



SERBIA



2021 IS THE EUROPEAN YEAR OF RAIL

2021 is the European Year of Rail, shining a light on one of the most sustainable, innovative and safest transport modes we have.

Hop on the #EUYearofRail

The time
is now



Olivér Várhelyi
European Commissioner
for Neighbourhood and
Enlargement

European Commission continues to support the Western Balkans in developing and modernising the rail sector. The adopted Economic and Investment Plan includes €1.5bn for the development of railways. Some of the Flagship projects are the fast tracks on Corridor X, connecting Budapest and Belgrade and further to Niš, Skopje and Greece, and Corridor 4 that will connect Belgrade with port of Bar and Podgorica in Montenegro.

RAILWAY CORRIDOR X IN SERBIA

ESTIMATED TOTAL INVESTMENT
(through WBIF)

€1.1bn



Grants Approved: €86.1m

Grants Potential in 2021: €116.9m



Loan Signed: €134m

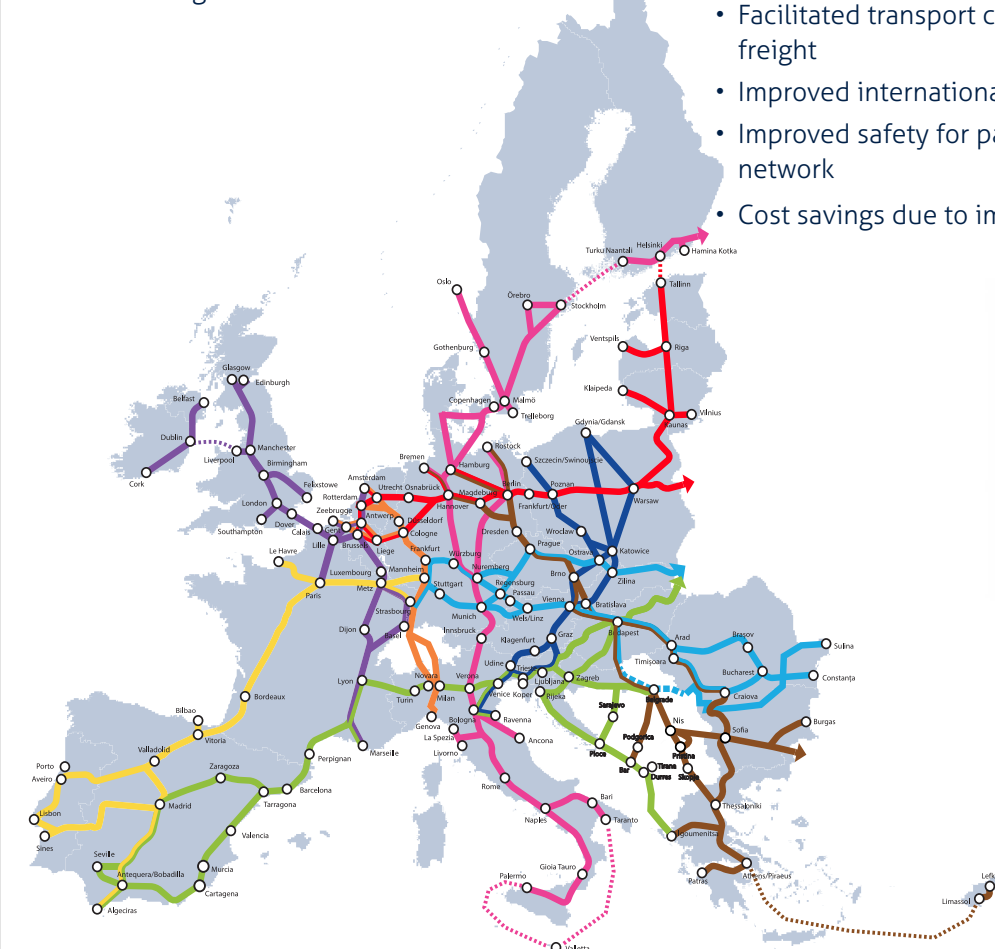
Loans Estimated: €363m

National Contribution: €164m

Railway Corridor X is one of the Pan-European corridors and also part of TEN-T indicative extensions of Mediterranean and Orient/East-Med Corridors to the Western Balkans. The Orient/East-Med Corridor runs between Salzburg in Austria and Thessaloniki in Greece.

RESULTS AND BENEFITS

- Improved condition of the Pan European Railway Corridor X
- Integration with EU TEN-T network
- Facilitated transport connection, both passenger and freight
- Improved international trade
- Improved safety for passengers and staff of the rail network
- Cost savings due to improved efficiency of services



Railway Corridor X
in Serbia

872 km

railroads to be
modernised

In Serbia, the Corridor accounts for **872 km** of double-track line, i.e. approximately 23% of the entire Serbian railway network. It will **connect Serbia with Croatia, Hungary, Bulgaria and North Macedonia** (and further south with Greece).

For the modernisation of Railway Corridor X in Serbia, a total of **€86.1m EU grants** have already been approved through the Western Balkans Investment Framework for the following sections (from north to south): (i) Modernisation of the section from Belgrade to the Croatian border (Šid), (ii) Modernisation of the Section from Ostružnica to Batajnica/Belgrade marshalling yard, (iii) Modernisation of the section from Stalać to Đunis, (iv) Construction of the Niš Bypass, (v) Modernisation and electrification of the section from Niš to the Bulgarian border (Dimitrovgrad) and, (vi) Modernisation of the section from Niš to the North Macedonian border (Preševo). In addition to EU financing, some sections have been or are being supported by Russia and China.

Matej Zakonjšek
Director of Transport
Community Secretariat



One of main priorities of the TC are investments in the rail systems and support to multimodal solutions in the region in order to move as much cargo from roads to rail as well as to better use inland waterway and maritime transport. This will help business, make the air cleaner and roads safer. Rail Corridor X, the extension of the Trans-European Transport Network (TEN-T), is the backbone of the Western Balkans.



RAILWAY CORRIDOR X SECTIONS IN SERBIA



ECONOMIC AND INVESTMENT PLAN FOR THE WESTERN BALKANS 2021-2027

SUSTAINABLE TRANSPORT

FLAGSHIP 1: Connecting East to West

1

Modernisation of the section from Belgrade to the Croatian border (Šid)

For this project a €3.0m EU technical assistance grant has been approved for a feasibility study, environmental and social impact assessment, preliminary design and tender documents. Construction could start in 2024/2025.

2

Modernisation of the section from Ostružnica to Batajnica/Belgrade marshalling yard

For this project a €0.8m EU technical assistance grant has been approved for the feasibility study, environmental and social impact assessment and preliminary design. Construction will not start before 2026/2027.

3

Modernisation of the section from Belgrade to Niš

IPA funded project. For this project the feasibility study (technical and financial structuring of modernising the section) are being prepared.

4

Modernisation of the section from Stalać – Đunis

For this project a € 1.5m EU technical assistance grant has been approved for a feasibility study, environmental and social impact assessment and preliminary design. Construction is foreseen to start in the third quarter 2022.

5

Construction of the Niš Bypass

For this project a €2m EU technical assistance grant has been approved for design studies and tender documents. Start of construction is expected in the third quarter of 2022.



6

Modernisation and electrification of the section from Niš to the Bulgarian border (Dimitrovgrad)

For this project two EU investment grants for a total value of €73m and one €1.8m EU technical assistance grant have been approved. Start of works is planned for the second quarter 2022.

7

Construction works on the section from Niš to Brestovac

IPA funded project.

8

Modernisation of the section from Niš to the North Macedonian border (Preševo)

For this project two EU technical assistance grants of a total value of €4m have been approved for feasibility studies, environmental and social impact assessment, preliminary design and tender documents. Construction could start in 2024/2025.

9

Railway Corridor X in North Macedonia: Construction of Tabanovce Joint Border Railway Station

For this project a €2.7m EU investment grant and a €0.4m EU technical assistance grant for feasibility study, environmental and social impact assessment, design studies and tender documents have been approved for €6m total estimated investments. Construction is planned to start in 2022.