RAILWAY INFRASTRUCTURE IN THE REPUBLIC OF SERBIA REGARDING STRENGTHENING REGIONAL RAIL TRANSPORT CONNECTIVITY

Marko Jeremić

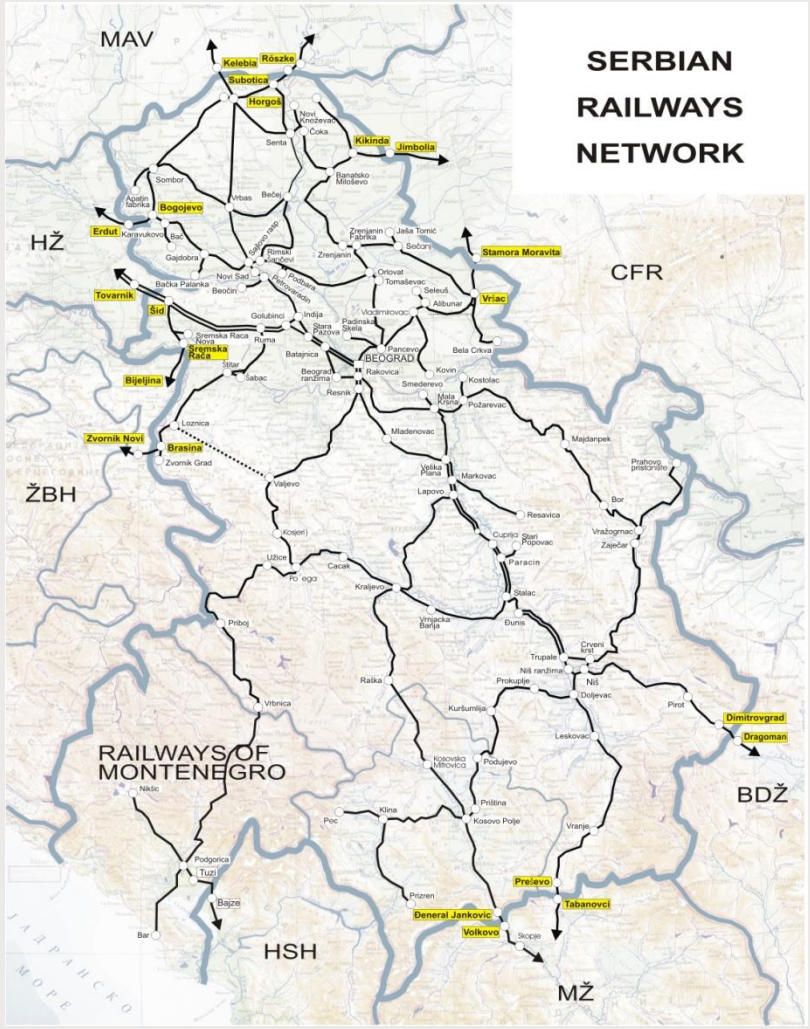
Deputy Director

Rail Infrastructure Access Department
"Infrastructure of Serbian Railways" JSC
Republic of Serbia

ABOUT THE COMPANY

- The first railway line Begrade – Niš: in 1884
- Founder: The Government of Serbia in 2015
- Managing the entire public railway network in the country
- 12% of the total State owned property in Serbia
- The value of the property: around EUR 2 billion
- Around 6,237 employees
- Financing through performance contract with Government (MAIC) and charging Track Access Charge (TAC) to RU

WHAT DO WE HAVE?



Total length of the network 3 735,5 km

Single-track lines 3 441,1 km

Double-track lines 294,4 km (7,88 %)

Narrow-gauge lines 22,5 km

Non-electrified lines 2 457,1 km

Electrified lines 1 278,4 km

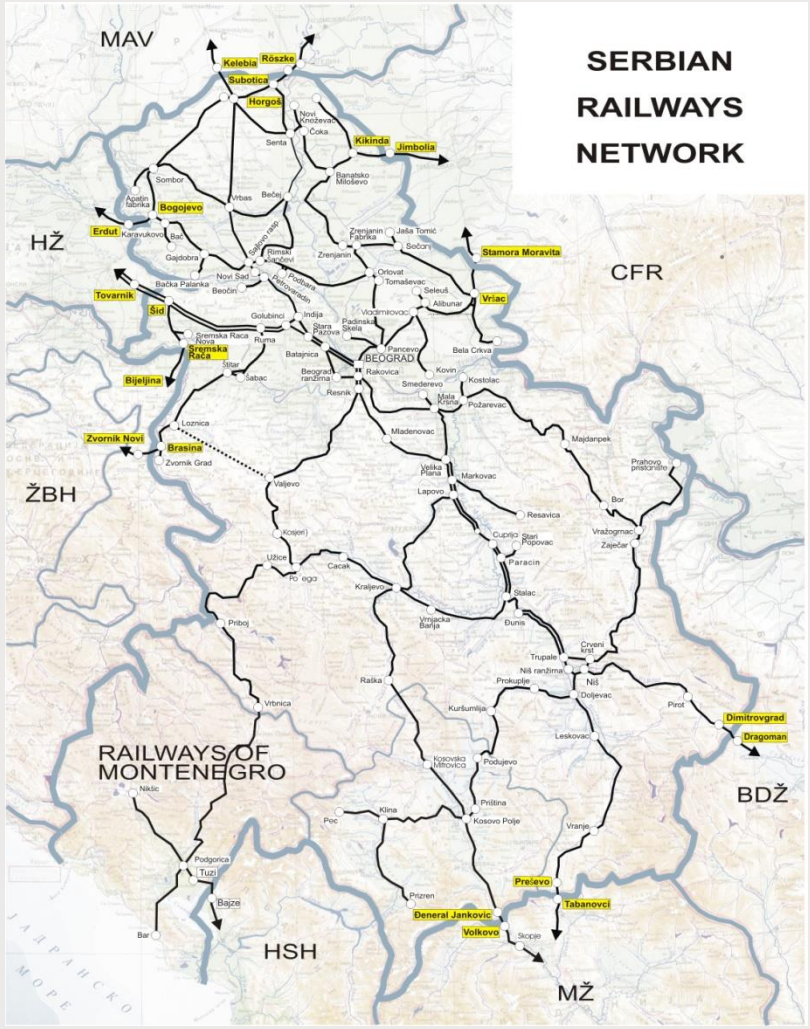
872 km of Corridor X lines

Supply system – single-phase system – 25 kV, 50 Hz

Track gauge - 1435 mm

690 stations, 5315 switches, 334 tunnels, 956 bridges and 2138 level crossings (502 with automatic devices)

WHAT DO WE HAVE?



Loading gauges UIC GB and UIC GA
axle load 22.5 t on 42.26% of the network
Main 1759km
Regional 1251km
Local 538km
Manipulative 187km

Maximum designed speed is 120 km/h
15.386 milions train km in 2017
6.4 bilions gtkm in 2017

REFORMS IN SERBIAN RAIL SECTOR

Competitiveness of the economy and trade is deeply connected with the effectiveness of the transport system as a whole and with the efficiency of transport services provided. Setting up a proper transport system requires implementation of policy measures which should go hand in hand with modernization of transport infrastructure. It is important to have modern, reliable and safe infrastructure to restore market share from the past.

Effects of institutional reforms are summarised as follows:

- Restructuring of the public enterprises working in the transport sector and introduction of result oriented management;
- Contractual relationship between IM and GoS (Multi Annual Infrastructure Contract)
- Introduction of railway infrastructure maintenance on the basis of the track condition analyses;
- Market opening;
- Simplification of the border crossing procedures aiming at reduction of travelling time;
- Implementation of the measures, which would improve intermodality features of Serbian transport system.

MAIN OBJECTIVES IN FUTUREFOR PUBLIC RAIL INFRASTRUCTURE IN REPUBLIC OF SERBIA

- Republic of Serbia has in the previous period invested and continues to do so, a lot of effort and funds in the railway infrastructure projects
- Elimination of slow runs and "bottlenecks" and reconstruction of existing rail lines with the aim of returning to the projected level
- Electrification of the Corridor Xc and some main and regional lines.
- Overhauled regional and local railway line using materials obtained by reconstruction of main lines
- The modernized double track electrified line along the whole length of Corridor X and Xb through Serbia in accordance with the required European standards of safety and interoperability
- Design speed of 160 km/h respectively 200 km/h on Corridor 10 on the sections where it is economically justified
- Improve the efficiency of the main nodes (Belgrade, Niš, Novi Sad), in order to increase their capacity
- Developed intermodal transport with intermodal terminals in key locations
- Increased safety and security of the railway system
- Making railway lines as a part of Rail Freight Corridors network (RFC 10 Alpine- Western Balkan)
- Deployment of ERTMS

PERSPECTIVE FOR REGIONAL DEVELOPMENT- PORT PIRAEUS

- Port of Piraeus is logistics hub connecting Europe and Asia
- Respective future traffic potential for moving distribution from Piraeus to the Balkans, Hungary and the Czech Republic to rail transport on Railway Corridor X
- Railway Corridor X meets the potential demand but infrastructure is inadequate and long time for border-crossing procedures
- the problem has been recognized and number of projects have started to improve the condition of the infrastructure along corridor to make it possible to offer realiable service for container block trains and make it possible to compete on the market with other transport modes

COMPLETED RAILWAY PROJECTS

- In total about 215 km have been reconstructed and modernized on Corridor X since 2015 and about 306+70+53 million euros invested.
  - EIB 2 - section Gilje-Paraćin-Ćuprija(10,5 km)
  - Russian Loan 177,8 mil. dollars
    - Railway line Pancevački most-Pančevo (14,9 km)
    - Three North sections on Corridor X (65,8 km)
    - Three South sections on Corridor X (46,5 km)
    - Section Resnik-Valjevo (77,6 km)
  - Construction of a bridge over the Danube in Novi Sad (Žeželj Bridge)

ONGOING RAILWAY PROJECTS

- Besides the 215 km of completed railway lines, works are currently being carried out on 82 km in the value of over 540 million euros.
  - Section Rakovica-Resnik (7,5 km)
  - Section Stara Pazova-Novi Sad (40,4 km)
  - Section Beograd Centar-Stara Pazova (34,5 km)

PLANNED RAILWAY PROJECTS 1/3

Projects on Corridor X are expected to start in the near future on about 700 km of railway lines in the total estimated value of 2,76 billion euros

Projects with secured funds:

- Section Novi Sad – Subotica – SB with Hungary, length 107.4 km, preparation of project documentation are in progress. Signed a contract with a consortium of CRIC -CCCC, value of investment is € 1,03 bill
- Modernisation of Railway Line Niš - Dimitrovgrad - Border with Bulgaria, 108 km long (86 km Sićevo-State border+ 22 km railway bypass around the city of Niš) This Project will be realized through the following four components: Component 1 (civil works and track, preparatory works for electrification and signalling for section Sićevo - Staničenje - Dimitrovgrad), Component 2 (construction of a single track bypass around City of Niš for passenger and freight transport), Component 3 (electrification of railway line and equipping with signaling and safety (SS) and telephone and telecommunications (TT) devices from Nis to Dimitrovgrad); Component 4 (engineering design services, supervision of the works performed by the third persons and support to activities related to the Project). The total price of the modernisation and reconstruction project on the railway line Niš – Dimitrovgrad is EUR 268.28 million. Funds required for investments are provided from three sources of financing: EIB+WBIF+Budget RS

PLANNED RAILWAY PROJECTS 2/3

Projects on Corridor X are expected to start in the near future on about 700 km of railway lines in the total estimated value of 2,76 billion euros

Projects with secured funds:

- Reconstruction of Niš – Brestovac railway line, 23 km long, estimated investment of €62.7 mill. Funding source IPA
- Construction of the new road-rail intermodal terminal in the vicinity of Belgrade is planned. Preliminary design, Feasibility study and Environmental impact assessment are prepared through IPA 2008 national programme. Tender procedure is ongoing. Funding source IPA/EU

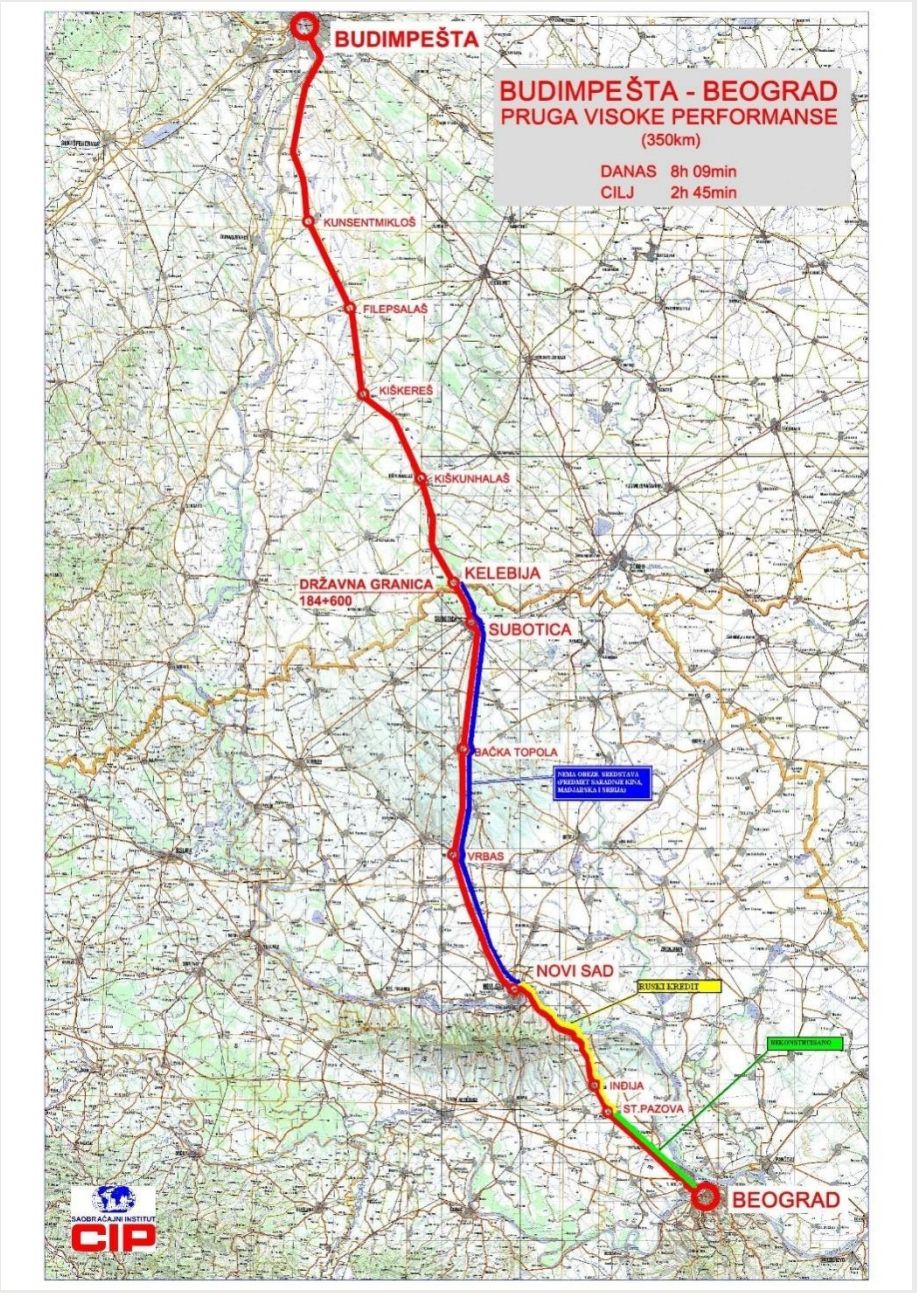
PLANNED RAILWAY PROJECTS 3/23

Projects without means of financing:

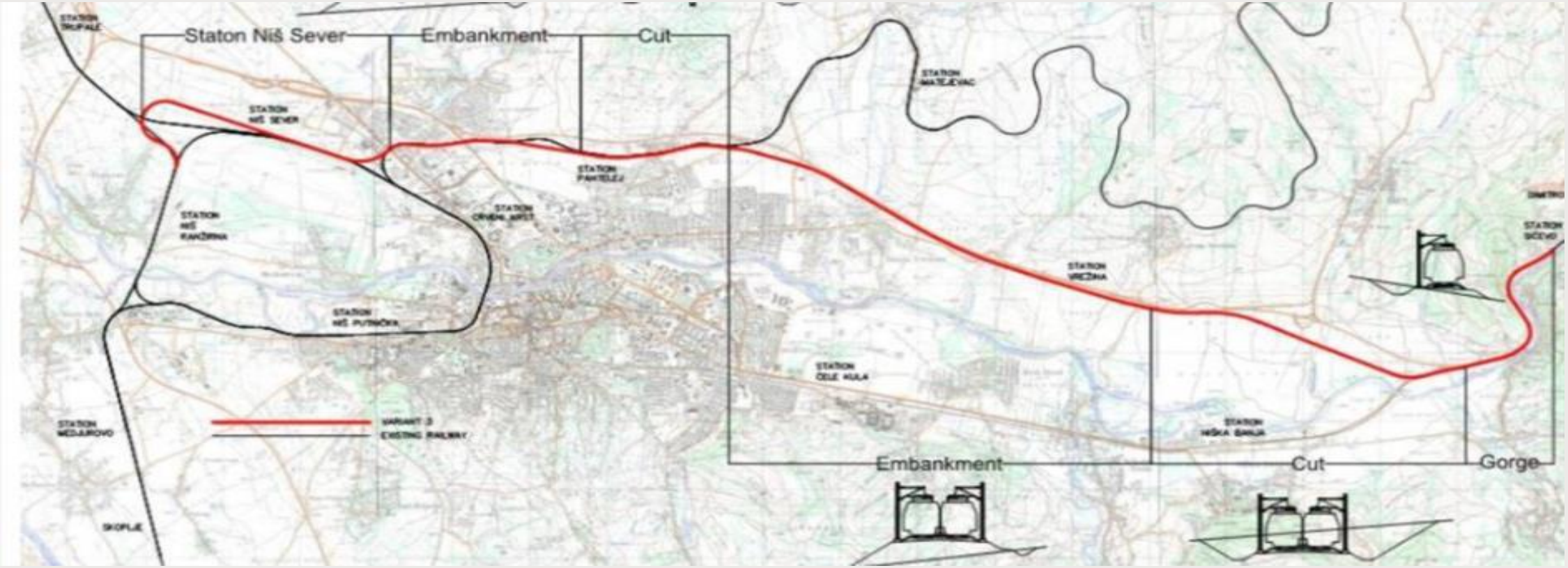
- Construction of the Belgrade Center station – Phase 2, estimated investment €47 mill
- Modernization of the line Belgrade – Subotica – State Border, section Star Pazova – Novi Sad Phase III (electrotechnical infrastructure) – estimated investment €98.8 mill. Potential funding source export credit of the Government of Russian Federation
- Reconstruction of the line (Belgrade) Resnik - Vrbnica - bored with Montenegro, section Valjevo – Vrbnica, 209 km long, estimated investment of €478.2 mill. Potential funding source export credit of the Government of Russian Federation
- Modernization of the line Belgrade – Niš section Velika Plana – Nis - estimated investment, 110,3 km long, estimated investment of € 560 mil
- Construction of the freight by-pass railway line Beli Potok – Vinča – Pančevo, 29 km long, estimated investment of €150 mill (rail part of project)
- Reconstruction and modernization of the existing track and the construction of a second track on the section Stalać – Đunis, 19 km long, estimated investment of €150 mill

The implementation schedule of planned projects will be in accordance with available funds

- <u>Railway line Belgrade-Budapest – project includes three sections:</u>
  - Section Beograd Centar-Stara Pazova (34,5 km)
  - Section Stara Pazova-Novi Sad (40,4 km)
  - Section Novi Sad-Subotica-state border (107.4km)



- <u>Railway line Niš-Dimitrovgrad – project includes three parts:</u>
  - Construction of Niš bypass (22 km)
  - Reconstruction and modernization of railway section Sićevo-Dimitrovgrad (80 km)
  - Niš-Dimitrovgrad Railway line electrification (86 km)



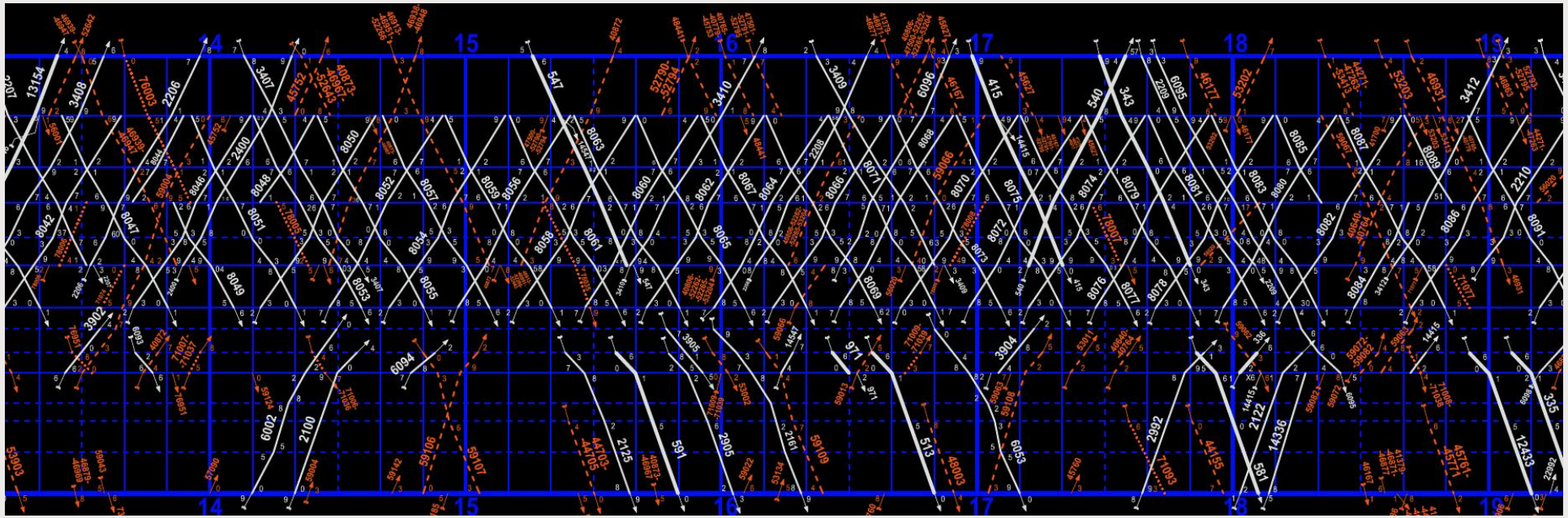
EFFECTS FOR RAILWAY LINE NIŠ-DIMITROVGRAD

- 80 km of CXc railway track upgraded to TEN-T standards, including preparatory works for electrification and signalling and telecommunication systems
- Increase in passenger and freight travel speed from 30 km/h to 120 km/h, as well as in freight capacity to 22.5 tonnes axle load
- Approximately 550 new jobs created during construction as well as operation and maintenance periods
- Direct access to modern means of transport for more than 340,000 people living along the railway route proposed for rehabilitation
- Decrease in current pollution levels caused by diesel traction
- Reduced operational and maintenance costs for railway operators. x Better opportunities for socioeconomic growth for one of the poorest regions in Serbia. x Improved trade flows with countries in the region and thus a positive impact on the broader economy of Serbia.

MAIN OBJECTIVES FOR TRANSPORT CONNECTIVITY

Connected transport in region can generate economic growth and jobs. It helps attracting investments in the Western Balkans and contribute to good neighbouring relations and the prosperity of the region. Our aim is to improve trasnport links within the Western Balkans as well as between the region and the EU.

Connectivity is not only about building infrastructure objects, it is also about proper maintenace in order to reduce costs and increase return of investment.



THANK YOU FOR YOUR ATTENTION

Инфраструктура железнице Србије а.д.