



Public Enterprise for State Roads

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Dear,

One of the most important segments for a strong and sustainable economy, as well as for an improved quality of life and standard of living of all citizens, is the provision of good and quality road infrastructure. To this end, the Public Enterprise for State Roads realizes projects that are crucial for the construction and modernization of the entire road network in our country. The intensive construction was positioned precisely in the part of realization of the projects at the two corridors 8 and 10 that pass through the Republic of North Macedonia, which are exceptionally important not only for our country, but also for the countries whose economy is based on the transport through these corridors. The construction of new roads is a top priority of the Government of the Republic of North Macedonia, and we, as Investors on behalf of the Government, have accomplished major capital projects that leave a mark for all generations to come. Historically, we have realized the largest investments in road infrastructure, worth over one billion Euros, in construction, reconstruction, road rehabilitation, rehabilitation and construction of bridges and landslides, as well as modernization of the entire road network in the country. In only a year and a half we have completed a road network of more than 500 kilometers throughout the country, which is a historic success, and of course I am proud of it. On the other hand, the focus on the development of the road network was also located due to the need of quality connection with the countries from the region for faster integration, and more efficient and facilitated transport of goods and services. The Public Enterprise for State Roads constantly monitors all technological achievements and seeks to exploit all offered advantages in terms of traffic safety and road infrastructure improvements. Our goal is clear, it is the creation of a quality road network, an improvement of the quality of life of all citizens and ultimately strong economic growth and development of the country. We have completed the two highways, Demir Kapija - Smokvica and Miladinovci - Sveti Nikole - Shtip.

We are intensively continuing the construction of the highway Kichevo - Ohrid, and very soon we will start the construction of the highway Skopje-Blace. Our special focus is the construction of the express roads Shtip - Radovish, Shtip - Kochani, Gradsko - Prilep and Rankovce - Kriva Palanka. We gave our word regarding the construction of express roads from Bitola to Medzitlija, from the border with Bulgaria to Strumica and from Strumica to a highway of the Corridor 10 near Smokvica. Then the highway Kichevo-Bukojchani and Kriva Palanka-Deve Bair, with a reconstruction of the regional road by expanding in into three lanes. And a word is a word, we will build those too. We have completed the rehabilitation of more than seventy regional roads, and at the same time we are working on more than twenty roads. One of the most significant projects we are proud of as a public enterprise, is the introduction of the new road toll collection system on the Corridors 8 and 10. What is most important to all of us is certainly traffic safety. The Public Enterprise for State Roads is currently implementing projects to increase the safety of 11 roadways and 8 black spots, as well as to replace the elastic guardrail on the entire Corridor 10 in line with EN standards. The Public Enterprise for State Roads started implementing the Road Asset Management System (RAMS) in 2017, with the following main goals: establishing RAMS software, collection of missing data for road conditions assessment, road network assessment and analyses at strategic and program level. The project started by defining a new Road Reference System (RRS) for state roads, which includes detailed definition and route of the road, road sections and intersections. In order to collect missing data for defining the road construction, measurements with a Ground Penetration Radar (GPR) were performed along the entire national road network (4.384 km). In addition, 14 daily measurements of Weight in Motion (WIM) were carried out at 20 locations in order to collect data on the traffic structure. The final step in the implementation of the RAMS was the road network evaluation by using the HDM-4 software to support the programming of road works - the first strategic analysis resulting in a three-year plan on road works. For the first time, we obtain a modern and an efficient system for control of toll collection stations, and we can already feel its benefits. The investment activity of the Public Enterprise does not stop, we have an even bigger plan for modernization and improvement of the road network throughout the country. In the end, I would like to conclude that we have raised the road infrastructure to a much higher level, which is extremely important for attracting new investors, as well as for an increase of the country's competitiveness as a prerequisite for a healthy and a strong economy.

Respectfully,

Zoran Kitanov