel quality, vehicle safety, use of speed limiters in particular
- Vehicle total weight and axle loads, as well as dimensions
- Transport of dangerous goods (ADR), perishable goods (ATP) and animals
- Licenses, permits, including international and cabotage transport operations

Sub-result 3.6:

Capacity for detecting and handling violations of transport of dangerous goods (ADR), perishable goods (ATP) and animals enhanced

Sub-result 3.7:

Capacity for performing road safety inspections and detecting defects in road infrastructure reinforced

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

Profile and tasks of the PL:**Qualifications and skills:**

- University Degree preferably in the field of road transport engineering or similar discipline relevant to the project, or in its absence an equivalent professional experience of at least 8 years.
- At least 3 years of relevant experience in the field of road transport engineering;
- Fluent 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.

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 beneficiary 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.

Profile and tasks of the RTA:

Qualifications and skills:

- University degree in relevant disciplines such as transport engineering or similar discipline relevant to the project, or in its absence, an equivalent professional experience of at least 8 years in the field of road transport and/or infrastructure;
- Have at least of 3 years of experience in performing and or supervising road inspections and/or road transport in the Member State Competent Authority;
- Experience in the implementation of EU-funded projects in fields related to road inspection and/or transport inspection in pre-accession countries as an asset;
- Proficiency in English, including effective spoken presentation and written reporting abilities;
- Computer literacy at the user's level of Microsoft Office (Word, Excel, PowerPoint) and the Internet communication and information processing.

Main tasks:

As to the general responsibility of the day-to-day implementation of the Twinning project in the Beneficiary Country (BC), the Resident Twinning Adviser (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

Profile and tasks of the CL (Component Leaders)

Qualifications and skills:

- University degree in an area relevant to the project related component or equivalent professional experience of 8 years;
- At least 3 years of specific experience in MS administration in the field of expertise relevant to the component responsible for;
- Experience in project coordination in international and/or EU funded projects will be considered as an asset;
- Fluency in written and spoken English.

Profile and tasks of the STEs (Short Term Experts)

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

Tasks:

The short-Term experts will:

- 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.

The number of short-term experts and their required qualifications should be identified by the Project Leader in the course of the project implementation. The short-term expert is expected to have qualifications and skills covering the areas that are under the mandate of the State Transport Inspectorate.

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

The Delegation of European Union 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. Steffen Hudolin
Head of Cooperation
European Union Delegation
St. Cyril and Methodius 52b,
1000 Skopje

The contact person on behalf of the EU Delegation is:

Mrs. Manuela Manolis
Programme Manager
European Union Delegation
St. Cyril and Methodius 52b,
1000 Skopje

5.2. Institutional framework

The beneficiary institution of this project is the Ministry of Transport and Communications – State Transport Inspectorate of the Republic of North Macedonia.

STI will be directly involved in the project implementation, coordination and management and will support the project team in organizational and technical matters.

STI acts on a basis of Law on inspection supervision. STI is a body within the domain of Ministry of Transport and Communications with the stand alone capacity of a legal entity, it has its own account as a first-line budget user. STI is managed by a director who is appointed and dismissed by the Government of the Republic of North Macedonia. STI is the competent authority for inspecting passenger and freight transportation activities in domestic and international road transport. Operating independently from the Ministry of Transport and Communications.

STI's scope of activities encompasses:

- inspection supervising of road infrastructure,
- road transport, and traffic arrangements on public roads,
- as well as cable cars and ski-lifts.

Additionally, it carries out immediate inspections to ensure compliance with laws and other regulations, taking administrative and other measures within its statutory powers.

STI is a key institution in the inspection system.

The STI is independent body apart of the Ministry of Transport and Communications (MoTC). The scope of activities of the STI includes inspection supervisions in the area of: roads, road transport and traffic arrangements on public roads, cable and ski-lifts, carrying out an immediate insight into compliance with laws and other regulations and taking administrative and other measures in accordance with statutory powers. The State Transport Inspectorate is responsible for supervising the implementation of relevant laws and rules in the area of the inspection of the road transport.

The legal base for the State Transport Inspectorate is provided by the Law on Inspection Supervision, as stated in Article 18 of the Official Gazette of the Republic of North Macedonia no. 102/19. This law enumerates all the competencies of STI in association of the special body called Council of Inspection Authorities, which to some extent coordinates to various types inspection authorities in the bodies of the state administration, to all inspectors at central level. Among the most important competencies of the Council are: preparation and adoption of bylaws, i.e. rulebooks; reporting on its own and the work of the inspection authorities; adoption of programs for interactive training for obtaining a license for inspector, for exam for obtaining a license for inspector – general part and for generic trainings of inspectors; developing policies for managing the performance of inspectors, creating a single framework for the development and management of inspectors; handling complaints from individuals and legal entities related to the work of the inspection authorities and / or the subjects of inspection supervision; conducting generic trainings for inspectors; issuing and revoking licenses for inspectors; issuing an order for performing a single and joint extraordinary inspection supervision; submitting proposals for dismissal of the director of the inspection authority, for initiating disciplinary proceedings against the head of the inspection authority, as well as an initiative for determining the disciplinary responsibility of the inspector; establishing and maintaining registers and information system for managing inspection supervision; coordination of the work of the inspection authorities. However, it's worth noting that there is no consistent legal mechanism for accountability and coordination of central and local inspectors.

Geographical division of STI offices within territory of North Macedonia:

- 1 Headquarter in Skopje.
- 16 branch offices located respectively in: Kicevo, Kumanovo, Kriva Palanka, Veles, Kavadarci, Kocani, Beroovo, Radovis, Sveti Nikole, Gevgelija, Prilep, Ohrid, Bitola, Struga, Gostivar, Tetovo, Bitola.

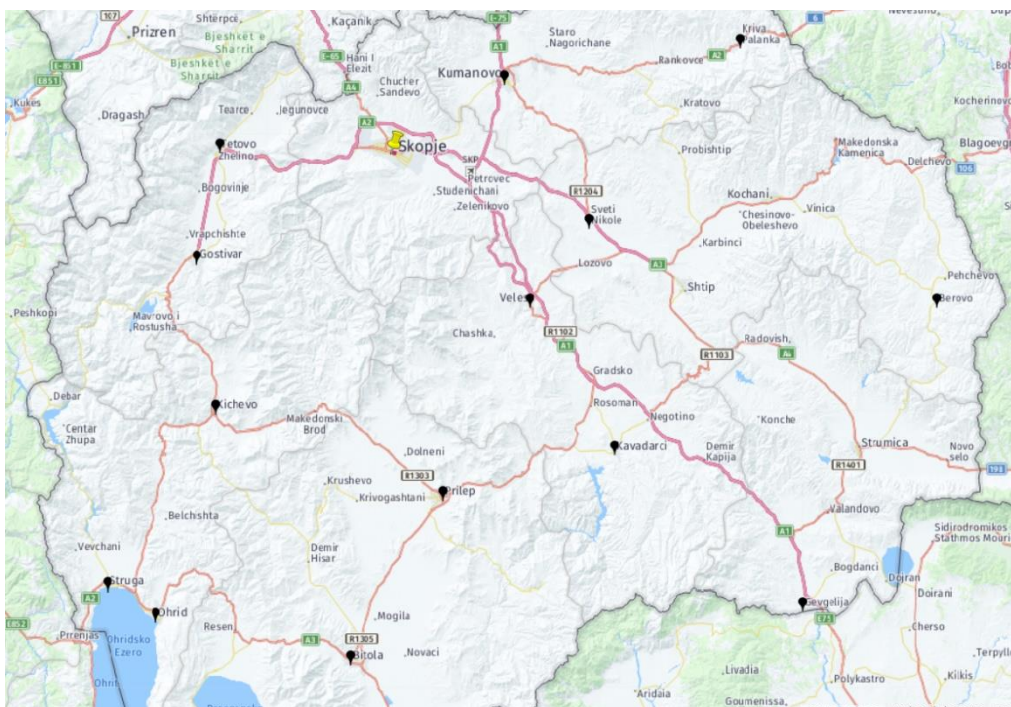


Figure 1 Map illustrates locations of STI offices

Staffing

State Transport Inspectorate (STI) is structurally established within the Ministry of Transport and Communications, with headquarters in Skopje staffed with total of 39 full-time employees (1 Director + 29 inspectors + 9 administrative officers).

Assignment	Number of inspectors	Transport inspectors	Public road inspectors	Cable cars and ski lifts inspectors	Administrative officers
Headquarter	4	4	0	0	8
Regional Branch	25	16	8	1	1
Total	29	20	8	1	9

Inspections are carried out based on monthly inspection plans assigned to each inspector. The plans include the types of inspections and the locations of road sections on which activities should be carried out

Other issues:

Detail information regarding:

- Current organizational structure;
- List of job positions;

- Description of supervision procedure;
 - List of job levels (ranks) of the inspectors;
 - List of vehicles and technical equipment in used;
 - Annual work plan and reporting;
- are attached an Annex No 4.

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.

Contact person:

Mr. Gajur Rushiti
 State Transport Inspectorate
 Ministry of Transport and Communications
 Bld. Kuzman Josifovski - Pitu 21,
 1000 Skopje
 Republic of North Macedonia

BC Project Leader

Mr. Gajur Rushiti
 Acting Director
 State Transport Inspectorate
 Ministry of Transport and Communications
 Bld. Kuzman Josifovski - Pitu 21,
 1000 Skopje
 Republic of North Macedonia

RTA counterpart

Mr. Taxhedin Ajdari
 Advisor inspector for Road Transport Inspection for the city of Tetovo
 State Transport Inspectorate
 Ministry of Transport and Communications
 Bld. Kuzman Josifovski - Pitu 21,
 1000 Skopje
 Republic of North Macedonia

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. 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 extends beyond its implementation period. It involves ensuring that the gains achieved remain valuable and impactful even after the Twinning project concludes. To achieve this, effective mechanisms must be established by the BC to disseminate and consolidate the project's results. The project's sustainable perspective and benefits primarily revolve around enhancing the institutional capacities of the State Traffic Inspectorate (STI). These capacities are reinforced through two key approaches:

- Efficient utility of technical equipment:
 - The envisaged acquisition and usage of state-of-the-art technical equipment supporting effectiveness and efficiency of detection and enforcement of various types of transport violations plays a pivotal role in sustaining the project's impact. This equipment together with knowledge and skills on how to utilize this potential empowers the STI to carry out its functions more efficiently and effectively.
 - By maintaining and utilizing this equipment beyond the project's duration, the STI can continue enforcing road traffic regulations with precision.
- Process/procedures enhancement:
 - The project focuses on streamlining processes and methodologies related to the successful implementation and enforcement of road transport inspection regulations .

This includes refining inspection procedures, data management, and reporting and skills of inspectors.

- These enhanced processes become part of the STI's operational framework, contributing to long-term sustainability.

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

- Integrate the project results into STI policies and daily operation practices;
- Embed results into national policies, strategies and regulatory framework;
- Create comprehensive reports detailing the project's outcomes, lessons learned, and best practices.
- Continuously train STI staff to ensure they can effectively utilize the acquired knowledge and skills.

By taking these steps, the project's legacy will endure, benefiting the country's road safety efforts 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 beneficiary 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 transporters, or transport and logistics companies to consult on regulatory or operational solutions proposed in the course of the Project.
- drawing stakeholders' attention to the types of violations and their consequences for transport safety.

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 beneficiary 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 final beneficiary within the premises of the final beneficiaries before contract signature;
- Participation by the beneficiary 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: Strengthening of regulatory and organizational framework of STI**

Mandatory Result 1: Road transport enforcement regulatory framework aligned with EU legislation and best practices.

Indicators:

- 75% Relevant staff of STI proficient in applying EU standards concerning transport, road infrastructure safety, cable cars and ski lifts,
- Number of submitted requests for initiation of misdemeanour proceedings increased by 25% in the end of 2027 compare to 2023 baseline
- Number of mandate and misdemeanour payment orders issues increased by 20%; in the end of 2027 compare to 2023 baseline

Sub-result 1.1:

Rulebooks related to tachographs, vehicle size and dimensions, ADR, AETR, ATP, animal transport, emission classes aligned with EU standards.

Indicator: Number of transport related regulations, and rulebooks revised/developed to further align with EU regulations minimum 4 by 2027 YES/NO

Sub-result 1.2:

STI structure revised and streamlined

Indicator:

Improved operating procedures at least 1 per operating department at STI headquarters and regional offices YES/NO

Sub-result 1.3:

STI development plan with human resources, equipment, systems and data in place

Indicator:

- Gap analysis in terms of completeness and relevance of human resources, functionality of equipment, systems and availability and accuracy of data performed YES/NO
- STI development plan includes recommendations for potential source of funding based on EU best practices elaborated YES/NO

Component 2: Development of tools to support detection, assessment and enforcement of violations

Mandatory Result 2: Methodologies for planning, performing and monitoring of STI inspection activities developed and adopted

Indicators:

- Number of on-road regular inspections of overloaded vehicles, working time and ADR increased by 25% by 2027 compare to 2023 baseline
- Number of road safety inspections increased by 25% in 2027 compare to 2023 baseline

Sub-result 2.1:

Developed manuals for each STI inspection with standard operating procedures, workflow, checklists, data requirements and instructions for control activities, including necessary tools and data

Indicator: Number of methodologies and guidelines for performing inspections developed and adopted for use minimum 4

Sub-result 2.2:

Performance monitoring framework for STI inspectors with monthly targets and plans of inspections reinforced

Indicator:

Performance monitoring framework for STI inspectors with monthly targets and plans of inspections reinforced Yes/No

Component 3: Development of operational know-how

Mandatory Result 3: Operational capacities of STI for conducting on-the-road and off-the-road inspections enhanced

Indicator: Training program conducted in 100% by the end of the Project

Sub-result 3.1:

Capacity for detecting and handling violations in transport company premises developed

Sub-result 3.2:

Capacity for carrying out administrative procedures for international and national transport carriers strengthened

Sub-result 3.3:

Capacity for detecting and handling violations of driver's working time based on recording devices and using tachograph analysis software enhanced

Sub-result 3.4:

Capacity for detecting and handling violations of vehicle technical condition including exhaust emissions, fuel quality, leakage, vehicle safety, use of speed limiters enhanced

Sub-result 3.5:

Capacity for detecting and handling violations of weight and dimensions using administrative (with type approval) portable scales and relevant software enhanced

Sub-result 3.6:

Capacity for detecting and handling violations of transport of dangerous goods (ADR), perishable goods (ATP) and animals enhanced

Sub-result 3.7:

Capacity for performing road safety inspections and detecting defects in road infrastructure reinforced

Indicators:

- 100% of the relevant STI staff of inspectors trained (minimum 28 inspectors)
- 75% of relevant staff in proficient in applying EU standards concerning on the road transport inspections including usage of related software, devices and data analysis
- Minimum 20 road inspectors trained for use of tachograph analysis software and data analysis

12. Facilities available

STI will dedicate all necessary human and institutional resources in order to guarantee an effective implementation of the respective project. In particular, the Beneficiary institution 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;
- 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 STI
3. Detail list of regulations
4. Aggregated information on STI

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 compliance and safety of road transport in North Macedonia	<i>Progress is achieved in developing the transport sector of North Macedonia in line with EU acquis, in the fields of compliance of working hours, technical condition of vehicles, oversized and overloaded vehicles dangerous goods transport in 2027 decreased number of violations compare to 2023</i>	EC Country Progress Report STI Annual Work Report	Lack of commitment from the beneficiary institution and relevant personnel to participate in the project activities	Government maintains its efforts to adopt the EU acquis related to Chapters 14 and 21 and to move forward in the EU integration process
The specific objective of this project	Strengthening of operational capacities and administrative efficiency of the State Transport Inspectorate (STI), ensuring proper enforcement of the national and EU standards for roadside and in-premise inspections of goods and passengers carriers	<i>Minimum of 25% average increase of the inspection controls and detected violations in 2027 compared to the 2023</i> <i>Reduction of time per conducting the on-road inspection procedure by 20% in 2027 compare to 2023</i> <i>Number of inspection in-premises of transport companies increased in 2027 by 25% compare to 2023</i>	Project Final Report EC Country Progress Report and other relevant documents and reports Annual report of Council of Inspection Authorities	Lack of commitment from the beneficiary institution and relevant personnel to participate in the project activities	The beneficiary country continuously supports the RTA and STEs in the implementation of project activities Commitment from national authority in progress Equipment is delivered as part of the supply of new vehicles, IT equipment, software and tachograph

					<p>readers, and portable scales for administrative weighing of weights and axle loads of vehicles.</p> <p>Amendments in legislation is adopted</p>
Component 1: Strengthening of regulatory and organizational framework of STI					
Mandatory Result	<p><i>Road transport enforcement regulatory framework aligned with EU legislation and best practices.</i></p>	<p><i>75% of relevant staff of STI proficient in applying EU standards concerning transport, road infrastructure safety, cable cars and ski lifts,</i></p> <p><i>Number of submitted requests for initiation of misdemeanor proceedings increased by 25% in the end of 2027 compare to 2023 baseline</i></p> <p><i>Number of mandate and misdemeanor payment orders issues increased by 20%; in the end of 2027 compare to</i></p>	<p>STI Annual Work Reports</p> <p>MOTC Annual Report</p>		

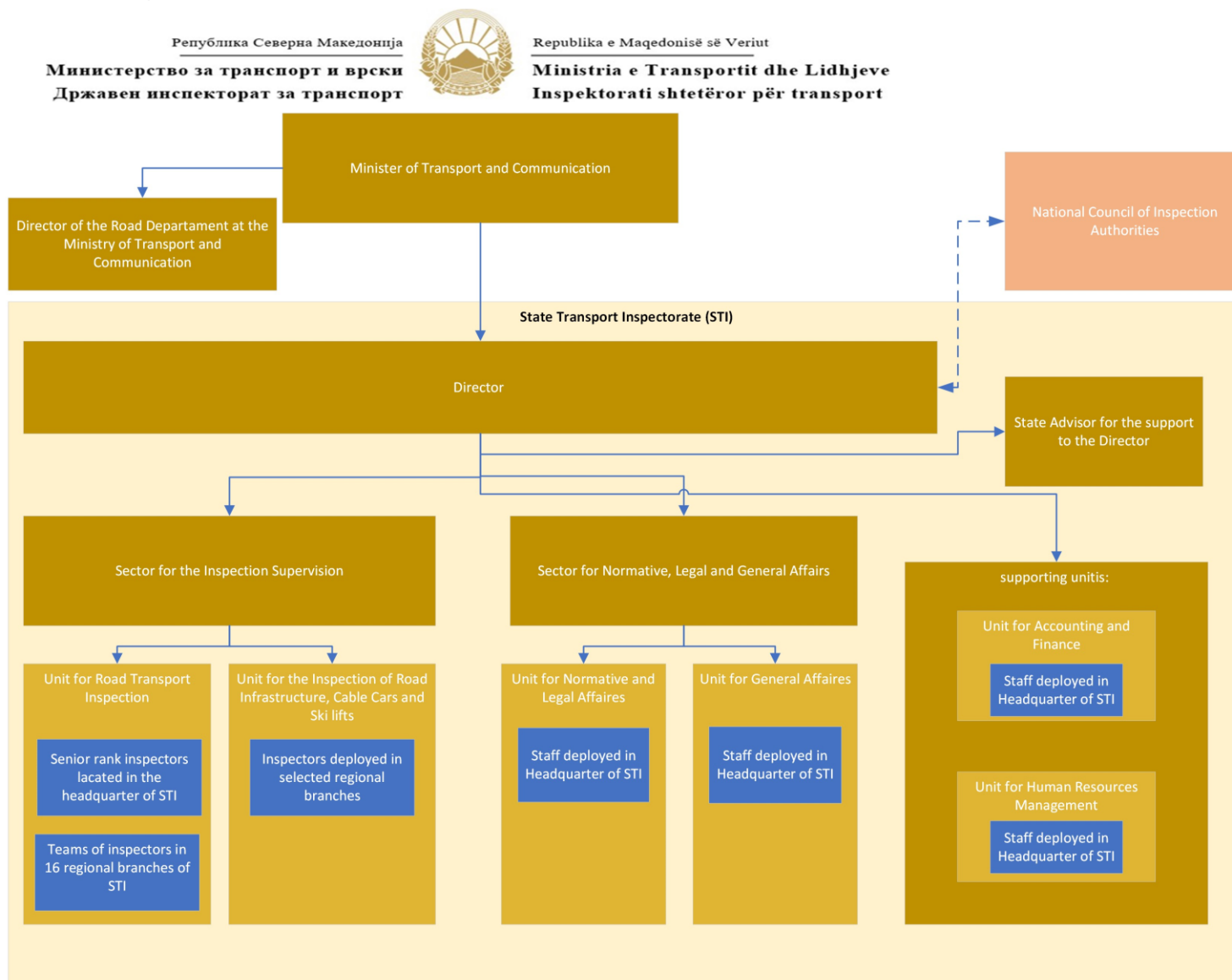
		<i>2023 baseline.</i>			
Sub-result 1.1:	<i>Rulebooks on tachographs, vehicle size and dimensions, ADR, AETR, ATP, animal transport, emission classes drafted, consulted and compliant with EU standards</i>	<i>Number of transport related regulations, and rulebooks revised/developed to further align with EU regulations minimum 4 by 2027</i>	MOTC Annual Report STI Annual Work Reports Project final report	Lack of commitment by BC' relevant project stakeholders Available human resources	Commitment of the high management staff to the project activities and reforms Sustainability of the staff trained within the project
Sub-result 1.2:	<i>STI structure revised and streamlined</i>	<i>Improved operating procedures at least 1 per operating department at STI headquarters and regional offices</i>	MoTC status or equivalent regulation	Insufficient human and technical resources for daily work with the Twinning partner	
Sub-result 1.3:	<i>STI development plan with human resources, equipment, systems and data in place</i>	<i>Gap analysis in terms of completeness and relevance of human resources, functionality of equipment, systems and availability and accuracy of data performed</i> <i>STI development plan includes recommendations for potential source of funding based on EU best practices elaborated</i>			
Component 2: Development of tools to support detection, assessment and enforcement of violations					

Mandatory Result	<i>Methodologies for planning, performing and monitoring of STI inspection activities developed and adopted</i>	<i>Number of on-road regular inspections of overloaded vehicles, working time and ADR increased by 25% by 2027 compare to 2023</i> <i>Number of road safety inspections increased by 25% in 2027 compare to 2023</i>	STI Annual Work Reports EC progress Report		Equipment is delivered as part of the supply of new vehicles, IT equipment, software and tachograph readers, and portable scales for administrative weighing of weights and axle loads of vehicles.
Sub-result 2.1:	<i>Developed manuals for each STI inspection with standard operating procedures, workflow, checklists, data requirements and instructions for control activities, including necessary tools and data</i>	<i>Number of methodologies and guidelines for performing inspections developed and adopted for use minimum 4</i>	STI web page STI Annual Work Reports Project final report	Lack of commitment by BC' relevant project stakeholders Available human resources Insufficient human and technical resources for daily work with the Twinning partner	Commitment of the high management staff to the project activities and reforms Sustainability of the staff trained within the project
Sub-result 2.2:	<i>Performance monitoring framework for STI inspectors with monthly targets and plans of inspections reinforced</i>	<i>Performance monitoring framework for STI inspectors with monthly targets and plans of inspections reinforced</i>			
Component 3: Development of operational know-how					
Mandatory result	<i>Operational capacities of STI for conducting on-the-</i>	<i>Training program conducted in 100%</i>	Project Final Report		

	<i>road and off-the-road inspections enhanced</i>	<i>by the end of the Project</i>			
Sub result 3.1	<i>Capacity for detecting and handling violations in transport company premises developed</i>	<i>100% of the relevant STI staff of inspectors trained</i>	Project Final Report		
Sub-result 3.2	<i>Capacity for carrying out administrative procedures for international and national transport carriers strengthened</i>	<i>(minimum 28 inspectors)</i>			
Sub-result 3.3	<i>Capacity for detecting and handling violations of driver's working time based on recording devices and using tachograph analysis software enhanced</i>	<i>75% of relevant staff in proficient in applying EU standards concerning on the road transport inspections including usage of related software, devices and data analysis</i>			
Sub-result 3.4	<i>Capacity for detecting and handling violations of vehicle technical condition including exhaust emissions, fuel quality, leakage, vehicle safety, use of speed limiters enhanced</i>	<i>Minimum 20 road inspectors trained for use of tachograph analysis software and data analysis</i>			
Sub-result 3.5	<i>Capacity for detecting and handling violations of weight and dimensions using administrative (with type approval) portable scales and relevant software enhanced</i>				
Sub-result 3.6	<i>Capacity for detecting and handling violations of transport of dangerous</i>				

Sub-result 3.7	<i>goods (ADR), perishable goods (ATP) and animals enhanced</i> <i>Capacity for performing road safety inspections and detecting defects in road infrastructure reinforced</i>				
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ANNEX 2 Organizational structure of STI



ANNEX 3 Detail list of regulations and state of the alignment of the related EU acquis

I. Detail list of regulations:

- 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 form and content of the identification forms of the state road inspectors and the authorized road inspectors of the municipalities, i.e. of the City of Skopje, as well as the manner of their issuance and revocation (Official Gazette No. 129/2008, 126/19);
 - 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 form and content of the invitation for education and the way of conducting the education (Official Gazette No. 95/11);
 - 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);
 - Rulebook on the form and content of the mandatory payment order (Official Gazette No.

7/16);

- Rulebook on the form and content of the delinquent payment order (Official Gazette No. 18/16);
 - 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:**
- Rulebook on the closer conditions that must be met by the authorized training centers, the procedure for conducting the training and the form and content of the certificate of completion of training (Official Gazette No. 174/18, 103/19);
 - Rulebook on the method, procedure and program for taking the exam for obtaining the license of a person responsible for transportation, the form and content of the application for taking the exam, the record of the passed exam and the certificate (Official Gazette No.

174/18);

- Rulebook on the closer conditions that must be met by legal entities for the professional training of candidates for obtaining a certificate of responsible person and the procedure for conducting the training, the form and content of the certificate of completed training (Official Gazette No.174/18);
- Rulebook on the method, procedure and program for taking the exam for obtaining a driver's license, the form and content of the application for taking the exam, the record of the passed exam and the certificate (Official Gazette No. 174/18);
- Rulebook on form, content and the way of keeping the diary for the arrival and departure of the buses at the bus stations (Official Gazette No. 59/05);
- Rulebook on the form and content of the travel order (Official Gazette No. 40/15, 94/15);
- Rulebook on the form and content of licenses for carrying out separate types of transport in road traffic and extract from the license, the method of obtaining, i.e. for revoking the license, i.e. the extract from the license and the form and content of the request for obtaining or renewing a license for carrying out certain types of transport in road traffic (Official Gazette No.186 /19);
- Rulebook on the form and content of the bill of lading for internal transportation of goods (Official Gazette No. 84/2010);
- Rulebook on the form, content and manner of keeping the register of issued permits for free transportation in international road traffic (Official Gazette No. 84/2010);
- Rulebook on the form and content of the register of issued licenses and the extract from the license (Official Gazette No. 84/2010);
- Rulebook for amending and supplementing the rulebook on the form and content of licenses for performing certain types of public transportation in road traffic and the method and procedure for obtaining and revoking licenses as well as for extending the license for auto taxi transportation of passengers (Official Gazette No. 84/2010);
- Rulebook on the form and content of the invitation for education and the way of conducting the education (Official Gazette No. 94/2011);
- Rulebook on the special technical-operational conditions for the vehicles for carrying out the separate types of transport in road traffic and on the form and content of the confirmation for the fulfillment of the special technical-operational conditions (Official Gazette No. 212/2015, 117/2016);
- Rulebook on the method, procedure and closer conditions for approving timetables for new lines and for changing approved lines in inter-municipal and international passenger transport, issuing, extending and revoking the permit for an approved line, the form and content of the permit form and on the timetable (Official Gazette No. 105/2019);
- Rulebook for amending and supplementing the rulebook on the method, procedure and program for taking the exam for obtaining a certificate of professional competence of the

manager or a person authorized by him responsible for transportation, the form and content of the certificate of passing the exam and the certificate of professional competence (Official Gazette No. 4/2008, 20/2009, 90/2012);

- Rulebook on the method, procedure and closer criteria for approving timetables for new routes and for changing approved routes in the inter-municipal and international transport of passengers and on the form and content of the form of the permit and the timetable (Official Gazette No. 6/2007);
- Rulebook on required equipment and the method of determining the category of the bus station (Official Gazette No. 83/2013, 132/2013, 20/2015, 129/2015);
- Rulebook on the form of the permit for the free carriage of passengers in international road traffic (Official Gazette No.144/2007);
- Rulebook on the form and content of the permit for special line transportation of passengers (Official Gazette No. 39/ /2007, 103/19);
- Rulebook on the method, procedure and program for taking the test for obtaining a certificate for the participation of drivers in international road traffic, the form and content of the certificate of passing the test and the certificate (Official Gazette No. 39/ /2007, 4/2008, 20/2009, 38/2012);
- Rules for amending the rules for the method, procedure and program for taking the exam for obtaining a certificate for the participation of drivers in international road traffic, the form and content of the certificate for passing the exam and the certificate (Official Gazette No. 88/2012);
- Rulebook on the form and content of permits for international transportation of goods (Official Gazette No.176/15).
- Rulebook on the form and content of the misdemeanor payment order (Official Gazette No. 7/16).
- Rulebook on the form and content of the mandatory payment order (Official Gazette No. 7/16).
- Rulebook on the form and content of the record sheet for passenger transport, the data it contains, the manner of its storage and management (Official Gazette No. 57/16).
- Rulebook on the form and content of the diary with a list of passengers who are transported from another municipality (Official Gazette No. 94/2014);
- Decree on the procedure, criteria and method of distribution of permits for international transportation of goods (Official Gazette No.107/2007, 124/2008, 46/2009);
- Decree on the method of redistribution, distribution and revision of utilization of permits for international transportation of goods (Official Gazette No. 163/18, 263/19, 269/20, 36/21, 200/22);
- Decision on amending the decision on determining the amount of the fee for using bus station services (Official Gazette No. 126/07, 85/2010, 16/2012, 7/2014, 142/2014,

161/2014, 18/2015);

- Rules for amending the rules for the necessary equipment and the method of determining the category of bus stations (Official Gazette No. 132/2013);
- Rulebook for the program for taking the exams and the procedure for obtaining the certificate for trainers for the participation of drivers in the international transport of passengers and goods and the certificate for trainers for professional competence (Official Gazette No. 109/2014);
- Rulebook on the form and content of the certificate for carrying out transportation of the holders of family agricultural holdings (Official Gazette No. 85/14, 103/19);
- Rules for the procedure and program for taking the exam for obtaining a certificate for taxi driver, the form and content of the record of passing the exam and the certificate for taxi driver (Official Gazette No.126/2019);
- Rulebook on the form of the permit for the free carriage of passengers in international traffic (Official Gazette No.144/07, 146/19);
- Rulebook on the form and content of individual transport permits for international transport of goods (Official Gazette No. 272/20)

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:

- Rulebook on the duties, responsibilities and professional training of drivers for the transportation of dangerous goods, the closer conditions for legal entities that provide professional training and the content and form of the form of the certificate and certificate for the professional training of drivers (Official Gazette No.10/2008, 19/2013, 40/2015);
- Rulebook on the duties, responsibilities and professional training of the advisor for safety during the transportation of dangerous goods, the closer conditions for the legal entities that provide professional training and the content and form of the form of the certificate and the certificate for the professional training of the advisor (Official Gazette No. 10/2008, 19/2008, 30/20);
- Rulebook on the manner of issuing and revoking the approval for the transport of dangerous substances in road traffic (Official Gazette No.162/2010);
- Rulebook on the specifications of tank vehicles that transport gasoline and/or organic solvents (Official Gazette No.171/2010);
- Rulebook on the form, content and manner of keeping the register for issued approvals for the transportation of dangerous substances in road traffic (Official Gazette No. 6/2011).
- Rulebook on the form and content of the list of checks for the control performed during the transportation of dangerous substances in road and rail traffic (Official Gazette No. 122/2007);
- Rulebook on the form and content of the form for keeping a database on the checks

performed during the transportation of dangerous substances (Official Gazette No. 122/2007);

- Rulebook on the form and content of the approval form for the transportation of dangerous substances in road traffic (Official Gazette No.126/2010);
 - Rulebook on the manner of issuing and revoking the approval for the transport of dangerous substances in road traffic (Official Gazette No.162/2010);
 - Rulebook on the form, content and manner of keeping the register for issued approvals for the transportation of dangerous substances in road traffic (Official Gazette No. 06/2011);
 - Rulebook for amending and supplementing the rulebook for the form and content of the approval form for the transportation of dangerous substances in road traffic (Official Gazette No.126/10, 46/2012, 183/2016, 170/19).
 - Rulebook on the form and content of the invitation to education, the way of conducting the education as well as the way of keeping records of the conducted education (Official Gazette No. 44/2013);
 - Rulebook on the method of obtaining the certificate for trainers for safety advisers in the transportation of dangerous substances and the content of the training program (Official Gazette No. 70/13);
 - Rules for obtaining the certificate for trainers for the professional qualification of drivers of motor vehicles for the transportation of dangerous substances and the content of the training program (Official Gazette No. 70/13);
 - Rulebook on the form and content of the delinquent payment order (Official Gazette No. 18/16);
 - Regulations for the specifications of the vehicles - tankers which transport gasoline and/or organic solvents (Official Gazette No. 171/10).
- 4. Law on Working Hours of Mobile Workers in Road Traffic and Recording Devices in Road Traffic (Official Gazette No.140/18) and the bylaws arising from the same law:**
- Rules for the categorization of offenses according to the degree of seriousness and their frequency (Official Gazette No. 191/18).
- 5. Law on Cable Cars and Ski Lifts (Official Gazette No. 54/2000, 103/2008, 23/11 and 53/11, 146/15, 285/20) and the bylaws arising from the same law:**
- Rulebook on the form and content of the invitation for education, the method of conducting the education procedure as well as the method of keeping records of the conducted education (Official Gazette No.162/11);
 - Rulebook on technical standards (Official Gazette No. 2/1985);
 - Rulebook on technical standards for cable cars (Official Gazette No. 29/1986);
 - Regulations for placing on the market of wire plants intended for transportation of persons

(Official Gazette No. 59/2007);

- Rules for the use of cable cars (Official Gazette No. 63/2010);
- Rulebook on the form and content of the delinquent payment order (Official Gazette No. 201/2015).
- 6. Law on the Prohibition and Prevention of Unregistered Activity (Official Gazette No. 199/14, 147/15, 18/20) and the bylaws arising from the same law:**
 - Rulebook on the form and content of the misdemeanor payment order (Official Gazette No. 195/20).
- 7. Law on Inspection Supervision (Official Gazette No. 102/19) the bylaws arising from the same law:**
 - Rulebook on the content and form of the annual work plan of the inspection service (Official Gazette No. 238/19);
 - Rulebook on the form and content of the monthly work plan of each inspector (Official Gazette No. 238/19, 167/21);
 - Rulebook on the form and content of the report on the work of the inspection service for the previous six months and the annual report on the work of the inspection service (Official Gazette No. 238/19);
 - Rulebook on the form and content of training programs for obtaining an inspector's license (Official Gazette No. 238/19);
 - Rulebook for conducting the exam for obtaining an inspector's license (Official Gazette No. 238/19, 167/21);
 - Rulebook on the form and content of the inspector license form (Official Gazette No. 88/22);
 - Rulebook on the form and content of the form of official identification and the inspector's badge, as well as the manner of issuing and confiscating them in the inspection services (Official Gazette No. 238/19);
 - The evaluation rulebook and the form and content of the form for evaluating the performance of the inspectors (Official Gazette No. 238/19);
 - Rulebook on the form and content of the report on the evaluation of the inspectors' performance (Official Gazette No. 238/19);
 - Instructions for awarding a monetary reward for an inspector (Official Gazette No. 238/19);
 - Rulebook on the form and content of the inspection report (Official Gazette No. 250/19);
 - Rulebook on the form and content of the decision after an inspection supervision (Official Gazette No. 250/19);
 - Instructions on the way of conducting the inspection supervision (Official Gazette No. 255/19);

II. State of the alignment with the EU *acquis*

Alignment of the EU legislation into a national legislation is ongoing process in accordance with the transposition methodology applied for the legislation covered by Chapter 14 - Transport policy, which enables possibility for full transposition of *acquis* into national one. Transposition of the national legislation with the EU legislation is carried out according to the time frame set up in the National Programme for the Adoption of the *acquis* (NPAA) approved by the Government.

These are the following highlights in the EU transport *acquis* approximation process by the MoTC:

1. Regulation (EC) No 1071/2009 of the European Parliament and of the Council establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator. -National legislation is compliant with Regulation no. 1071/2009 - Compliance has been achieved in relation to the conditions for obtaining a license for separate types of transport in road traffic, namely: registered activity in the territory of the Republic of North Macedonia, financial stability, good reputation, professional competence
2. Regulation (EU) 2020/1055 of the European Parliament and of the Council amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector. - The national legislation is partially aligned with Regulation 2020/1055 and will be fully aligned with the adoption of a new law on road transport during 2025
3. Regulation (EU) 2016/403 supplementing Regulation (EC) No 1071/2009 of the European Parliament and of the Council with regard to the classification of serious infringements of the Union rules, which may lead to the loss of good repute by the road transport operator.
4. Regulation (EU) 2022/694 amending Regulation (EU) 2016/403 as regards new serious infringements of the Union rules which may lead to the loss of good repute by the road transport operator. - Compliance with Regulation no. 2016/403 and Regulation no. 2022/694 in the national legislation refers to the classification of offenses in road transport in the "Rulebook for categorization of offenses according to the degree of seriousness and their frequency", which derives from the Law on working time of mobile workers in road transport and recording devices in road transport
5. Regulation (EC) No 1072/2009 of the European Parliament and of the Council on common rules for access to the international road haulage market- The national legislation is fully compliant with regulation no. 1072/2009
6. Regulation (EC) No 1073/2009 on common rules for access to the international market for coach and bus services - The national legislation is for the most part (partially) harmonized with Regulation 1073/2009 which refers to the market access for international passenger transport - Compliance is achieved in the area of: the conditions for obtaining a license for transport of passenger, The procedure for registering regular bus lines, Issuing permits for special regular services and free transport of passengers
 - The Ministry of Transport and Communications is in the process of preparing a draft text of a new law on road transport, which will fully transpose Regulation 1073/2009 into the national legislation-The adoption of the new transport law is planned during 2025.
 - The Ministry of Transport and Communications has licensed 900 carriers that carry out

passenger in road transport, of which 360 carriers are licensed to carry out passengers in international road transport

7. Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers-Directive (EU) 2022/2561 replaces the previous one-The national legislation is mostly aligned with Directive 2003/59, which refers to the driver training section.

Compliance is achieved with respect to:

- Driver training (initial qualification with 280 hours (140 hours accelerated) and periodic training with 35 hours)
- Program for taking the test to obtain a CPC
- Checking knowledge by conducting a written exam
- Form and content of the certificate
- The Ministry of Transport and Communications is in the process of preparing a draft text of a new law on road transport, which will fully transpose Directive (EU) 2022/2561 into the national legislation-The adoption of the new transport law is planned during 2025
- In the period from 2018-2022, 15 000 CPC on driver's were issued

Smart Tachograph:

1. Regulation (EU) 165/2014 Amended by: Regulation (EU) 2020/1054 - Transposed in the Draft Amendments of the Law on Working Time of Mobile Workers in Road Transport and Recording Devices in Road Transport
2. Regulation (EU) 2016/68 Amended by: Regulation (EU) 2017/1503 - In the short term, an Analysis of the Regulation will be made, after which a plan will be adopted with deadlines for implementation.
3. Regulation (EU) 2017/548 - Transposed in the Draft Amendments of the Law on Working Time of Mobile Workers in Road Transport and Recording Devices in Road Transport
4. Regulation (EU) 2016/799 (Annex 1C), Amended by: Regulation (EU) 2018/502, Amended by: Regulation (EU) 2021/1228 - After the adoption of the Amendments to the Law, a new Rulebook on the technical characteristics of the tachograph and the method of use, installation, repair, inspection and control of the tachograph will be drafted and published in the short term (no later than Q2 2024)

Social provisions:

1. 2007/230/EC: Commission Decision of 12 April 2007, Amended by: Commission Decision of 14 December 2009 amending the Decision 2007/230/EC - The final version of the Rulebook on the form, content and method of filling out the driver's activities form / will be published immediately after the amendments to the Law (by the end of 2023).
2. 22009D0143 (32009H0060): Commission Recommendation of 23 January 2009 on guidelines for best enforcement practice concerning checks of recording equipment to be carried out at roadside checks and by authorized workshops - In the short term, an analysis of the Regulation will be made, after which a plan will be adopted with deadlines for implementation (2024).

3. Commission Implementing Regulation (EU) 2022/695 / Directive (EU) 2020/1057 / Commission Implementing Regulation (EU) 2021/2179 - The risk rating system requires the connection of the national electronic registers of the EU member states (National Electronic Register - NER) with the European Register of Road Transport Undertakings (ERRU); The Internal Market Information System (IMI), that is, the legislative acts that define IMI, clearly indicate that it is a system for administrative cooperation between EU member states. In order to implement these legal acts, it is necessary to adapt the national legislation to EU membership, to prepare technical documentation and development of information systems. The same prerequisites are required for posting drivers. Planned transposition of these EU acts by the end of 2027. Implementation with the entry of the country into the EU.

Transport of dangerous goods:

1. Fully Compliant with Council Directive 95/50/EC Amended by:
 - Directive 2001/26/EC of the European Parliament and of the Council
 - Commission Directive 2004/112/EC
 - Directive 2008/54/EC of the European Parliament and of the Council
2. Fully Compliant with Directive 2008/68/EC Amended by:
 - Commission Directive 2010/61/EU
 - Commission Directive 2012/45/EU
 - Commission Directive 2014/103/EU
 - Commission Directive (EU) 2016/2309
 - Commission Directive (EU) 2018/1846

ANNEX 4 Aggregated information on STI

List of current job positions:

1 Head of Unit for Normative-Legal affairs
1 Head of Unit for Road Traffic Inspection – Senior Inspector
1 Advisor Road Traffic Inspector for the city of Skopje
1 Advisor for Administrative Work
1 Advisor Road Inspector for the city of Radovish and Strumica
1 Advisor Road Inspector for the city of Gevgelija, Demir Kapija and Valandovo

1 Advisor Road Inspector for the city of Kavadarci, Veles and Negotino
1 Advisor Road Inspector for the city of Kochani, Shtip, Probishtip and Sveti Nikole
1 Advisor Road Inspector for the city of Tetovo
1 Advisor Road Traffic Inspector for the city of Bitola, Demir Hisar and Resen
1 Advisor Road Traffic Inspector for the city of Sveti Nikole and Probishtip
1 Advisor Road Traffic Inspector for the city of Struga
1 Advisor Road Traffic Inspector for the city of Bitola, Demir Hisar and Resen
1 Advisor Road Traffic Inspector for the city of Kavadarci and Negotino
1 Advisor Road Traffic Inspector for the city of Berovo, Pehchevo and Delchevo
1 Advisor Road Traffic Inspector for the city of Shtip, Radovish, Kočani and Vinica
1 Assistant Road Traffic Inspector for the city of Gostivar
1 Advisor Road Traffic Inspector for the city of Tetovo
1 Advisor Road Traffic Inspector for the city of Ohrid and Kicevo
1 Advisor Inspector for Cable Cars and Ski Lifts
1 Assistant Road Traffic Inspector for the city of Skopje
1 Junior Records and Reports Officer
1 Advisor Road Inspector for the city of Bitola, Demir Hisar and Resen
1 Advisor Accountant
1 Junior Road Traffic Inspector for the city of Skopje
1 Junior Road Traffic Inspector for the city of Gevgelija, Strumica, Valandovo and Demir Kapija
1 Junior Road Traffic Inspector for the city of Kumanovo, Kriva Palanka and Kratovo
1 Junior Road Traffic Inspector for the city of Bitola
1 Independent Referent for Office-Documentary Works

1 Junior Officer for Logistics and Technical Administrative Work
1 Junior Officer for Logistics and Administrative-Technical Affairs
1 Advisor Road Inspector for the city of Ohrid, Struga and Kicevo
1 Advisor Road Traffic Inspector for the city of Veles
1 Advisor Road Traffic Inspector for the city of Gostivar and Debar
1 Advisor Road Inspector for the city of Gostivar and Debar
1 Junior Associate for Administrative Affairs
1 Advisor Road Traffic Inspector for the city of Ohrid and Kicevo
1 Junior Budget Control Associate

Job ranks of the inspectors:

B1	General inspector
B2	Chief inspector
B3	Assistant chief inspector
B4	Senior inspector
V1	Advisor inspector
V2	Independent inspector
V3	Assistant inspector
V4	Junior inspector

List of vehicles and equipment in used:

Vehicles:

No.	Vehicle type	Production year	License plates
1	Volkswagen Golf 3	1997	SK-2072-AK
2	Opel Astra	2001	SK-2855-AF
3	Opel Corsa	1998	SK-880-KF
4	Volkswagen Caddy	2007	SK-9152-AE

5	Peugeot 306	1997	SK-4319-BK
6	Audi A3	1998	SK-2073-AM
7	Volkswagen Polo	1995	SK-698-LF
8	Volkswagen Polo	1995	SK-516-GN
9	Volkswagen Polo	1995	SK-485-GT
10	Volkswagen Polo	1995	SK-189-JC
11	Volkswagen Polo	1995	SK-812-JP
12	Skoda Fabia	2005	SK-335-MJ
13	Seat Ibiza	1996	SK-8572-BK
14	Ford Fiesta	2001	SK-373-KJ
15	Ford Fiesta	2001	SK-386-KK
16	Skoda Felicia	1996	SK-823-GP
17	Seat Ibiza	1995	SK-4370-BK
18	Skoda Felicia	1996	SK-825-GP
19	Ford Fiesta	2019	SK-0744-AZ

Average age of vehicles with the age of 24 years old. The fleet is obsolete and exploited. No inspection vans at STI disposal.

Equipment:

- 6 VDO tachograph card readers,
- 6 licenses for use of TachoScan control software (time-limited access) and control cards

Inspection supervision procedure:

The inspection supervision procedure is regulated in the Law on the Inspection Supervision (Official Gazette No.102/19).

Based on the annual work plan of the inspection service, the director i.e. the head of the inspection

service at the beginning of each month adopts a monthly work plan for each inspector.

Before the start of the inspection (on public roads, border crossings or in the premises of the subject of the inspection supervision, the inspector is obliged to the subject of inspection to present his official ID and badge. The inspection supervision can be regular, extraordinary or control supervision.

The regular inspection supervision is inspection supervision over the implementation of the relevant laws and regulations and is carried out according to predetermined schedule in the annual work plan of the Inspectorate and the monthly work plan for each inspector. Extraordinary inspection supervision is carried out ex officio or on the basis of initiative submitted by physical or legal entities, state or local authorities, as well as by order of the Inspection Council or a written order of the Minister, the Director or the Head of the authority, i.e. the mayor of which it is part the inspection service.

Control inspection supervision is inspection supervision which is carried out ex officio in order for the inspector to determine whether the subject of the inspection supervision, after the expiration of the term specified in the inspection act and carried out regular or extraordinary inspection supervision acted according to the inspection act in its entirety; partially acted or did not act according to the inspection act.

Annual work plan and reporting principles:

The STI's Annual Work Plan is adopted by the Director, i.e. the Head of the inspection service, no later than the end of the current calendar year, for the next year, and published on STI's website. Also, no later than November 15th it is submitted to the Inspection Council, in electronic and paper form where the Council gives written consent to the Annual Work Plan no later than December 15th.

Report on the STI work for the previous 6 months, is adopted by the Director, i.e. the Head of the inspection service no later than July 15th for the period January - June of the current calendar year, that is no later than January 15th for the period July- December of the previous calendar year, and is published on the STI's website.

The six month reports must be submitted to the Inspection Council, in electronic and paper form. The Council gives an opinion on the Report no later than 31st August or February 28th.

The opinion contains findings, guidelines and recommendations for improving the operation of the inspection service. No later than March 31st of the current calendar year, the Inspection Council submits an annual report on the STI work based on the six-monthly reports.