

## COMPARATIVE ANALYSIS OF RAILWAY TRANSPORT ACTIVITIES IN SERBIA AND OTHER WESTERN BALKAN COUNTRIES

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**Abstract:** *The aim of this study was to trace the development of railways in Serbia and other Western Balkan countries in connection with restructuring processes Press last 10 years. And also to determine the impact of the selected restructuring method on the state of the rail systems.*

*The study included the Western Balkan countries as well as Bulgaria and Romania, Serbia border countries.*

*For the purposes of the study, the following criteria for comparability was used:*

- Territory and population of the state,
- Length of railways in service,
- Staff engaged in rail transport,
- Productivity.

*We accept a maximum degree of deviation from the railways in Serbia - 40%. All countries with data ranging from  $-40\% \leq 0 \leq + 40\%$  are considered eligible for comparison.*

*The countries closest to Serbia are the countries that are in the defined range and the four criteria at the same time.*

*Evaluation algorithm:*

*Step 1 Consolidate the information for each of the four criteria separately.*

*Step 2 Determine the data deviation range in the following sequence of criteria:*

- Territory and population of the state (inhabitants per km<sup>2</sup>);
- Length of railways in service (Rail lines per square kilometer territory);
- Staff engaged in rail transport (Staff on a linear kilometer railroad);
- Productivity (Train-kilometers per person).

*Step 3 Countries that do not fall within the appropriate range under some of the criteria are not evaluated under the following criteria.*

*Step 4 Finally, after assessing the staff, States, the rail transport data within the defined range are considered to be comparable to Serbia's railways.*

**Assoc. Prof. Dr. Vasko Vassilev** is a lecturer and consultant in management. He has a Doctorate in economics in the field of organizational and structural modeling in transport. Dr. Vassilev is the author of over fifty



scientific publications, speaks English and Russian. He has specialized in the field of financial and strategic transport management and has the following key qualifications: Project management, including projects based on EU procedures; Monitoring and evaluation of projects; Implementation of training and capacity building programs. Management; Organizational, functional analysis & restructuring of the big systems; Cost models; cost accounting; investment analysis and procedures; Expert in financial management and management analysis; developing financial models incl. all cost elements. Cost-benefits analysis.

During the period 1991-2003 he worked at Bulgarian State Railways as a senior manager. He has been a key expert and leader of projects in the following areas: financial management, information technology and strategic management of rail transport. Since 2003 he is the manager and owner of a consultancy company, which implements projects with local and foreign financing in the field of regional development, transport investment planning and human resources.

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*The main conclusions are that the restructuring of rail transport has a significant impact on the development not only of the railways but also of the other modes of transport. The changes observed in the initial stage of the reforms are mixed, and it is difficult to tell exactly what the consequences are. The medium to long-term expected result is an improvement.*

**Key words:** *Railway transport, Train. km, Passenger.km, Tracks, Productivity*

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