



SERBIA

Partners:

- Ministry of Construction, Transport and Infrastructure, Serbia
- JSC Serbian Railways Infrastructure (Železnice Srbije Akcionarsko Društvo)

Estimated cost:

• €84.4 million

EU contribution:

• €43.6 million

Estimated EIB loan:

• €36.7 million

Beneficiary contribution:

€4.1 million

2016 CONNECTIVITY PROJECT

Orient/East-Med Corridor: Serbia – Bulgaria CXc Rail Interconnection

The Orient/East-Med Corridor runs between Salzburg in Austria and Thessaloniki in Greece. In Serbia, the Corridor accounts for 872 km of track, i.e. approximately 23% of the entire Serbian railway network. It includes a 80 km-long Serbia — Bulgaria interconnection along the CXc route, in between Sicevo and Dimitrovgrad, which has not been electrified. Moreover, the signalling and train control system has been in use for more than 50 years, slowing travel speeds to 30 and 50 km/h and posing serious transport safety risks.

This investment project is part of the Core Network Corridors of the Trans-European Transport Network (TEN-T) extension into the Western Balkans and South East Europe Transport Observatory (SEETO)'s Core Network. It is thus included in the long-term sustainable development plans of the European Union and its partners. It concerns the rehabilitation of the Sicevo to Dimitrovgrad railway track, including preparatory works electrification and signalling and telecommunication systems.



Existing Double-track Railway on Corridor X, Serbia.

Results:

- 80 km of CXc railway track upgraded, 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 22.9 tonnes axle load.



View of Non-electrified Railway Track on Corridor Xc, Serbia.

Transport

Previous EU assistance:

€3.2 million (project preparation)

Estimated start date:

Mid 2019

Estimated end date:

End of 2021

Estimated Ioan repayment period:

15 years

Map of Sicevo to Dimitrovgrad Rail Interconnection. The investment will be executed in two stages: a). Sicevo – Stanicenje (48 km); b). Stanicenje – Dimitrovgrad (32 km). Preliminary designs and other technical and financial documentation were prepared 2008 and 2010 respectively; further revisions required changes Serbian recent in Construction Law have been undertaken in recently, close

Kraljevo

The rehabilitation works will not have significant social or environmental impacts as the new facilities will be built on the route of the existing rail track.

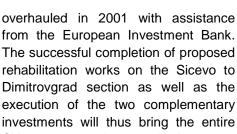
cooperation with JASPERS.

The project is complemented by two other investments:

- Construction of the railwav deviation around the City of Niš to the station in Sicevo, undertaken with assistance from 2011 IPA (EU) funding.
- Completion of electrification and signalling and communication works on the route from Niš to Sicevo from and there Stanicenje and Dimitrovgrad, for additional which financial assistance has been obtained from the EU through the Western Balkans Investment Framework in 2017.

Dimitrovgrad – border Bulgaria section was completely

CXc route to modern standards.



Benefits

- 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 operations.
- and Reduced operational maintenance costs for railway operators.
- Better opportunities for socioeconomic growth for one of the poorest regions in Serbia.
- Improved trade flows with countries in the region and thus a positive impact on the broader economy of Serbia.