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TABLE OF CONTENTS

| | |
|--|-----|
| Dushko Josheski; Tatjana Boshkov; Mico Apostolov PARETO EFFICIENT INCOME TAX SCHEDULES AND NUMERICAL SOLUTIONS TO MIRRLEES' OPTIMAL INCOME TAX MODEL: A CRITICAL SURVEY | 7 |
| Nikola V. Dimitrov TOURIST VALORIZATION OF ACTIVE MONASTERIES IN R.N. MACEDONIA. | 31 |
| Mimoza Serafinova; Bobana Stefanoska TRENDS AND CHALLENGES FOR STRATEGIC HUMAN RESOURCES MANAGEMENT IN 21 ST CENTURY | 41 |
| Slavi Dimitrov; Tatyana Dimitrova GOVERNANCE OF TERRITORIAL COHESION AND COOPERATION POLICIES (ON THE EXAMPLE OF SPAIN AND PORTUGAL) | 59 |
| Aleksandra Zezova THE IMPACT OF PERSONALITY ON INTERPERSONAL RELATIONSHIPS AND SUPPORT | 66 |
| Cane Koteski; Gjorgji Petkoski MANAGEMENT OF HUMAN RESOURCE | 73 |
| Gjorgji Petkoski; Zlatko Jakovlev PERSONNEL PLANNING SEGMENT OF HUMAN RESOURCE MANAGEMENT | 84 |
| Zoran Jolevski EU CARBON BORDER ADJUSTMENT MECHANISM: OPPORTUNITIES AND CHALLENGES | 94 |
| Erda Shabani; Cane Koteski DEFINITION OF STATE BORDER, BORDER LINE, BORDER BELT, BORDER AREA AND BORDER CROSSING | 105 |
| Shaqir Latifi; Baton Zimeri THE TREATMENT OF SOLVENCY II IN THE OPERATION OF INSURANCE COMPANIES | 116 |
| Baton Zimeri; Shaqir Latifi INSURANCE SECTOR IN THE REPUBLIC OF NORTH MACEDONIA AND POSSIBILITIES OF IMPLEMENTATION OF SOLVENCY 2 MODEL | 122 |
| Emanuela Esmerova; Drasko Atanasoski COMPANY INNOVATIVE STRATEGIC PLANNING AND ALLOCATIVE OPTIMIZATION OF THE FINANCIAL RESOURCES | 128 |

DEFINITION OF STATE BORDER, BORDER LINE, BORDER BELT, BORDER AREA AND BORDER CROSSING

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Abstract

The history of mankind is known for the emergence of borders between tribes, cultures, civilizations. In the philosophy of the border we know the limitation of all things in time-space, in one territory, with its own power, with its own laws and social order, created through the historical of that society. According to Plato, the state is a historical category created in time and space that has its own natural cycle of regimes. On the other hand. The border line of the state (ies) is determined in agreement with the neighboring states by agreement, which should be accepted by the international community. The border zone is determined at a certain depth from the border line, and is determined by special state, ie government legal acts and regulations. According to the territory, it covers Northern Macedonia in the heart of the Balkan Peninsula. The border area is part of the territory of Northern Macedonia on land, rivers and mountains. Corridor 10 is an international highway starting from the city of Gdansk, Katowice, Bratislava, Budapest, Belgrade, Skopje, Athens, Cairo. Corridor 10 in our country connects the cities of Kumanovo-Skopje-Veles-Gradsko-Demir Kapija-Gevgelija. If all types of roads in our country are analyzed, then they reach a length of 9,573 km of categorized road network with (status since 1995), of which 910 km are highways, 3,058 km, regional and 5,606 km, local roads. However, it should be noted that only 584 km, highways are included in the system of the European road network, roads "E", and of them in the TEM system (Trans-European Highway) roads can be included only 138 km, highways . , including: Kumanovo-Petrovec-Veles-Gradsko; Skopje-Petrovec; Hippodrome-Miladinovci; Tetovo-Gostivar (Spatial Plan of the Republic of Macedonia, 1999, 73).

Key words: *History, position, border, corridors, traffic.*

The notion of a state border as a historical category

It has been known since the history of mankind for the emergence of borders between tribes, cultures and civilizations. In the prehistoric period, the "Divine rule" prevailed - that the whole earth was created for man and he could freely use its benefits, because man himself is an integral part of it. With the emergence of property through the erection of the first fence, begins the restriction of things in space, ie, groups of people of the same origin, ethnicities, cultures and civilizations. What is a boundary as a term, as a practice that does not necessarily mean just a space surrounded by imaginary signs (concrete, stone, etc.) pillars or boundaries of human behavior among themselves or a full-fledged boundary of unlimited power of the individual or group of people with different socio-structure?

In philosophy, the word "border" means the restriction of all things in space and time, on one territory, with its own power, with its own laws and social order, created through the historical from that society. The universal history of mankind is not an encyclopedic catalog of all that is known about humanity, but an attempt to find a reasonable pattern in the overall development of human societies. That Universal History, if it exists, is not universal for all peoples and cultures confined between ethno-borders. According to Plato, the state is a historical category created in time, space, which has its own natural cycle of regimes. On the other hand, Aristotle in his book "Politics" writes that the state is created as a result of certain reasons, of revolutions, when one regime changes with another, and so on as long as that state exists. Aristotle held the view that no regime could fully meet the needs of society and man, and that this dissatisfaction compels people to replace one regime with another in an endless cycle.

The first true universal histories of states and societies in the Western tradition are the Christian principles of conduct as collectives and as individuals. Although there have been Greek and Roman attempts to write histories of the known world, states and civilizations, Christianity first introduced the concept of equality of all people in the eyes of God, and hence the idea of the common destiny of all nations in their lands. . Thus, for example, the Christian historian St. Augustine was not interested in the specific histories of the Greeks or the Jews as such, but what mattered to them was the salvation of man as a man, something that would be the fulfillment of God's will on earth. All nations are mere branches of a more general humanity whose destiny could be understood through God's plan for mankind. In that sense, Christianity certainly introduces the notion that history and states have an end in time, that it begins with God's creation of man and ends with his final salvation. For Christians, the end of earthly history comes with the day of the Last Judgment which will bring man into the kingdom of heaven, and from that moment the earth and earthly events, states, and civilizations will cease to exist. All nations are mere branches of a more general humanity whose destiny could be understood through God's plan for mankind.

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Boundary line

The border line of the state (s) is established with the neighboring countries by way of an agreement, which should be accepted by the international community. In this sense, it is a line defined at individual points, marked with special signs determined by international norms and criteria. The border line between the states usually extends along the highest mountain points which are watersheds between the watersheds, cultures, the history of those ethnocultures and so on. The border line, depending on the location, can be on mountainous areas, valleys, valleys, gorges, passages, rivers, lakes, etc.

Border belt

The border zone is determined at a certain depth from the border line, and is determined by special state, ie government legal acts and regulations. According to the territory it covers, the Republic of Northern Macedonia is located in the heart of the Balkan Peninsula. The border zone is a variable category that is primarily determined by the government (s) of the Republic of Northern Macedonia and neighboring countries. In certain areas of the Republic of Northern Macedonia, it can be drawn deeper than 100 meters, only in cases when the state has a special interest in facilitating the citizens for certain actions, when processing their plots in that area. For example, according to the Decision adopted by the Government of the Republic of Northern Macedonia to expand the border zone to certain parts of the state border (Official Gazette of RM, no. 39/92),

Border area

The border area is part of the territory of the Republic of Northern Macedonia on land, on rivers and lakes outside the border zone at a depth of up to 10 km. The depth of the border area is determined by each country separately, based on its interests, ie the interests of the citizens who are in the border area. The border area includes the border line and the border belt with all the elements that characterize them. The border area means parts not only on land, but also on water surfaces, rivers and lakes, also withdrawn at a depth of 10 km from the border zone.

Border crossings

The border crossing is a place, determined by special normative acts, in which the necessary infrastructure facilities and services for the customs activity of the Republic of Northern Macedonia are installed. They are placed in places, locations, which are connected with modern communications that have an interstate and international character, and they are also placed in localities where there is an assumption that they can contribute to regional communication with the neighboring country. Border crossings are set at the border zone, which is popularly known as a neutral border zone, always keeping in mind the problem of uninterrupted communication of people, goods and the like.

BORDER CROSSINGS ON THE MACEDONIAN-KOSOVO AND SERBIAN BORDER LINES

Natural-geographical features of the northern border

The Macedonian-Kosovo and Serbian border starts from the border between the Republic of Northern Macedonia, the Republic of Albania and the protectorate of Kosovo at the Sherupa elevation at an altitude of 2092 meters in the west, which mostly moves along the highest points of Shar Mountain which is also a watershed between the Adriatic Sea. Bel Drim in Kosovo), the Aegean Sea (the Vardar River basin) and the bifurcation of the Nerodimka River, which belongs to the Black Sea basin. The northern border in the part with Kosovo from the elevation of Sherupa to the elevation of 2498 meters on Ljuboten, which is located west of Zaky Zagonos (2370m) is 73210 meters with an average altitude of 2465.5 meters. At this length of the border line, the lowest point is the elevation of 2092 meters at Sherupa in the west, and the highest point occurs at the locality Djurdjeviste with an elevation of 2658 meters. which belongs to the mountain Rudoka, which is a distinct natural high mountain border. From the mountain Ljuboten, ie from the locality kvaki Zanoges (2008 m) the eastern slope of the mountain Ljuboten, the border line gradually descends to the riverbed Lepenec (320 m) and then from here again rises to Skopska Crna Gora, ie this section of the border line is also a typical mountain border line up to the border crossing Tabanovce (395m) north of the city of Kumanovo. The length of the border from the locality Zaki Zanoges (2370m) to the bed of the river Lepenec, is 28 530 meters, with an average altitude of 754.6 m. which is also the highest border point. It is interesting to mention that the most suitable places for border crossings on the northern border are the localities around the upper part of the Radika river,

Natural-geographical facilities for setting border crossings on the Macedonian-Serbian border

Natural-geographical factors and elements are of great importance for setting the border crossings and their necessary infrastructure. The theory of the location for setting border crossings is related to the relief characteristics of the space, then the hydrographic and other elements in the space. The natural-geographical location conditions of the Macedonian-Serbian and the part with the Kosovo border for setting border crossings is conditioned primarily by the relief characteristics of the terrain, as well as the gravitational characteristics of the urban centers between these two neighboring countries, locations through which there are traditional communication and other connections between settlements (rural and urban) on both sides.

BORDER CROSSINGS AT THE MACEDONIAN-SERBIAN BORDER

On the Macedonian-Kosovo and Serbian border there are the following border crossings: Jazince (Tetovo), Blace (Skopje) and Tabanovci (Kumanovo), while smaller border crossings are Sopot and Pelince near Kumanovo. In addition to these border crossings, there is interest on our part to open a border crossing at the village of Lojane, which would allow shorter communication between the villages located in the Lipkovo area on the one hand and the settlements in the Presevo Valley in Serbia on the other.

TABANOVCE BORDER CROSSING NEAR KUMANOVO

Geographical location and traffic connection

The border crossing Tabanovce is located in the Kumanovo area in the northern part of the territory of the Republic of Northern Macedonia on 42° 14' 54" north latitude and 21° 42' 59" east longitude. This border crossing is traditionally the most frequent between the Republic of Serbia (and the wider area of Central and Western Europe) and Northern Macedonia, because Corridor 10 (Friendship) passes through this crossing. Tabanovce as a border crossing to the city of Kumanovo is 8 km away, it is an area where international roads meet: Corridor 10 (Friendship) (north-south) and Corridor 8 (west-east). The mentioned area is characterized by a series of natural and anthropogenic tourist values that are diverse in their attractive content. The natural and anthropogenic motifs in this area arise from the specific natural and socio-historical conditions and trends through the last decades. Natural motifs are represented by numerous mountains, rivers, lakes, thermal and mineral waters, gorges, river valleys, etc. Anthropogenic tourist motifs are also present in the old and new city architecture, costumes, handicrafts and their production, monasteries, churches, mosques, turbines, various older and newer monuments, Lipkovo archeological site, the Archaeological Museum in the city of Kuma, etc. The Kumanovo area is composed of old huge mountains. Parts of Skopska Crna Gora, popularly known as Karadag, rise to the west. Opposite this mountain are the slopes of Ruen, while the slopes of the middle-high Kozjak descend into the Trade area. To the east is the German mountain and the Slavic valley, while to the south and southeast with hilly terrains and Gradiska mountain. The wavy Kumanovo field is separated from the Skopje valley and Ovche Pole (A. Selmani, 2005). The Kumanovo area almost coincides with the territories of today's municipalities Lipkovo, Kumanovo and Staro Nagoricane, so that together the three territories cover a total area of 1 212 km² or 4.71% of the territory of the Republic of Northern Macedonia. Within this area, the city of Kumanovo and the surrounding area has a very favorable geographical position. The low Kumanovo-Presevo watershed (450m) allows easier entry into the valley of South Morava, and from the south, through Romanovski Prevoj, the area is connected to the composite valley of Vardar. Corridor 10 (Friendship) and Corridor 8 pass through the Kumanovo area, connecting the northern with the southern and eastern areas of the Adriatic Sea to the west, then those around the Aegean Sea to the south and the Black Sea to the east. In the past, the road Kumanovo-Kriva Palanka was of great importance, then the road Kumanovo-Ovche Pole, known as "Serski Pat" or "typical road", through which Kumanovo was connected with settlements and areas to the east. With the construction of the railway line along the Moravian-Vardar valley, the traffic connection in the north-south direction was strengthened, and the roads in the west-east direction were also strengthened. Let us mention that the routes of these roads in the past did not always follow today's road lines, so some of them passed north or east of Kumanovo. Today, as in the past, the Moravian-Vardar valley is of great importance, which has been turned into a significant traffic and development axis (Corridor 10-Friendship), as there is a tendency to turn the traffic direction west-east (Corridor 8). In addition to the above, there are several local roads that connect Kumanovo with the surrounding area.

Communicative-geographical situation of the Republic of Northern Macedonia

This proximity to the Gulf of Thessaloniki in the Aegean Sea is an important component of our country.

Through the famous valley of the river Vardar, which springs in the Republic of Northern Macedonia (Vrutok, near Gostivar), is a strong potential for communication links with the countries of Southeast Europe and beyond. The valley of the river Vardar is connected with the valley of South Morava through the Kumanovo-Presevo plain (450 m) which connects the northern and southern part of our Northern Macedonia. On the other hand, through the communication axis of Vardar is the highway of international character E-75 or (Friendship), international railway and air communication corridor in which the communication routes from west to east are connected, so that all are important in the development of functions. their communicative(A. Selmani, 1992).Corridor 10 -Friendship, Corridor 8 and in perspective the Central Corridor East-Western Macedonia pass through the territory of the Republic of Northern Macedonia.



Map1. View of Corridor 10-Friendship and Corridor 8 - as important international roads.

Road traffic

Corridor 10-Friendship is basically the international highway that starts in the city of Gdansk, Katowice, Bratislava, Budapest, Belgrade, Skopje, Athens, Cairo, while in the part of Southeast Europe and in our country it is known as the E-75 highway. We have a meridional direction of expansion North-South that connects the border crossings Tabanovce (north of Kumanovo) and Bogorodica (Gevgelija) to the south. Corridor 10-Friendship with us connects the cities of Kumanovo-Skopje-Veles-Gradsko-Demir Kapija-Gevgelija. The relief configuration and the central position of the Republic of Northern Macedonia on the Balkan Peninsula undoubtedly enable intensive connections with the neighboring countries and regions. Indeed, the natural axis Vardar-Morava with the built infrastructure is now an important spatial-functional road axis of European importance,

The following international roads pass through the territory of the Republic of Northern Macedonia:

E-75-Friendship - Gdansk, Katowice, Bratislava, Budapest, Belgrade, Skopje, Athens, Cairo;

E-65 - Malmo, Prague, Brno, Bratislava, Zagreb, Rijeka, Dubrovnik, Podgorica, Pristina, Skopje, Tetovo, Ohrid, Bitola, Lamia, Kalamata, South Africa;

E-850 - Brindisi (Italy), Durres, Ohrid (connection with E65) and

E-871 - Sofia (connection with E79, E80 and E83), Kumanovo (connection with E75)

The TEM highways that are expected to pass near Macedonia are:

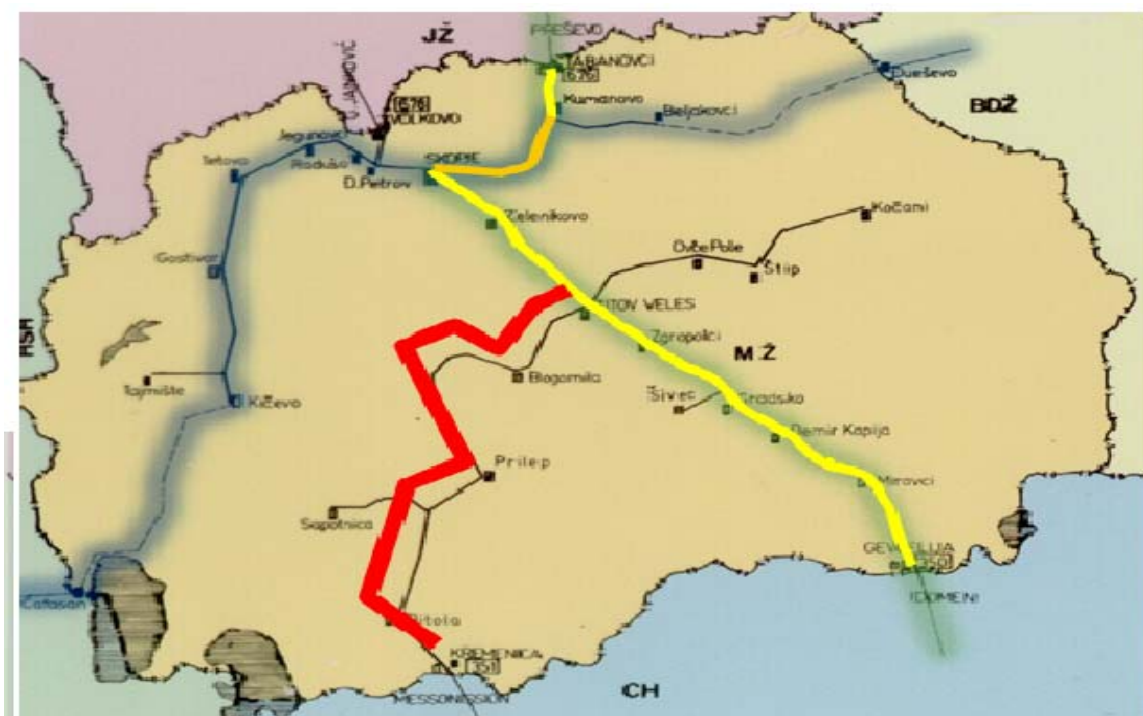
E-80 - Rome, Pescara, Dubrovnik, Podgorica, Pristina, Nis, Sofia;

E-771 - Bari, Bar, Shkodra, Prizren, Pristina;

E-90 - Palermo, Taranto, Igoumenitsa, Thessaloniki, Alexandroupolis and

E-79 - Sofia, Blagoevgrad, Thessaloniki.

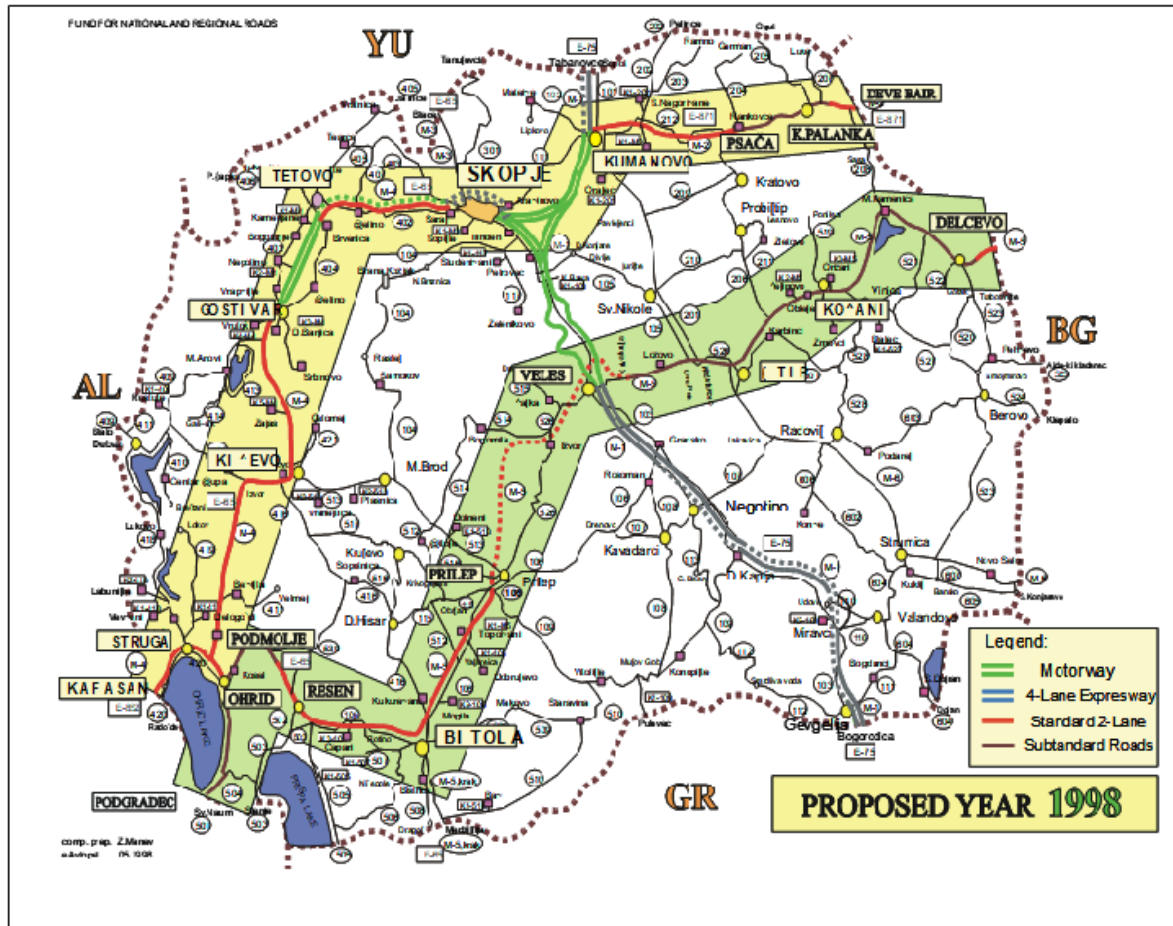
Across the Vardar axis is the highway of international character E-75-Friendship, international railway and important air communication space in which the road routes from west and east are connected, so that they gain importance in the development of their communication functions.



Map2.Corridor 10 D is an important regional road with branch Veles-Bitola-Kremenica

Despite the fact that the international road "E-75" -Friendship passes through the territory of our country, our country Northern Macedonia gains importance by intensifying through this area the Adriatic Highway which penetrates to us through the Kacanica Gorge. Efforts are being made to intensify the construction of Corridor 8 as soon as possible, in which case our country gets real opportunities for modern connections with neighboring countries Bulgaria and Albania and beyond. Indeed, Corridor 8, from Sofia through Kriva Palanka - Kumanovo - Skopje - Tetovo - Struga at the Kafasan crossing enters the territory of the Republic of Albania, so that the Republic of Northern Macedonia will approach the Adriatic coast (Durres), faithful to all Mediterranean countries and those in the world. On the territory of the Republic of Northern Macedonia, highways are an important resource for the economic development of the country. They are public roads that connect the economic regions of the country and that are connected to the roads of neighboring countries. The main pillar of the road network of the

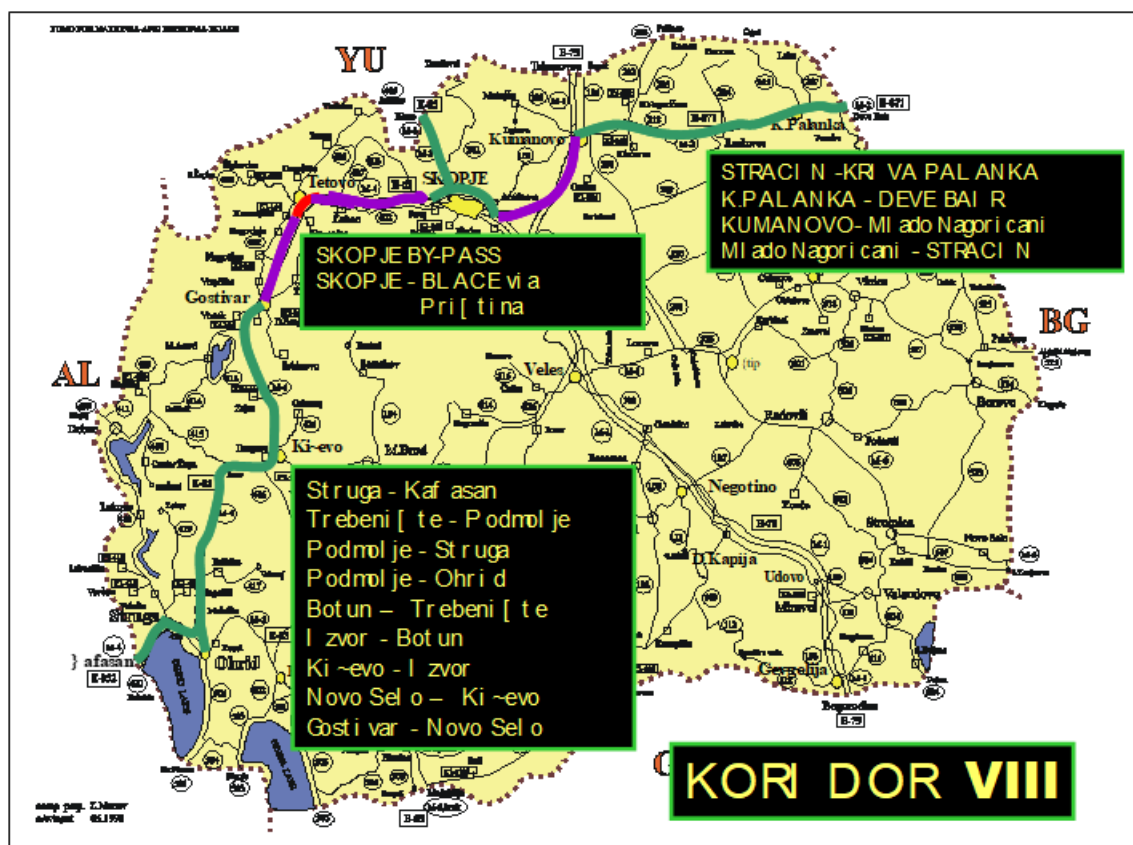
Republic of Northern Macedonia are the main roads. It was mentioned above that the main task of the highways is to connect the state space inside and out. The connection inside is connected with the big commercial and urban centers, while the connection from the outside is connected with the connection of the state with the spaces outside the border of the territory of the state.



Map3. View of Corridor 8 and the central Corridor West-East

Source: Joint transport Committee, European Community - R. Macedonia, Sixth Meeting, Ministry of Transport and Communications, Brussels, 12 May 2004

The total length of the main roads is about 910 km, so the largest length is the M-5 highway with a total length of 332.3 km. This highway has 80 km, roads that are still of poor quality according to international criteria. The roads M-1 and M-4 are of the greatest importance for the Republic of Northern Macedonia, while according to the load the greatest importance is the highway M-4.



Map4.View of Corridor 8 to be upgraded.

The total length of this road reaches 194.1 km, E-65 with a total length of 156.1 km, which together with E-852 are available from 176.3 km. These roads cover 21.3% of the total length of highways in the Republic of Northern Macedonia.

Table1. View of Highways in the Republic of Northern Macedonia

| Road type | Direction of the road | Debt-ina | Asfa лт | An impa ssabl e road | Auto way | E- route |
|-----------|--|----------|---------|----------------------|----------|----------|
| M-1 | Tabanoc-Kumanovo-Miladinovc-Veles-Gevgelija (E-75) | 174.2 | 174.2 | 0.0 | 87.4 | 174.2 |
| M-2 | Kumanovo-Rankovc-Kriva Palanka-Deve Bair (E-871) | 73.8 | 73.8 | 0.0 | 0.0 | 73.8 |
| M-3 | Petrovec-Hippodrome-Shkupe-Blace (E-65) | 40.3 | 40.3 | 0.0 | 14.2 | 19.0 |
| M-4 | Miladinovc-Hippodrome-Skopje-Tetovo-Gostivar-Kicevo-Podmoche-Struga-Kafetana (E-65 = 156.1 km; E-852 = 20.2 km) | 194.1 | 194.1 | 0.0 | 29.9 | 176.3 |
| M-5 | Podmoche-Ohrid-Resen-Bitola-Prilep-Veles (Babuna) -Otoica-Stip-Kochani-Delchevo-Zvegor with branch Bitola-Medzitlija (311.8 + 20.5 = 332.3 E-65) | 332.3 | 252.3 | 80.0 | 0.0 | 97.9 |
| M-6 | Stip-Radovish-Strumica-Novo Selo | 94.4 | 94.4 | 0.0 | 0.0 | 0.0 |

Source: Fund for Highways and Regional Roads, 2004



Map5:View of parts of Corridor 10-Friendship that need to be reconstructed according to European standards

If all types of roads in our country are analyzed, then they reach a length of 9,573 km, categorized road network (status since 1995), of which 910 km are highways, 3,058 km regional and 5,606 km local roads. However, it should be noted that only 584 km of highways are included in the system of the European road network, "E" roads, and of these in the TEM system (Trans-European Highway) roads can be included only 138 km of highways. , including: Kumanovo-Petrovec-Veles-Gradsko; Skopje-Petrovec; Hippodrome-Miladinovci; Tetovo-Gostivar (Spatial Plan of the Republic of Macedonia, 1999, 73).

If the categories of roads are different and their quality, then the conclusion is that from the total length of the categorized road network of 5,400 km (56.4%) are grouped roads with asphalt, concrete, stone blocks and the like. then 1,182 km (12.4%) are of macadam construction, while 2,991 km (31.2%) are of land or unpaved roads, which shows that the Republic of Northern Macedonia lags far behind the developed European countries.

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