

## **Construction of Žeželj Bridge in Novi Sad:**

The Žeželj Bridge in Novi Sad will again enable navigation along the Novi Sad reach of the Danube and restore full road and rail traffic across the Danube in Novi Sad as part of the Belgrade-Subotica-Budapest segment of Corridor Xb of the TEN-T network.

### **Short overview:**

<b>Project</b>	<b>Amount MEUR</b>
Construction of Žeželj Bridge (EU co-financing + Serbian contribution)	25.35 + 19
Supervision of Construction of Žeželj Bridge	3.9
Construction of Žeželj Bridge Access Roads	3.7
Supervision of Construction of Žeželj Bridge Access Roads	0.37
Design and Tender Dossier for Construction of Žeželj Bridge	2
<b>Total of which EU funds</b>	<b>54.32 MEUR 35.32 MEUR</b>

### **Project status**

The re-establishment of the railway traffic over the bridge took place in March 2018. According to the latest estimate the removal of the temporary bridge can hardly commence before October/November 2018.

### **Historical data about the Žeželj Bridge**

The Žeželj Bridge between Novi Sad and Petrovaradin was designed in 1961 as a two-span, concrete, combined road-rail bridge by Professor Branko Žeželj. It was an iconic landmark two-arch design, with a single rail track and two-lane highway, which was destroyed by NATO in 1999. A temporary road-rail bridge was built 75 metres upstream and opened in 2000; however, although its design life was five years it's still in operation. Its speedy construction compromised navigation, and rail and road capacities.

An open competition for a new bridge was held in 2001, but no design was acceptable; a successful design for the replacement of the Žeželj Bridge was made in 2002. It mirrored the original design with the intention of converting it to a dual rail bridge once a dedicated road bridge over the Danube in Novi Sad was completed. Subsequently, a second feasibility study was conducted in 2004 with EU funding and its design proposal was adopted by the Municipality of Novi Sad.

In 2008, consultants financed by the EU produced a detailed design specification for the bridge, stipulating that the new bridge would be built in the same location as the original bridge thus restoring the alignment of the Corridor Xb route for rail.

The profile of the new bridge matches the original, but the deck is raised 1.5 metres and new foundations and structural piers are built to permit unhindered navigation reducing the risk of collisions with the piers. The bridge cross section is wider accommodating two railway tracks facilitating future double tracks railway line from Belgrade to Novi Sad and further north to the Hungarian border.

### **Impact of the new Žeželj Bridge**

The completion of the Žeželj Bridge will have both cultural and transport impacts. In cultural terms an iconic landmark will be rebuilt in Novi Sad restoring part of the modern heritage in the provincial capital of Vojvodina. The greatest impact will be in terms of transport infrastructure, relieving rail and road congestion in Novi Sad. On the Danube, a significant bottleneck will be removed and transit / travel times for both passengers and freight will be improved. The improved transport routes are expected to have a wider positive impact on the economic development in the region, stretching north across the border into Hungary and south into central Serbia.



Original bridge



Virtual presentation of new bridge